

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
December 5, 2023**

AGENDA

- 9:30 Presentations
- 9:30 Recognition of Outgoing Board of Supervisors Members
- 9:30 Presentation by Kate Hanley, Chairman of the Electoral Board, Regarding Election Year 2023
- 10:00 Board Adoption of the 2024 Legislative Program for the Virginia General Assembly, Approval of the County’s 118th Congress Federal Legislative Strategy and Principles
- 10:30 Matters Presented by Board Members
- 10:30 Items Presented by the County Executive

**ADMINISTRATIVE
ITEMS**

- 1 Designation of Plans Examiner Status Under the Expedited Land Development Review Program
- 2 Authorization to Advertise a Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Pleasant Valley Road Shared Use Path (Sully District)
- 3 Authorization to Advertise a Public Hearing to Convey Board-Owned Right-of-Way Near 6332 Richmond Highway to the Virginia Department of Transportation (Franconia District)
- 4 Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Outdoor Dining
- 5 Authorization to Advertise a Public Hearing to Consider an Ordinance Establishing the Poplar Tree Community Parking District (Sully District)
- 6 Approval of Supplemental Appropriation Resolution AS 24090 for the Fairfax County Department of Transportation to Accept Grant Funding from the U.S. Department of Transportation Federal Transit Administration for the Acquisition of Right-of-Way for the Richmond Highway Bus Rapid Transit Project (Franconia and Mount Vernon Districts)

**FAIRFAX COUNTY
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**ADMINISTRATIVE
ITEMS
(continued)**

7 Approval of Supplemental Appropriation Resolution AS 24093 for the Department of Transportation to Accept Grant Funding from the U.S. Department of Transportation for the Community Project Funding Requests Included in the Consolidated Appropriations Act, 2022 and to Execute a Standard Project Agreement with the Virginia Department of Transportation (Braddock, Franconia, Mason, and Mount Vernon Districts)

8 Approval of a Resolution Endorsing Projects for Submission to the Northern Virginia Transportation Commission for the Fiscal Year 2025 – 2026 I-66 Inside the Beltway Commuter Choice Program (Braddock, Providence, Springfield, and Sully Districts)

9 Approval of Resolution Endorsing Projects Submitted for FY 2030 Regional Surface Transportation Program and Congestion Mitigation and Air Quality Federal Funding Through the Northern Virginia Transportation Authority

ACTION ITEMS

1 Resolution to Apply for a Waiver to Administer Pioneer and Garfield Precincts in the Franconia District, and the Penderbrook and Burke No. 2 Precincts in the Springfield District, as Split Precincts Pursuant to Virginia Code Section 24.2-307 (Franconia and Springfield Districts)

2 Sale of General Obligation Public Improvement Bonds and Public Improvement Refunding Bonds

3 Approval of the Director of the Department of Cable and Consumer Services Recommendation on the Number of Taxicab Certificates to be Authorized in 2023

4 Approval of Fairfax County’s FY 2023 – FY 2033 Transit Strategic Plan

5 Endorsement of Projects for Submission to the National Capital Region Transportation Planning Board Long-Range Transportation Plan, Visualize 2050

**FAIRFAX COUNTY
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**ACTION ITEMS
(continued)**

6 Approval of a Memorandum of Agreement (MOA) Between the Northern Virginia Transportation Commission and the County of Fairfax Regarding Coordination of Technical Analysis and Funding for Phase IV-1 of the Envision Route 7 Bus Rapid Transit Project (Dranesville, Hunter Mill, Mason, and Providence Districts)

7 Authorization for the County Executive or Designee to Negotiate and Execute an Agreement with Virginia Electric and Power Company (Dominion) for the Crediting of Electricity Generated by the I-95 Landfill Solar Project to Certain Fairfax County Metered Accounts

8 Approval of Funding Allocations for Pedestrian and Bicycle Improvement Projects and Maintenance

9 Resolution Specifying the Board of Supervisors Good Faith Commitment to Appropriate Funding Necessary for the County to Meet Its Obligations Under the Tentative Agreement with Southern States Police Benevolent Association as Set Forth in Department of Management and Budget's Fiscal Impact Study

10 Resolution Specifying the Board of Supervisors Good Faith Commitment to Appropriate Funding Necessary for the County to Meet Its Obligations Under the Tentative Agreement with International Association of Fire Fighters Local 2068 as Set Forth in Department of Management and Budget's Fiscal Impact Study

**INFORMATION
ITEMS**

1 Presentation of the Fiscal Year (FY) 2023 Annual Comprehensive Financial Report (ACFR) and Popular Annual Financial Report (PAFR)

CLOSED SESSION

Closed Session

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
December 5, 2023**

**PUBLIC
HEARINGS**

3:30 Public Hearing on a Proposed Amendment to Chapter 122 (Tree Conservation Ordinance) of The Code of the County of Fairfax, Virginia (County Code) Re: Tree Commission Charter

3:30 Public Hearing to Enter into an Agreement with Northern Virginia Soil and Water Conservation District for Fund Administration

3:30 Public Hearing to Consider an Ordinance to Amend and Readopt Fairfax County Code Section 7-2-13 and Relocate the Polling Place for the Greenspring Precinct in the Franconia District (Franconia District)

3:30 Public Hearing to Validate and Convey Property at the Fairfax County Government Center to the Fairfax County Redevelopment and Housing Authority (Braddock District)

3:30 **To be Deferred to**
01/23/2024 at
4:30p.m. Public Hearing to Validate and Convey Property at the Franconia Governmental Center to the Fairfax County Redevelopment and Housing Authority (Franconia District)

3:30 Public Comment



Fairfax County, Virginia
BOARD OF SUPERVISORS
AGENDA

Tuesday
December 5, 2023

9:30 a.m.

PRESENTATIONS

- RESOLUTION — To recognize the McLean High School Girls Softball Team for their state championship. Requested by Supervisors Palchik and Foust.
- RESOLUTION — To recognize the Army Historical Foundation for its 40th anniversary. Requested by Chairman McKay.
- RESOLUTION — To recognize retiring elected officials from the area for their contributions and service to the community. Requested by Chairman McKay.

STAFF:

Tony Castrilli, Director, Office of Public Affairs
Jeremy Lasich, Office of Public Affairs

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9:30 p.m.

Recognition of Outgoing Board of Supervisors Members

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9:30 a.m.

Presentation by Kate Hanley, Chairman of the Electoral Board, Regarding Election Year
2023

ENCLOSED DOCUMENTS:
None.

PRESENTED BY:
Kate Hanley, Chairman, Electoral Board

Board Agenda Item
December 5, 2023

10:00 a.m.

Board Adoption of the 2024 Legislative Program for the Virginia General Assembly,
Approval of the County's 118th Congress Federal Legislative Strategy and Principles

ISSUE:

Board adoption of a legislative program for the 2024 Session of the Virginia General Assembly and Board approval of federal legislative strategy and principles for the 118th Congress.

TIMING:

Immediate. On November 21, 2023, the Board of Supervisors held a public hearing on the 2024 Legislative Program. This program will be presented at the Board's work session with the members of the Fairfax County Delegation to the Virginia General Assembly on December 12, 2023. The General Assembly will convene January 10, 2024, and is scheduled to adjourn on March 9, 2023.

Board action is also requested at this time in order to formally adopt the County's federal strategy for action during the 118th Congress. County staff will also apply for federal grants based on the criteria adopted by the Board.

BACKGROUND:

The draft state legislative program has been developed over the past several months by the Legislative Committee of the Board. The program contains the Committee's recommended legislative positions for the County at the 2024 Session of the Virginia General Assembly. After adoption by the Board, final versions of these documents will be available at <https://www.fairfaxcounty.gov/boardofsupervisors/> under "2024 Board Legislative Reports." In preparing this package, the Committee has considered the County's legislative needs and opportunities and has endeavored to maintain a program of priority requests. The Legislative Committee will continue to meet, generally on a weekly basis, throughout the Session to monitor legislation and recommend positions for adoption at regular Board meetings.

Draft federal strategy and principles were also developed as part of the Legislative Committee process. Discussion took place at the November 28, 2023, meeting. Staff recommendations presented to the Committee focused on areas determined to be of strategic importance to the County, including the federal budget, funding for transportation, federal agency relocation and consolidation, human services, and public

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safety. Specifics on budget items, as well as federal funding opportunities, will be reported periodically to the Board. The federal strategies and principles contain the Legislative Committee's recommended positions for the County during the 118th Congressional session.

EQUITY IMPACT:

The County's Legislative Program and Federal Legislative Strategy and Principles set the County's state and federal legislative priorities and positions, which connect to many of the 17 areas of focus in the One Fairfax policy, including education, housing, the environment, health and human services, and transportation. In addition to the Legislative Program, County staff review individual bills during the General Assembly session and bring bills to the Legislative Committee of the Board of Supervisors for consideration. As part of this bill review, staff consider the equity implications of the legislation.

ENCLOSED DOCUMENTS:

Documents available online at <https://www.fairfaxcounty.gov/boardofsupervisors/>, under "2024 Board Legislative Reports," by December 4, 2023.

Attachment I – Draft Fairfax County Legislative Program for the 2024 Virginia General Assembly

Attachment II – Draft 118th Congress Federal Legislative Strategy and Principles

STAFF:

Bryan J. Hill, County Executive
Claudia Arko, Legislative Director

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10:30 a.m.

Matters Presented by Board Members

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10:30 a.m.

Items Presented by the County Executive

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ADMINISTRATIVE – 1

Designation of Plans Examiner Status Under the Expedited Land Development Review Program

ISSUE:

Board of Supervisors' action to designate one individual as Plans Examiners to participate in the Expedited Land Development Review Program pursuant to the adopted criteria and recommendation of the Advisory Plans Examiner Board (APEB).

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors (the Board) take the following actions:

- Designate the following individual, identified with his registration number, as a Plans Examiner:

Clay Bomberger

Reg. No. 349

TIMING:

Board approval is requested on December 5, 2023.

BACKGROUND:

On August 7, 1989, the Board adopted *Chapter 117 (Expedited Land Development Review) of The Code of the County of Fairfax, Virginia*, (The Code) establishing a Plans Examiner Program under the auspices of an APEB. The purpose of the Plans Examiner Program is to expedite the review of site and subdivision plans submitted by certain specially qualified applicants, i.e., Plans Examiners, to the Department of Land Development Services.

The Code requires that the Board designate an individual's status under the Expedited Land Development Review Program.

Plans Examiner Status: Candidates for status as Plans Examiners must meet the education and experience requirements contained in Chapter 117. After the review of their applications and credentials, the APEB has found that the candidates listed above satisfy these requirements. These findings are documented in a letter dated February 21, 2023, from the Executive Director of the Engineers and Surveyors Institute, Jeffrey L. Blackford, P.E., to Chairman Jeffrey C. McKay.

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FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment I – One letter dated 10/2/2023, from Executive Director Jeffrey L. Blackford to Chairman Jeffrey C. McKay

Attachment II – Memorandum dated 10/30/2023, from Director William D. Hicks, Land Development Services to Chairman Jeffrey C. McKay

STAFF:

Rachel Flynn, Deputy County Executive

William D. Hicks, P.E., Director, Department of Land Development Services



Engineers & Surveyors Institute

"a public/private partnership"

4795 Meadow Wood Lane
Suite 115 East
Chantilly, VA 20151
703-263-2292

Board of Directors

Chairman
Glen Fancee, P.E.
Dewberry

Vice Chairman
Bob Brown, P.E.
J2 Engineering

Treasurer
Patrick Velti, P.E.
ESE Consultants, Inc.

Secretary
Matthew Hansen
Fairfax County - SDD

Directors
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Town of Leesburg

Nisha Cheriathundam, P.E.
Pennoni Associates

Peter Crawford
Urban, Ltd.

John Cummings, P.E.
Blaker Design Associates, P.C.

Brian Doffmeyer
City of Alexandria, T&S

Alex Faghri, Ph.D.
Virginia Department of Transportation

Frank Graziani, P.E.
Wetland Studies & Solutions, Inc.

Paul B. Johnson, P.E.
Charles P. Johnson & Associates, Inc.

Matthew K. Koirenhann, P.E.
Bowman Consulting Group

John Levitt, P.E.
IMEG Corporation

Kevin F. Murray, P.E.
Tri-Lek Engineering

Joshua Reynolds, P.E.
Greenway Engineering

L. Keith Sinclair, Jr., P.E.
A. Morton Thomas & Associates, Inc.

Ross Stilling
Fairfax Water

Anita M. Tierney
 Loudoun County, B&D

Michael Tucker, P.E.
LandDesign

Current Past Chairman
Bryan James
Bobler Engineering, P.C.

Executive Director
Jeffrey L. Blackford, P.E.

October 2, 2023

Hon. Jeffrey C. McKay Chairman
Fairfax County Board of Supervisors
12000 Government Center Parkway
Fairfax, VA 22035

Chairman McKay:

The following named individual was approved by the Fairfax County Advisory Plans Examiner Board for recommendation as Designated Plans Examiner:

Name	Reg. No
Clay Bomberger	349

He has been found to meet the qualifications outlined in Chapter 117-1-2 of the Code of Fairfax County is in accordance with the criteria adopted by the Fairfax County Board of Supervisors on February 11, 1991.

Sincerely,

James H. Scanlon, P.E. LS
Chairman
Fairfax County Advisory Plans Examiner Board




County of Fairfax, Virginia

MEMORANDUM

DATE: October 30, 2023

TO: Chairman Jeffrey C. McKay
Board of Supervisors

FROM: William D. Hicks, P.E., Director 
Department of Land Development Services

SUBJECT: Designation of Plans Examiner Status under the Expedited Land Development Review Program

Attached is a letter from James H. Scanlon, Chairman of the Advisory Plans Examiner Board (APEB). In Mr. Scanlon's letter, he details the recommendation of the APEB that the Board of Supervisors designate one individual as Designated Plans Examiners.

The Department of Land Development Services plans to forward an Administrative Item to the Board of Supervisors for the December 5th, 2023, meeting.

Attachment: As Stated

cc: Bryan J. Hill, County Executive
Rachel Flynn, Deputy County Executive

Department of Land Development Services
12055 Government Center Parkway, Suite 659
Fairfax, Virginia 22035-5503
Phone 703-324-1780 • TTY 711 • FAX 703-653-6678
www.fairfaxcounty.gov



Board Agenda Item
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ADMINISTRATIVE – 2

Authorization to Advertise a Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Pleasant Valley Road Shared Use Path (Sully District)

ISSUE:

Board authorization to advertise a public hearing on the acquisition of certain land rights necessary for the construction of the Pleasant Valley Road Shared Use Path, in Project ST-000036-000, County-Maintained Pedestrian Imp–2014, Fund 30050, Transportation Improvements.

RECOMMENDATION:

The County Executive recommends that the Board authorize advertisement of a public hearing for January 23, 2024, at 4:00 p.m.

TIMING:

Board action is requested on December 5, 2023, to provide sufficient time to advertise the proposed public hearing on the acquisition of certain land rights necessary to keep this project on schedule.

BACKGROUND:

The project consists of County plans to construct a ten-foot asphalt shared use path (trail) along the east side of Pleasant Valley Road, connecting two existing dead-end trails, approximately 0.92 miles long.

Land rights for these improvements are required on 12 properties, (including (6) which are owned by Fairfax County Park Authority), of which (1) has already been acquired by the Land Acquisition Division (LAD). The construction of this project requires the acquisition of Dedication for Public Street Purposes, storm drainage easement, NOVEC easement, and grading agreement and temporary construction easement.

Negotiations are in progress with the 6 remaining affected property owners; however since resolution of five of these acquisitions is not imminent, it may be necessary for the Board to utilize quick-take eminent domain powers to commence construction of this project on schedule. These powers are conferred upon the Board by statute, namely, Va. Code Ann. Sections 15.2-1901 through 15.2-1905 (as amended). Pursuant to

these provisions, a public hearing is required before property interests can be acquired in such an accelerated manner.

EQUITY IMPACT:

The project area is in a very low vulnerability index block, with a vulnerability index of 1.25, where most residents are homeowners, with a small percentage of rental households. The purpose of the proposed Pleasant Valley shared use path is to complete the missing path section along the east side of Pleasant Valley. This project will provide bicyclists and pedestrians with a comfortable and safe route along the Pleasant Valley Byway corridor and provide a connection to areas north and south between western Centreville and Chantilly.

Since 2019, the County has completed 109 projects which include bicycle and pedestrian facilities totaling over 17 miles of sidewalk and almost four miles of trails with the addition of 25 new facilities. The overall goal aligns with the bikes network in the County's Comprehensive Plan and the Countywide Trail Plan which aim to provide a quality natural environment that accommodates anticipated growth and change in an economically, environmentally sustainable and equitable manner. The County Comprehensive Plan includes mixes of land use that protect existing stable neighborhoods and support sustainability which promotes services for all people. The Countywide Trails Plan provides a greater focus on active transportation options that prioritize safe pedestrian access and bike-friendly facilities for all residents to enjoy.

LAD's project locations are chosen by other departments, resulting in the division's necessity to focus on equity of process. The equity impact of the LAD process is positive, with the focus of cost evaluation, offer, and negotiation being on tax assessment and comparable land sales rather than on the owner of record. LAD staff engage property owners in their preferred method of communication and at times that are agreeable to the owner.

As a result of both the project location and design, as well as the process to obtain land rights, the overall impact of this action provides a positive equity impact.

FISCAL IMPACT:

Funding is available in Project ST-000036-000, County-Maintained Pedestrian Imp – 2014, in Fund 30050, Transportation Improvements. This project is included in the Adopted FY 2024 – FY 2028 Capital Improvement Program (With future Fiscal Years to FY 2033). No additional funding is being requested from the Board.

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ENCLOSED DOCUMENTS:

Attachment A - Project Location Map
Attachment B - Listing of Affected Properties

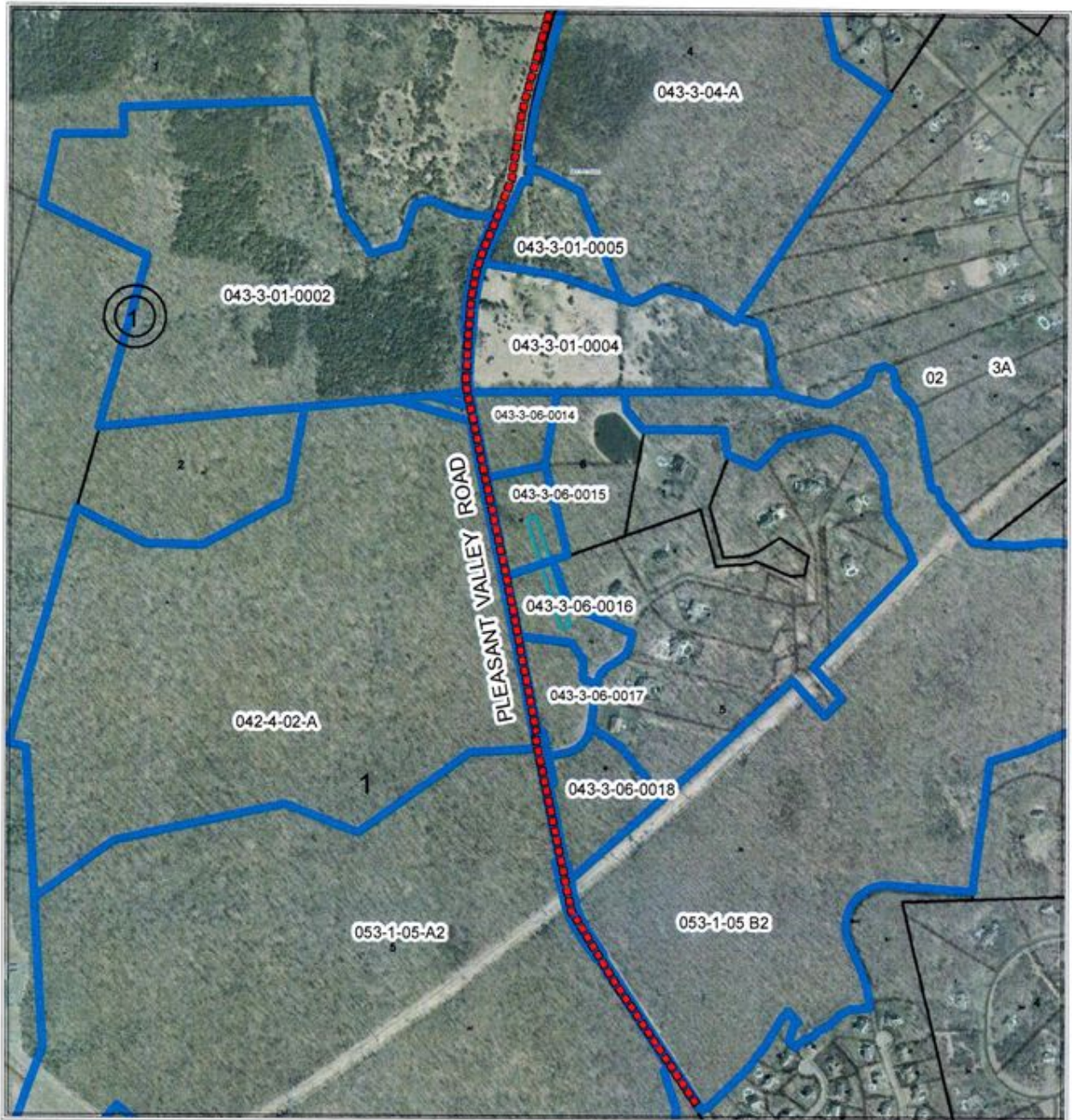
STAFF:

Rachel Flynn, Deputy County Executive
Gregg Steverson, Acting Director, Fairfax County Department of Transportation
Christopher S. Herrington, Director, Department of Public Works and Environmental Services (DPWES)
Carey Needham, Deputy Director, Capital Facilities, DPWES

ASSIGNED COUNSEL:

Hayden Coddling, Assistant County Attorney

Attachment A



**PLEASANT VALLEY ROAD WALKWAY
ELKCLICK RUN TO DOMINION POWER LINES**

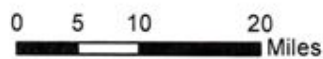
Project ST-000036-013

Tax Map: 042-4, 043-3, 053-1

Sully District

Affected Properties: 

Proposed Improvements: 



ATTACHMENT B

LISTING OF AFFECTED PROPERTIES
Project ST-000036-013
Pleasant Valley Road Shared Use Path
(Sully District)

PROPERTY OWNER(S)

1. Mohammad A. Ghairatmal 043-3-06-0015

Address:
15801 Morgans Hamlet Court
Centreville, VA 20120

2. The Richard Brian Harkey Revocable Trust 043-3-06-0018
Dated December 9, 2021
Co-Trustees Richard Brian Harkey &
Jacklyn Elizabeth Harkey

Address:
15629 Jillians Forest Way
Centreville, VA 20120

3. Jason Drakopoulos 043-3-01-0004
Kimberly W. Drakopoulos

Address:
5605 Pleasant Valley Road
Centreville, VA 20120

4. Roland O. Akosah Revocable Living Trust 043-3-06-0014
Pearl O. Akosah Revocable Living Trust

Address:
15800 Morgans Hamlet Court
Centreville, VA 20120

5. Uzodinma Ndibe 043-3-06-0017
Elizabeth Nwoke

Address:
15628 Jillians Forest Way
Centreville, VA 20120

6. Mohammad Azim
Najia Azim

043-3-06-0013

Address:
15624 Jillians Forest Way
Centreville, VA 20120

ADMINISTRATIVE - 3

Authorization to Advertise a Public Hearing to Convey Board-Owned Right-of-Way Near 6332 Richmond Highway to the Virginia Department of Transportation (Franconia District)

ISSUE:

Authorization of the Board of Supervisors to advertise a public hearing regarding the conveyance of Board-owned property located in front of 6332 Richmond Highway to the Virginia Department of Transportation (VDOT).

RECOMMENDATION:

The County Executive recommends that the Board authorize a public hearing regarding the proposed conveyance of Board-owned property to VDOT.

TIMING:

Board action is requested on December 5, 2023, to provide sufficient time to advertise the proposed public hearing on January 23, 2024, at 4:30 PM.

BACKGROUND:

Krispy Kreme Doughnut Corporation (Krispy Kreme) owns an approximately one-acre parcel located at 6332 Richmond Highway and identified as Tax Map No. 0833 0501 0011A. As part of Special Exception SE 00-L-045 to allow the construction of a fast-food restaurant with a drive-thru facility, the development conditions associated with the Special Exception mandated that Krispy Kreme dedicate 5,091 square feet of land to the County for public street purposes. After the dedication occurred in 2002, Krispy Kreme was required to improve the right-of-way to include a 10-foot-wide asphalt path, a landscaping strip and curb and gutter that all met with VDOT's current standards for street acceptance.

For a number of years, Krispy Kreme submitted bond extension requests for additional time to complete the right-of-way improvements. The last of these requests was effective through April 2018, after which Krispy Kreme was deemed to be in default of its development obligations. After several years of attempting to communicate with Krispy Kreme through phone calls, emails and certified mail, Land Development Services asked that Capital Facilities (CAP) of the Department of Public Works and Environmental Services (DPWES) take over the construction of the right-of-way improvements in July 2022. These upgrades were substantially completed by CAP in

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July 2023. The surety bond funds originally collected from Krispy Kreme as part of its site plan submission were more than sufficient to cover the costs of construction.

CAP would now like to transfer the right-of-way to VDOT before the street improvements begin to deteriorate. This conveyance is the last prerequisite for VDOT's acceptance of the right-of-way into its maintenance inventory within the Richmond Highway corridor. The 10-foot-wide asphalt path and landscaping panel comply with the design guidelines established for the Richmond Highway - Bus Rapid Transit expansion project.

Because *Virginia Code Ann. § 15.2-1800* requires a locality to hold a public hearing before it may dispose of any real property, staff recommends that the Board authorize staff to advertise a public hearing to convey the Property to VDOT.

EQUITY IMPACT:

None.

FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment 1 – Location Map

STAFF:

Ellicia L. Seard-McCormick, Deputy County Executive

Rachel Flynn, Deputy County Executive

Christopher Herrington, Director, Department of Public Works Environmental Services

José A. Comayagua, Director, Facilities Management Department (FMD)

Mike Lambert, Assistant Director, FMD

ASSIGNED COUNSEL:

F. Hayden Codding, Assistant County Attorney



Board Agenda Item
December 5, 2023

ADMINISTRATIVE - 4

Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Outdoor Dining

ISSUE:

The proposed Zoning Ordinance amendment establishes outdoor dining as an accessory use to permit the continuation of the type of outdoor dining associated with a restaurant or other type of food establishment that was allowed during the COVID-19 Emergency. Specifically, the proposed amendment maintains the approach followed during the pandemic that permitted outdoor dining on private property by right, subject to standards, and introduces a new administrative permit process (AP) for outdoor dining in a parking lot.

RECOMMENDATION:

The County Executive recommends the authorization to advertise public hearings on the proposed Zoning Ordinance amendment by adopting the Resolution set forth in Attachment 1.

TIMING:

Board action is requested on December 5, 2023, to provide sufficient time to advertise the proposed Planning Commission public hearing on January 10, 2024, at 7:30 p.m., and the proposed Board of Supervisors public hearing on February 6, 2024, at 4:00 p.m.

BACKGROUND:

The proposed amendment was carried over from the 2023/2024 Zoning Ordinance Work Program (ZOWP) and is currently identified on the FY 2024/2025 ZOWP (Topic #9) as a First-Tier item. The ZOWP directed staff to consider ways to allow continuation of outdoor dining permitted in parking areas during the COVID-19 Emergency.

Existing Zoning Ordinance Regulations: The Zoning Ordinance currently does not include a definition for “outdoor dining,” but the term is commonly used in conjunction with “outdoor seating,” which is considered an accessory use that is permitted by right in all districts that allow restaurants and craft beverage production establishments. While previously parking was required for outdoor seating areas exceeding a certain number of seats, the recently adopted Parking Reimagined amendment (effective January 1,

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2024) removes the requirement for separate parking for outdoor seating, which provides greater flexibility for restaurants and other food establishments to provide outdoor dining.

Uncodified Ordinance: The uncodified ordinance to assure continuity in Fairfax County Government in response to the COVID-19 pandemic (the Uncodified Ordinance – Attachment 4) was initially adopted on July 14, 2020, and most recently amended by the Board on July 27, 2021. This ordinance allows for the establishment of outdoor dining under certain conditions, without necessitating individual approvals. The ordinance applies to existing restaurants, food establishments, food courts, breweries, microbreweries, distilleries, wineries, or tasting rooms that were permitted either by right, or through a proffered condition, special exception, special permit, or other development approval. It is applicable solely to establishments already approved to operate with a Nonresidential Use Permit/Certificate of Occupancy and a Food Establishment Permit.

Most programs permitted under the Uncodified Ordinance are set to expire by March 1, 2024, consequent to the Board's declaration of the end of the COVID-19 emergency on March 1, 2023. The proposed Zoning Ordinance amendment proposes to establish outdoor dining as a permanent option.

Proposed Regulations: A summary of the proposed amendment is provided below.

- Adds a new definition classifying “outdoor dining” as an accessory use to existing food establishments such as restaurants, carryout restaurants, restaurants with drive-through, craft beverage production establishments, and prohibits permanent outdoor structures from being considered under such use.
- Allows the following:
 - Outdoor dining in all zoning districts as an accessory use to approved food establishments, unless expressly prohibited by any applicable proffered condition, development condition, or special permit or special exception approval.
 - Outdoor dining on impervious areas of private property where food establishments are permitted, in areas such as the sidewalk or patio by right.
 - Outdoor dining in the parking lot with the approval of an administrative permit with a \$205 application fee (with an advertised range from \$100 to \$205).
- Limits the size of the outdoor dining area to an area equal to or less than 50 percent of the indoor dining floor area of the food establishment (with an advertised range from 25 percent to 75 percent of the indoor dining area or up to 250 square feet in area, whichever is greater, when located on the sidewalk or patio and a total of 500 square feet to 1,000 square feet when located in parking lots).
- Prohibits the outdoor dining area, including any furniture, enclosure, or tent, from obstructing any fire equipment, building entrance or exit, and any other area marked

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or designated for emergency egress, ADA accessibility, or pedestrian passage on any trail or sidewalk.

- Requires that the hours of operation generally conform to the business hours of the principal use (with an advertised option that outdoor dining may not occur before 7:00 AM or after 10:00 PM when located directly adjacent or abutting single family development or as otherwise approved by the Board in conjunction with a rezoning or other action before the Board).
- Requires the use to be subject to all applicable provisions of the County Code, as well as all state and federal codes.
- Existing outdoor dining setup with a valid zoning approval and that is shown on a site plan is not subject to the proposed standards.

A copy of the proposed draft text is included as Attachment 2. A staff report providing additional details and analysis will be published a minimum of three weeks prior to the Planning Commission public hearing and posted to the Outdoor Dining Amendment on the Proposed Zoning Ordinance Amendment website (Attachment 3).

Outreach: Staff conducted multiple outreach meetings to solicit input on the proposed amendment and to ensure that it addresses potential impacts related to noise, safety, pedestrian access, accessibility, and equity. The proposed amendment has been presented to various committees and organizations, including the Board's Land Use Policy Committee, the Planning Commission's Land Use Process Review Committee, and representatives of shopping center owners, restaurant owners, and various associations and stakeholders.

EQUITY IMPACT:

The proposed amendment has the potential to advance equity by expanding the opportunity to provide additional outdoor dining areas to all food establishment operators, resulting in uniform treatment of establishments regardless of the size of their establishment. This positively impacts equity and aids in the placemaking of various neighborhoods by activating public spaces. The proposed amendment is not a change from the current practice allowed by the Uncodified Ordinance; codifying the standards will continue the trend of providing pleasant outdoor dining experiences that can be enjoyed by County residents and visitors.

REGULATORY IMPACT:

The proposed amendment includes new definitions and regulations that permit the continuation of outdoor dining by right on impervious areas, such as existing patios or sidewalks of private properties, and allow outdoor dining in parking lots with the issuance of an administrative permit by the Zoning Administrator. The proposed amendment aims to streamline the process to add outdoor dining to existing food

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establishments and provide additional flexibility for outdoor dining setups. Consistent with the review of other administrative permits, staff will carefully assess the location, outdoor dining layout, hours of operation, parking, pedestrian access, safety, occupancy, and other applicable code requirements to ensure the protection of outdoor dining patrons, pedestrians, and adjacent businesses and properties from any potential adverse effects of outdoor dining activities. The Zoning Administrator may revoke the permit at any time for failure to comply with all outdoor dining standards or other regulations including, but not limited to, applicable provisions of the County Code or federal or state codes.

FISCAL IMPACT:

The proposed amendment includes the addition of a new administrative permit process for outdoor dining located in parking lots. The process will involve a one-time application fee of \$205, which is the general fee for administrative permits. Depending on the number of establishments that may choose to offer outdoor dining in the parking area, as opposed to the patio or sidewalk, a slight increase in General Fund revenue is anticipated. Staff will monitor revenues and determine if a revenue adjustment is necessary as part of a future budget process.

ENCLOSED DOCUMENTS:

Attachment 1 – Resolution

Attachment 2 – Proposed Text

Attachment 3 - [Outdoor Dining – Proposed Zoning Ordinance Amendment | Planning Development \(fairfaxcounty.gov\)](#)

Attachment 4 - [Uncodified Ordinance](#)

STAFF:

Rachel Flynn, Deputy County Executive

Tracy Strunk, Director, Department of Planning and Development (DPD)

Leslie B. Johnson, Zoning Administrator, DPD

William Mayland, Assistant Zoning Administrator, DPD

Casey Judge, Deputy Zoning Administrator, DPD

Lily Yegazu, Principal Planner, DPD

ASSIGNED COUNSEL:

Kristen Kanaskie, Assistant County Attorney

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, on December 5, 2023, at which meeting a quorum was present, the following resolution was adopted:

WHEREAS, in response to the challenges posed by the COVID-19 pandemic, the Board adopted an Emergency Ordinance to aid businesses, including food establishments, in adapting to the restrictions and prohibitions on indoor gatherings; and

WHEREAS, based on the positive response and minimal complaints received, the Board directed staff to explore ways to continue the outdoor dining program beyond the end of the Emergency Ordinance; and

WHEREAS, the proposed amendment aims to mostly maintain the approach outlined in the Emergency Ordinance that permits outdoor dining on private property by right, subject to particular standards, and to introduce a new administrative permit process for outdoor dining in parking lots; and

WHEREAS, the proposed amendment establishes a one-time application fee of \$205 (\$100 to \$205), as authorized by Virginia Code 15.2-2286(A)(6), for the review of the administrative permit application when outdoor dining is located in parking lots; and

WHEREAS, the standards in the proposed amendment encompass the regulations outlined in the Emergency Ordinance that address a variety of topics, including ADA, alcohol, furniture, life safety, location, parking, pedestrian circulation, and signs; and

WHEREAS, in proposing these outdoor dining standards, staff solicited input from stakeholders and researched neighboring jurisdictions for best practices; and

WHEREAS, outdoor dining can significantly improve the pedestrian experience throughout the County by activating the street-level pedestrian environment, increasing vibrancy, promoting economic stability in commercial districts, and making public areas more social and active; and

WHEREAS, the proposed amendment will minimize potential adverse impacts on surrounding properties; and

WHEREAS, the public necessity, convenience, general welfare, and good zoning practice require consideration of the proposed amendment to the Zoning Ordinance.

NOW THEREFORE BE IT RESOLVED, for the foregoing reasons, the Board of Supervisors authorizes the advertisement of the proposed Zoning Ordinance amendment as recommended by staff.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

Proposed Text

In the revisions shown below, text to be deleted is identified with ~~strike-through~~ and text to be added is underlined. Advertised options are included *(in parentheses, italics, and bold)*. When an option is presented as a range, the Board may approve any number within the advertised range. The proposed changes are based on the provision of the adopted Zoning Ordinance in effect as of May 10, 2023.

#1 INSTRUCTION: Amend subsection 4102.7 by adding new subsection (L) Outdoor Dining as shown below and renumbering the remaining subsections accordingly.

ARTICLE 4 - USE REGULATIONS

4102. Use Standards

Each use must comply with its related standards, including standards for all uses, standards for the zoning district where the use is located, and standards for the specific use. Uses established as of the effective date of this Ordinance may not be altered, modified, or enlarged in any way that conflicts with, or compounds an existing conflict with, the use standards.

7. Accessory Uses

L. Outdoor Dining

Standards applicable to all outdoor dining areas:

- (1) Outdoor dining, unless expressly prohibited by any applicable proffered condition, development condition, special permit, or special exception condition, or otherwise approved as part of a site plan may be permitted as accessory to the following uses.**

 - (a) Restaurant;**
 - (b) Carryout restaurant;**
 - (c) Restaurant with drive-through;**
 - (d) Craft beverage production establishment; and**
 - (e) Any other similar use with a valid Nonresidential Use Permit and that has a food establishment permit.**
- (2) All outdoor dining must be in accordance with the following standards:**

 - (a) The outdoor dining area for any single food establishment may not exceed an area equal to 50 percent of the indoor dining floor area of the establishment. Additionally, for any outdoor dining area serving multiple establishments, the total area devoted to outdoor dining may not exceed an area equal to 50 percent of the**

total combined indoor dining floor area for all establishments. (Option: Outdoor dining areas may not exceed a range from 25 percent to 75 percent of the indoor dining area or up to 250 square feet in area, whichever is greater.)

- (b) The hours of operation must generally conform to the business hours of the principal use. (Option: Outdoor dining may not occur before 7:00 AM or after 10:00 PM when located directly adjacent or abutting single family development or as otherwise approved by the Board in conjunction with a rezoning or other action before the Board.)
- (c) Any area used for outdoor dining must be clearly delineated by cordon, marking, or other means. All outdoor dining areas must be located entirely on impervious surfaces.
- (d) The outdoor dining area may not obstruct any fire equipment, building entrance or exit, area marked or designated for emergency egress or ADA accessibility, or pedestrian passage on any trail or sidewalk.
- (e) All tables, chairs, umbrellas, lighting, and other accessories must be temporary and removable. All tents must be maintained in good repair and safe condition.
- (f) A single tent larger than 900 square feet, or multiple tents separated by less than 12 feet and exceeding a combined area larger than 900 square feet, requires a permit from the Office of the Fire Marshal. All tents, regardless of size, must be securely anchored to prevent collapse or uplift during inclement weather.
- (g) Outdoor heaters are not permitted under any tent unless approved by the Office of the Fire Marshal.
- (h) No business sign or advertisement is permitted in the outdoor dining area, except as permitted by Article 7.
- (i) The outdoor dining area must be kept free of trash and debris. Any extension cords associated with audio or video entertainment equipment may not create a trip hazard and should meet all other County, State, and Federal Codes.
- (j) Outdoor dining areas are subject to all applicable provisions of the County Code and federal and state codes.

Standards when permitted by administrative permit:

- (3) Outdoor dining located in a parking lot must comply with the following standards:

 - (a) Outdoor dining areas may not reduce the number of parking spaces below the minimum required for the site. (Option: Outdoor dining area provided in a parking lot may not exceed a range from 500 square feet to 1,000 square feet per establishment and may not reduce the number of parking spaces below the minimum required for the site)
 - (b) Outdoor dining areas may not be located in any designated accessible parking spaces, access aisles, street accesses for fire department vehicles, or parking lot landscaping that is located in or part of the parking lot.

#2 INSTRUCTION: Amend Article 8 – Administration, Procedures, and Enforcement, Section 8102. General Terms to add a new fee for outdoor dining as shown below.

ARTICLE 8 – ADMINISTRATION, PROCEDURES, AND ENFORCEMENT

8102. Fee Schedule

TABLE 8102.1: FEE SCHEDULE

This table includes standard fees related to approvals under the Zoning Ordinance. Additional fees may apply related to review or approval by other County departments or governmental or quasi-governmental agencies, or in accordance with Appendix Q of the County Code.

APPLICATION TYPE	FEE [1]
ADMINISTRATIVE PERMITS	
General Fee Unless Otherwise Listed	\$205
Accessory Uses	
<u>Outdoor Dining</u>	<u>\$205 (Option: \$100 - \$205)</u>

#3 INSTRUCTION: Amend Article 9 – Definitions and Ordinance Interpretations, Section 9102. General Terms to add a new definition for outdoor dining as shown below.

ARTICLE 9 - DEFINITIONS AND ORDINANCE INTERPRETATION

9102. General Terms

Outdoor Dining

An accessory outdoor seating area outside the confines of the principal commercial structure intended solely for the consumption of food and beverages served by an adjoining food establishment, which does not include permanent structures. This use does not include any use meeting the definition of a public entertainment use.

#4 INSTRUCTION: Amend Article 9 – Definitions and Ordinance Interpretations, Section 9103. Uses to edit the definition of a carryout restaurant as shown below.

9103. Uses

Restaurant, Carryout

Any establishment whose primary business is to prepare and sell ready-to-consume food or beverages, primarily for consumption off-site. Up to eight indoor seats may be provided for on-site consumption or customer waiting; the seats provided as part of accessory outdoor dining provided in accordance with subsection 4102.7 are not included in this maximum limitation. A restaurant with more than eight seats is considered a restaurant. A carryout restaurant does not include a restaurant with drive-through facilities, convenience store, or craft beverage production establishment.

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ADMINISTRATIVE - 5

Authorization to Advertise a Public Hearing to Consider an Ordinance Establishing the Poplar Tree Community Parking District (Sully District)

ISSUE:

Board authorization to advertise a public hearing to consider a proposed amendment to Appendix M of *the Code of the County of Fairfax, Virginia* (Fairfax County Code), to establish the Poplar Tree Community Parking District (CPD).

RECOMMENDATION:

The County Executive recommends that the Board authorize advertisement of a public hearing for January 23, 2024, at 4:30 p.m., to consider adoption of a Fairfax County Code amendment (Attachment I) to establish the Poplar Tree CPD. The restriction would be established for Poplar Tree Road, on the south side of the roadway, from Fallen Oak Drive to Leighfield Valley Drive.

TIMING:

The Board of Supervisors should take action on December 5, 2023, to provide sufficient time for advertisement of the public hearing on January 23, 2024, at 4:30 p.m.

BACKGROUND:

Fairfax County Code Section 82-5B-2 authorizes the Board to establish a CPD for the purpose of prohibiting or restricting the parking of any of the following vehicle types on the streets in the CPD: watercraft, boat trailer, motor home, camping trailer, or any other trailer or semi-trailer, regardless of whether such trailer or semi-trailer is attached to another vehicle; any vehicle with three or more axles; any vehicle that has a gross vehicle weight rating of 12,000 or more pounds except school buses used on a current and regular basis to transport students; any vehicle designed to transport 16 or more passengers including the driver, except school buses used on a current and regular basis to transport students; and any vehicle of any size that is being used in the transportation of hazardous materials as defined in *Virginia Code § 46.2-341.4*.

No such CPD shall apply to: (i) any commercial vehicle when discharging passengers or when temporarily parked pursuant to the performance of work or service at a particular location, (ii) utility generators located on trailers and being used to power network facilities during a loss of commercial power, (iii) restricted vehicles temporarily

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parked on a public street within any such CPD for a maximum of 48 hours for the purpose of loading, unloading, or preparing for a trip, or (iv) restricted vehicles that are temporarily parked on a public street within any such CPD for use by federal, state, or local public agencies to provide services.

Pursuant to *Fairfax County Code Section 82-5B-3*, the Board may establish a CPD if: (1) the Board receives a petition requesting establishment and such petition contains the names, addresses, and signatures of petitioners who represent at least 60 percent of the addresses within the proposed CPD, and represent more than 50 percent of the eligible addresses on each block of the proposed CPD, (2) the proposed CPD includes an area in which 75 percent of each block within the proposed CPD is zoned, planned, or developed as a residential area, (3) the Board receives an application fee of \$10 for each petitioning property address in the proposed CPD, and (4) the proposed CPD contains the lesser of (i) a minimum of five block faces or (ii) any number of blocks that front a minimum of 2,000 linear feet of street as measured by the centerline of each street within the CPD.

Staff has verified that the requirements for a petition based CPD have been satisfied.

The parking prohibition described above is proposed to be in effect seven days per week, 24 hours per day.

EQUITY IMPACT:

An Equity Impact Assessment is not required for this item, as it is part of an established program to restrict parking in residential areas.

FISCAL IMPACT:

Funding in the amount of approximately \$975 is required for signage and installation. Funds are currently available in Fairfax County Department of Transportation Fund 100-C10001, General Fund.

ENCLOSED DOCUMENTS:

Attachment I: Amendment to the *Fairfax County Code*, Appendix M (CPD Restrictions)
Attachment II: Area Map of Proposed Poplar Tree CPD

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STAFF:

Rachel Flynn, Deputy County Executive

Gregg Steverson, Acting Director, Fairfax County Department of Transportation
(FCDOT)

Lisa Witt, Chief, Administrative Services, FCDOT

Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT

Neil Freschman, Chief, Traffic Engineering Section, FCDOT

Henri Stein McCartney, Sr. Transportation Planner, FCDOT

Amir Farshchi, Transportation Planner II, FCDOT

ASSIGNED COUNSEL:

F. Hayden Coddling, Assistant County Attorney

PROPOSED CODE AMENDMENT
THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA
APPENDIX M

M-97. - Poplar Tree Community Parking District

(a) *District Designation*

- (1) The restricted parking area is designated as the Poplar Tree Community Parking District.
- (2) Blocks included in the Poplar Tree Community Parking District are described below:

Poplar Tree Road (Route 4831)

From Fallen Oak Drive to Leighfield Valley Drive, south side only

(b) *District Provisions*

- (1) This District is established in accordance with and is subject to the provisions set forth in Article 5B of Chapter 82.
- (2) Parking of watercraft; boat trailers; motor homes; camping trailers; any other trailer or semi-trailer, regardless of whether such trailer or semi-trailer is attached to another vehicle; any vehicle with three or more axles; any vehicle that has a gross vehicle weight rating of 12,000 or more pounds except school buses used on a current and regular basis to transport students; any vehicle designed to transport 16 or more passengers including the driver, except school buses used on a current and regular basis to transport students; and any vehicle of any size that is being used in the transportation of hazardous materials as defined in Virginia Code § 46.2-341.4 is prohibited at all times on the above-described street(s) within the Poplar Tree Community Parking District.
- (3) No such Community Parking District shall apply to (i) any commercial vehicle when discharging passengers or when temporarily parked pursuant to the performance of work or service at a particular location or (ii) utility generators located on trailers and being used to power network facilities during a loss of commercial power or (iii) restricted vehicles temporarily parked on a public street within any such District for a maximum of 48 hours for the purpose of loading, unloading, or preparing for a trip, or (iv) restricted vehicles that are temporarily

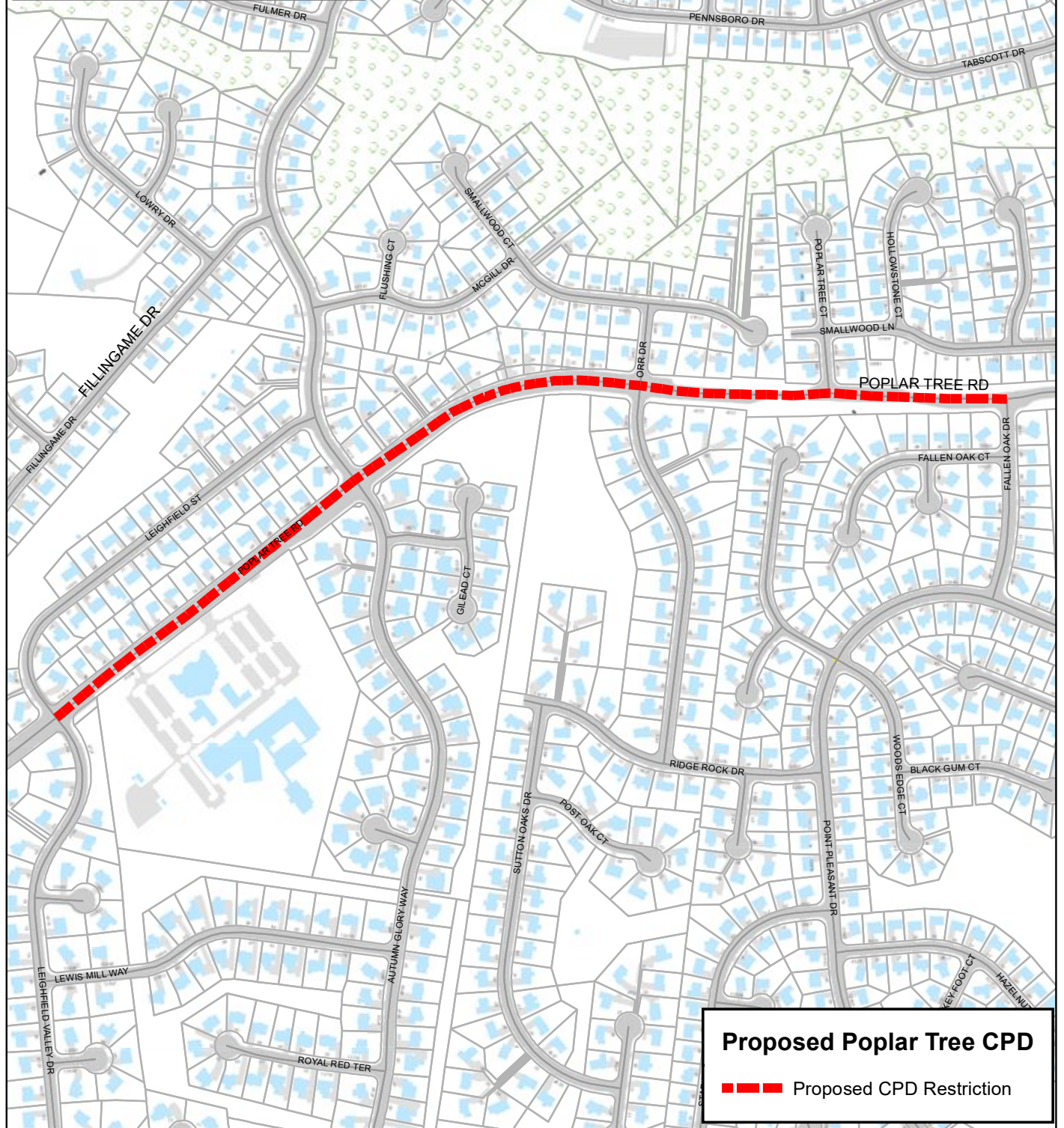
parked on a public street within any such District for use by federal, state, or local public agencies to provide services.

- (c) *Signs.* Signs delineating the Poplar Tree Community Parking District shall indicate community specific identification and/or directional information, if applicable, in addition to the following:

NO PARKING
Watercraft
Trailers, Motor Homes
Vehicles \geq 3 Axles
Vehicles GVWR \geq 12,000 lbs.
Vehicles \geq 16 Passengers

FAIRFAX COUNTY CODE §82-5B

Fairfax County
Department of Transportation
Community Parking District (CPD)
Poplar Tree
Sully District



Proposed Poplar Tree CPD
Proposed CPD Restriction

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ADMINISTRATIVE - 6

Approval of Supplemental Appropriation Resolution AS 24090 for the Fairfax County Department of Transportation to Accept Grant Funding from the U.S. Department of Transportation Federal Transit Administration for the Acquisition of Right-of-Way for the Richmond Highway Bus Rapid Transit Project (Franconia and Mount Vernon Districts)

ISSUE:

Board of Supervisors' approval of Supplemental Appropriation Resolution AS 24090 (Attachment 1) for the Fairfax County Department of Transportation (FCDOT) to accept grant funding in the amount of \$28,152,128 from the U.S. Department of Transportation Federal Transit Administration (FTA) for the Richmond Highway Bus Rapid Transit (BRT) Project. This funding will be used to purchase right-of-way on Richmond Highway that will support the implementation of the BRT Project. A 20 percent Local Cash Match (LCM) of \$5,630,426 is required, and has been identified in Fund 40010, County and Regional Transportation Projects, in the Richmond Highway BRT Northern Virginia Transportation Authority (NVTA) 70 Percent project (2G40-162-000). No new General Fund funding is required. Board of Supervisors' authorization is also requested for the Director of FCDOT to execute the grant agreement with FTA, substantially in the form of Attachment 2.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors approve Supplemental Appropriation Resolution 24090 to accept funding from the FTA in the amount of \$28,152,128 for the purchase or right-of-way related to the Richmond Highway BRT project. A 20 percent LCM of \$5,630,426 is required, and will be met from Fund 40010, County and Regional Transportation Projects, from the Richmond Highway BRT NVTA 70 Percent project (2G40-162-000). The County Executive also recommends that the Board authorize the Director of FCDOT to execute the grant agreement with the FTA, substantially in the form of Attachment 2, to receive the funds.

TIMING:

Board approval is requested on December 5, 2023, so that funding can be utilized on the project.

BACKGROUND:

The Fairfax County Department of Transportation is seeking to execute a grant agreement that uses federal Regional Surface Transportation Program (RSTP) funds in the amount of \$6,953,271 and Congestion, Mitigation, and Air Quality (CMAQ) funds in the amount of \$15,568,431, toward the purchase of right-of-way on the Richmond Highway corridor in support of the Richmond Highway Bus Rapid Transit Project. These CMAQ and RSTP funds were allocated to Fairfax County by the Commonwealth Transportation Board (CTB) over several years based on recommendations made by NVTA. The Board of Supervisors previously approved FCDOT's efforts to seek these funds from NVTA.

The total pending grant amount is \$28,152,128, with the federal share amount totaling \$22,521,702, or 80 percent of the grant total. The non-federal local share amount is \$5,630,426, which constitutes 20 percent of the grant total. This award supports right-of-way acquisition for the Richmond Highway BRT Project. A future New Starts/Capital Investment Grant (CIG) award is anticipated to support design, vehicle procurement, and construction activities for the remainder of the project.

EQUITY IMPACT:

An Equity Impact Assessment is not required for this item, as the BRT project and related actions were previously approved by the Board and the project is included in the Board's adopted Transportation Priorities Plan.

FISCAL IMPACT:

Grant funding in the amount of \$28,152,128, including \$5,630,426 in LCM, is available for reimbursement from FTA for the purchase of right-of-way for the Richmond Highway BRT Project. The 20 percent LCM requirement can be satisfied by funds from the Richmond Highway BRT NVTA 70 Percent project (2G40-162-000) in Fund 40010, County and Regional Transportation Projects. No new General Fund resources are required. This grant does not allow the recovery of indirect costs. Formal budget appropriation will be requested at a quarterly review once the grant agreement has been fully executed.

CREATION OF NEW POSITIONS:

No new positions will be created by this grant.

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December 5, 2023

ENCLOSED DOCUMENTS:

Attachment 1: Supplemental Appropriation Resolution AS 24090

Attachment 2: FTA Grant – FFY 2022 STP & FFY 2022 CMAQ funding ROW
Acquisition

STAFF:

Rachel Flynn, Deputy County Executive

Gregg Steverson, Acting Director, Fairfax County Department of Transportation
(FCDOT)

Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT

Brent Riddle, Transportation Planner IV, FCDOT

ASSIGNED COUNSEL:

Joanna Faust, Assistant County Attorney

RESOLUTION

SUPPLEMENTAL APPROPRIATION RESOLUTION AS 24090

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

BE IT RESOLVED, by the Board of Supervisors of Fairfax County, Virginia, that the following supplemental appropriation is authorized, and the Fiscal Planning Resolution is amended accordingly:

Appropriate to:

Fund:	500-C50000, Federal-State Grant Fund	
Agency:	G4040, Department of Transportation	\$22,521,702
Grant:	1400167-2023, Richmond Highway BRT FTA ROW	

Reduce Appropriation to:

Agency:	G8787, Unclassified Administrative Expenses	\$22,521,702
Fund:	500-C50000, Federal-State Grant Fund	

Source of Funds: Federal Transit Administration, \$22,521,702

ADOPTED this 5th day of December 2023.

A Copy - Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Application

Federal Award Identification Number (FAIN)	5349-2021-1
Temporary Application Number	5349-2021-1
Award Name	FFY 2022 STP & FFY 2022 CMAQ funding ROW Acquisition
Application Status	Initial Review / Concurrence
Application Budget Number	0

Period of Performance Start Date	N/A
Original Period of Performance End Date	12/31/2026
Current Period of Performance End Date	N/A Revision #: N/A

Part 1: Recipient Information

Name: Fairfax County Virginia

Recipient ID	Recipient OST Type	Recipient Alias	UEI	DUNS
5349	County Agency	COUNTY OF FAIRFAX		074837626

Location Type	Address	City	State	Zip
Headquarters	12000 GOVERNMENT CENTER PKWY STE 214	FAIRFAX	VA	22035
Physical Address	12000 GOVERNMENT CENTER PKWY	FAIRFAX	VA	22035
Mailing Address	12000 GOVERNMENT CENTER PKWY STE 214	FAIRFAX	VA	22035

Union Information

Union Name	AFSCME LOCAL 3398
Address 1	7611 Little River Turnpike
Address 2	Suite 202 West

City	Annandale
State	Virginia
Zipcode	22003
Contact Name	Pat Bayliss
Telephone	7039412806
Fax	
E-mail	afscme30@worldnet.att.net
Website	
Union Name	AFSCME LOCAL 3398
Address 1	Cinderbed Road
Address 2	
City	District Heights
State	Maryland
Zipcode	20747
Contact Name	Jesse Briscoe
Telephone	7033957649
Fax	
E-mail	afscme30@worldnet.att.net
Website	
Union Name	ATU LOCAL 689
Address 1	Union Hall
Address 2	2701 Whitney Place
City	Forestville
State	Maryland
Zipcode	20747
Contact Name	Michael Golash
Telephone	3015686899
Fax	3015686899
E-mail	patriciaconner@atulocal689.org
Website	http://www.atulocal689.org/index.htm

Part 2: Application Information

Title: FFY 2022 STP & FFY 2022 CMAQ funding ROW Acquisition

FAIN	Application Status	Award Type	Application Cost Center	Date Created	Last Updated Date	From TEAM?
5349-2021-1	Initial Review / Concurrence	Grant	Region 3	6/28/2021	6/28/2021	No

Application Executive Summary

Fairfax County DOT (FCDOT) is applying FFY 2022 Surface Transportation (STP) funds in the amount of \$6,953,271 and FFY 2022 Congestion, Mitigation, and Air Quality (CMAQ) funds in the amount of \$15,568,431, towards the purchase of Right-of-Way (ROW) on the Richmond Highway corridor in support of the Richmond Highway Bus Rapid Transit (BRT) Project. The total Federal share is \$22,521,702 and the non-Federal share is 20% and will be provided by NVTA 70% Funds in the amount of \$5,630,426. This award only supports ROW acquisition for the Richmond Highway BRT Project and a future Capital Investment Grant (CIG) award is anticipated for the Project to support design and construction activities.

Documentation regarding the transfer of Federal Highway Administration (FHWA) funds to the FTA for this grant is attached in TrAMS under Application Documents. This transfer request was made by DRPT to FTA on May 19, 2022. See the Flex letter attached to this grant.

In addition to FTAs Buy America requirements under 49 U.S.C. 5323(j) and 49 CFR Part 661, which require that the steel, iron, and manufactured goods used in an FTA-funded project are produced in the United States, the Build America, Buy America Act (BABA) (Public Law 117-58, div. G 70914(a)) now requires that construction materials used in infrastructure projects are also produced in the United States. Refer to terms and conditions in FTAs Master Agreement, Section 15. The BABA requirements for construction materials applies to this grant, in addition to the Buy America requirements, except to the extent a waiver of either requirements may apply.

Frequency of Milestone Progress Reports (MPR)

No Selection Made

Frequency of Federal Financial Reports (FFR)

No Selection Made

Does this application include funds for research and/or development activities?

This award does not include research and development activities.

Pre-Award Authority

This award is using Pre-Award Authority.

Does this application include suballocation funds?

Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

Will this Grant be using Lapsing Funds?

No Selection Made

Will indirect costs be applied to this application?

This award does not include an indirect cost rate.

Indirect Rate Details: N/A

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Description

Purpose

This grant supports the purchase of Right-of-Way along the Richmond Highway corridor for the future Richmond Highway BRT project.

Activities to be performed:

This grant is for solely for the purchase of Right-of-Way along the Richmond Highway corridor.

Expected outcomes:

The purchase of Real Estate along Richmond Highway will allow for the implementation the future Richmond Highway BRT project and improvements related to the BRT project.

Intended beneficiaries:

Commuters, local residents, employees, and businesses along Richmond Highway will benefit from the improved traffic flow and increased transit reliability.

Subrecipient Activities:

N/A

Application Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
Michael	Riddle	Transportation Planner IV	michael.riddle@fairfaxcounty.gov	703-877-5723
	daniel.koenig@dot.gov	Community Planner		
	kelly.tyler@dot.gov	Transportation Program Analyst		

Application Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$22,521,702
Local			\$5,630,426
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$28,152,128

Application Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
5349-2021-1-P1	112-00 BUS TRANSITWAYS/LINES (112-)	\$15,568,431.00	\$3,892,108.00	\$19,460,539.00	0

5349-2021-1-P1	11.22.01	ACQUIRE - BUSWAY	\$15,568,431.00	\$3,892,108.00	\$19,460,539.00	0
5349-2021-1-P2	112-00 (112-)	BUS TRANSITWAYS/LINES	\$6,953,271.00	\$1,738,318.00	\$8,691,589.00	0
5349-2021-1-P2	11.22.01	ACQUIRE - BUSWAY	\$6,953,271.00	\$1,738,318.00	\$8,691,589.00	0

Discretionary Allocations

This application does not contain discretionary allocations.

Part 3: Project Information

Project Title: Purchase Right-of-Way for Richmond Hwy BRT

Project Number	Temporary Project Number	Date Created	Start Date	End Date
5349-2021-1-P1	5349-2021-1-P1	6/28/2021	2/1/2022	10/2/2026

Project Description

The project includes the acquisition of up to 21 residential parcels, one community facility parcel, and up to 40 business parcels. These acquisitions are necessary for the implementation of the Richmond Highway BRT project.

Project Benefits

Project benefits ultimately include better access to transit and other transportation modes such as bicycle and pedestrian facilities, improved quality of transit services, improved travel times and reliability of bus service, improved connectivity among adjacent communities from new bicycle and pedestrian facilities, improved transit access to community facilities, improved access to jobs, and construction crew spending at local businesses during construction.

Additional Information

None provided.

Location Description

Right-of-Way Acquisition for the Richmond Highway BRT project is entirely within Virginia's 8th Congressional District.

Project Location (Urbanized Areas)

UZA Code	Area Name
510000	Virginia
510080	Washington, DC-VA-MD

Congressional District Information

State	District	Representative
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Virginia	8	Donald S Beyer
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Program Plan Information

STIP/TIP

Date: 3/17/2020

Description: The US 1 Bus Rapid Transit project (CE3496 – TIP ID T6680) was first included in the FY 2021-2024 TIP when the TPB first adopted it in March 2020.

UPWP

Date: 3/17/2020

Description: Not Provided

Long Range Plan

Date: 8/18/2016

Description: The BRT project is included in the Constrained Long-range Plan (CLRP), under the following identifier: Con ID 808; Project ID US1 BRT

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$15,568,431
Local			\$3,892,108
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$19,460,539

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
5349-2021-1-P1	112-00 BUS TRANSITWAYS/LINES (112-)	\$15,568,431.00	\$3,892,108.00	\$19,460,539.00	0
5349-2021-1-P1	11.22.01 ACQUIRE - BUSWAY	\$15,568,431.00	\$3,892,108.00	\$19,460,539.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 11.22.01 - ACQUIRE - BUSWAY

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS TRANSITWAYS/LINES (112-00)	11.22.01	ACQUIRE - BUSWAY	ACQUIRE BUS TRANSITWAYS/LINES	0

Extended Budget Description

This ALI funds the acquisition of up to 21 residential parcels, one community facility parcel, and up to 40 business parcels. These acquisitions are necessary for the implementation of the future Richmond Highway BRT project. The total cost of right-of-way is \$176,867,000 (\$141,493,600 federal). Additional FHWA may be flexed as available, and the local share match will be provided by NVTA. The remaining balance for the purchase of the remaining right-of-way is anticipated to come from a combination of NVTA funds to support the local share and federal New Starts/Capital Investment Grant funds. A funding summary for the entire Richmond Highway BRT project is attached in TrAMS.

STIP ID:

Will 3rd Party contractors be used to fulfill this activity line item?

No, 3rd Party Contractors will not be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$15,568,431
Local			\$3,892,108
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$19,460,539

Milestone Name	Est. Completion Date	Description
Initial Property Acquisition	2/1/2022	
Final Property Acquisition	8/31/2026	
Project Closeout	10/2/2026	

Project Environmental Findings

Finding: Class II(d) - Categorical Exclusions (D-List)

Class Level Description

Class II(d) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(d) requires documentation.

Categorical Exclusion Description

Type 09: Other

Date Description	Date
Class IId CE Approved	1/7/2022

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS TRANSITWAYS/LINES (112-00)	11.22.01	ACQUIRE - BUSWAY	0	\$15,568,431.00	\$19,460,539.00

Project Title: Purchase Right-of-Way for Richmond Hwy BRT

Project Number	Temporary Project Number	Date Created	Start Date	End Date
5349-2021-1-P2	5349-2021-1-P2	7/20/2023	2/1/2022	10/2/2026

Project Description

This project will enable the purchase of up to 21 residential parcels, one community facility parcel, and 40 business parcels to allow for the creation of the Richmond Hwy BRT service to operate on US Route 1.

Project Benefits

Project benefits include better access to transit and other transportation modes such as bicycle and pedestrian facilities, improved quality of transit services, improved travel times and reliability of bus service. The increase in the use of Richmond Highway’s public transportation system associated with the project could result in added benefits, such as better job accessibility (that could increase employment) and reduced travel times and congestion.

Additional Information

None provided.

Location Description

The Richmond Highway BRT project is entirely within Virginia's 8th Congressional District.

Project Location (Urbanized Areas)

UZA Code	Area Name
510080	Washington, DC-VA-MD

Congressional District Information

State	District	Representative
Virginia	8	Donald S Beyer

Program Plan Information

STIP/TIP

Date: 7/19/2023

Description: The TIP was updated on July 19, 2023. Link to the TIP entry: <https://projectinfotrak.mwcog.org/projects/?planCycleId=242&projectRevisionId=b85ea80a-e5df-4f94-ad38-75c0f16dad25>

UPWP

Date: 3/17/2020

Description: Not Provided

Long Range Plan

Date: 8/18/2016

Description: The BRT project is included in the Constrained Long-range Plan (CLRP), under the following identifier: Con ID 808; Project ID US1 BRT

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$6,953,271
Local			\$1,738,318
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$8,691,589

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
5349-2021-1-P2	112-00 BUS TRANSITWAYS/LINES (112-)	\$6,953,271.00	\$1,738,318.00	\$8,691,589.00	0

5349-2021-1-P2	11.22.01	ACQUIRE - BUSWAY	\$6,953,271.00	\$1,738,318.00	\$8,691,589.00	0
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Project Budget Activity Line Items

Budget Activity Line Item: 11.22.01 - ACQUIRE - BUSWAY

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS TRANSITWAYS/LINES (112-00)	11.22.01	ACQUIRE - BUSWAY	ACQUIRE BUS TRANSITWAYS/LINES	0

Extended Budget Description

This ALI funds the acquisition of up to 21 residential parcels, one community facility parcel, and up to 40 business parcels. These acquisitions are necessary for the implementation of the future Richmond Highway BRT project. The total cost of right-of-way is \$176,867,000 (\$141,493,600 federal). Additional FHWA may be flexed as available, and the local share match will be provided by NVTA. The remaining balance for the purchase of the remaining right-of-way is anticipated to come from a combination of NVTA funds to support the local share and federal New Starts/Capital Investment Grant funds. A funding summary for the entire Richmond Highway BRT project is attached in TrAMS.

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No, 3rd Party Contractors will not be used for this line item.

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Project Environmental Findings

Finding: Class II(d) - Categorical Exclusions (D-List)

Class Level Description

Class II(d) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(d) requires documentation.

Categorical Exclusion Description

Type 09: Other

Date Description	Date
Class IId CE Approved	1/7/2022

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS TRANSITWAYS/LINES (112-00)	11.22.01	ACQUIRE - BUSWAY	0	\$6,953,271.00	\$8,691,589.00

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

Application Review Comments

Comment By Daniel Koenig

Comment Type	Pre-Award Manager Returns Application
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Date	3/24/2023
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Comment	Please notify FTA first to review the grant before transmitting to FTA.
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ADMINISTRATIVE – 7

Approval of Supplemental Appropriation Resolution AS 24093 for the Department of Transportation to Accept Grant Funding from the U.S. Department of Transportation for the Community Project Funding Requests Included in the Consolidated Appropriations Act, 2022 and to Execute a Standard Project Agreement with the Virginia Department of Transportation (Braddock, Franconia, Mason, and Mount Vernon Districts)

ISSUE:

Board of Supervisors' approval of Supplemental Appropriation Resolution AS 24093 (Attachment 4) for the Fairfax County Department of Transportation (FCDOT) to accept grant funding totaling \$1,000,000 from the U.S. Department of Transportation (USDOT), passed through to the Virginia Department of Transportation (VDOT), for the community project funding requests included in the Consolidated Appropriations Act, 2022. This award was part of the County's community project funding requests coordinated through Government Relations and submitted to the County's Congressional offices. When grant funding expires, the County is under no obligation to continue funding. FCDOT received funding for the following project:

- Capital Bikeshare for Underserved Areas - \$1,000,000
This project includes the purchase and installation of equipment to expand Capital Bikeshare facilities for underserved areas in Fairfax County, including, but not limited to, Richmond Highway, Bailey's Crossroads, Seven Corners, and Annandale. There is a 20 percent local share requirement totaling \$250,000, along with an additional \$4,000 in project costs (based on the current Total Project Estimate (TPE) of \$1,254,000), that will be met from Fund 40010, County and Regional Transportation Projects, in the NVTA 30 Percent Construction Reserve project (2G40-107-000).

Board of Supervisors (Board) authorization is also requested via resolution (Attachment 2) for the Director of FCDOT to execute a Standard Project Administration Agreement with VDOT, substantially in the form of Attachment 3, on behalf of the County.

RECOMMENDATION:

The County Executive recommends that the Board approve Supplemental Appropriation Resolution AS 24093 from the U.S. Department of Transportation, in the amount of \$1,000,000, to support the aforementioned FCDOT project that was funded through the Consolidated Appropriations Act, 2022.

Board Agenda Item
December 5, 2023

The County Executive also recommends the Board approve a resolution (Attachment 2) authorizing the Director of FCDOT to execute a Standard Project Administration Agreement with VDOT, substantially in the form of Attachment 3, for the funding and implementation of the project.

TIMING:

Board approval is requested on December 5, 2023, so that the funding can be utilized to implement the project.

BACKGROUND:

In March 2022, the 117th Congress reinstated the practice of authorizing direct funding of specific projects, previously known as “earmarks” and now referred to as “community project funding requests” (CPFRs), after nearly a decade-long ban on the practice. The County developed a list of 20 CPFRs for submission to the County’s Congressional offices. The selected projects had to meet each of the following criteria:

- Projects had to be eligible for federal funding from accounts available for community funding projects;
- Projects had to either be previously approved by the Board, required for the County to comply with federal or state mandates, or needed to carry out Board priorities; and
- Projects had to meet all federal requirements for individual funding accounts, including the amount of funding available, types of projects eligible, project readiness, and requirements for community support of projects.

The Board was notified on March 11, 2022 (through the “Update on Federal Community Project Funding Requests” memorandum from Claudia Arko, Legislative Director), that the Consolidated Appropriations Act, 2022 was passed in March 2022 and included funding for 11 of the 20 County CPFR projects submitted for Congressional consideration. Each CPFR is being administered by the appropriate federal agency, and each project will be separately accounted for in Fund 50000, Federal-State Grant Fund. Attachment 4 lists the 11 projects, the County department responsible for administering the award, and the status of project funding. There is no set timeframe for when each federal agency will release the funding; however, as funding is released, a Board item will be submitted to formally appropriate the funding. In that vein, this Board item is being submitted to formally appropriate the funding released by the USDOT (through VDOT) for the following project:

Board Agenda Item
December 5, 2023

- Capital Bikeshare for Underserved Areas - \$1,000,000: The funding will be used to purchase capital equipment to expand Capital Bikeshare facilities in Fairfax County for underserved areas. This will extend the accessibility of the Capital Bikeshare program, allowing residents and visitors to meet daily needs with the use of a Capital Bikeshare bicycle rather than driving.

Capital Bikeshare is a bicycle transit service that allows people to rent a bike and ride between more than 700 docking stations throughout the region, including approximately 70 in Fairfax County. Riders will often use Capital Bikeshare to travel to and from the Washington Metropolitan Transit Authority (WMATA) Metrorail system, run errands, and/or make one-way trips. Capital Bikeshare currently operates in the Tysons, Merrifield, and Reston areas of Fairfax County, as well as in Arlington County, Montgomery County, Prince George's County, the Cities of Falls Church and Alexandria, and the District of Columbia.

The stations installed will expand upon Fairfax County's existing bikeshare network to provide new connections to underserved areas, both within the County and between neighboring jurisdictions. The capital equipment needed for a bikeshare station includes, but is not limited to, docking stations, bicycles, and kiosks. The grant funding is proposed to be used to purchase the capital equipment for approximately 20 stations, including roughly 140 bicycles, and to install them in underserved areas throughout Fairfax County. Potential areas for this expansion include, but are not limited to, Richmond Highway, Bailey's Crossroads, Seven Corners, and Annandale. FCDOT will consider factors like connection to transit, activity centers, housing density, and transportation equity to determine locations for the new bikeshare stations.

EQUITY IMPACT:

This project brings opportunity to areas which are not served by Capital Bikeshare, including, but not limited to, Richmond Highway, Bailey's Crossroads, Seven Corners, and Annandale. This project connects populations facing vulnerability to the regional Capital Bikeshare station network (737+ stations), the Metrorail system and bus service, and community destinations such as grocery stores, low-income affordable housing, and recreational trails.

Staff compared the proposed Capital Bikeshare station locations against the Vulnerability Index. Approximately 67 percent of proposed station locations are proposed in high or very high index census tracts. Within those census tracts, the percentage of households with motor vehicle access range from 2 to 25 percent. Approximately a quarter of residents are severely rent burdened. Similarly, 40 percent have low-income occupations and 49 percent have low educational attainment.

Board Agenda Item
December 5, 2023

Capital Bikeshare offers steeply discounted rides for residents in the region who qualify for state or federal assistance programs and plans to promote use of Capital Bikeshare through that program after the project is completed. In addition to credit, debit and pre-paid cards, Capital Bikeshare accepts cash at select locations to mitigate access burdens. Since Capital Bikeshare operates 24 hours a day, seven days a week, it can be especially useful for low-income workers with non-traditional work schedules. As a result of this project, vulnerability will likely improve as residents, workers and visitors will have access to a new transportation option at a low cost.

FISCAL IMPACT:

Funding in the amount of \$1,000,000 from the U.S. Department of Transportation, passed through the Virginia Department of Transportation, has been received for FCDOT's community funding project, as included in the Consolidated Appropriations Act, 2022. There is a 20 percent local share requirement totaling \$250,000, along with an additional \$4,000 in project costs based on the current TPE, that will be met from Fund 40010, County and Regional Transportation Projects, in the NVTA 30 Percent Construction Reserve project (2G40-107-000). The appropriation to Fund 50000, Federal-State Grant Fund, totals \$946,000, as VDOT expenses are not accounted for in the County's financial system. This grant does not allow for the recovery of indirect costs. This action does not increase the expenditure level in the Federal-State Grant Fund, as funds are held in reserve for unanticipated grant awards in FY 2024.

CREATION OF NEW POSITIONS:

There are no new grant positions associated with this award.

ENCLOSED DOCUMENTS:

- Attachment 1: Fairfax County Funded FY 2022 CPFs
- Attachment 2: Agreement Execution Resolution for the Capital Bikeshare for Underserved Areas Project
- Attachment 3: Standard Project Administration Agreement (UPC 124239)
- Attachment 4: Supplemental Appropriation Resolution AS 24093

Board Agenda Item
December 5, 2023

STAFF:

Rachel Flynn, Deputy County Executive

Gregg Steverson, Acting Director, Fairfax County Department of Transportation
(FCDOT)

Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT

Ray Johnson, Chief, Funding Section, FCDOT

Smitha Chellappa, Transportation Planner IV, Funding Section, FCDOT

Eric M. Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT

Lauren Delmare, Chief, Active Transportation Section, FCDOT

Zack DesJardins, Transportation Planner, Active Transportation Section, FCDOT

Lisa Witt, Chief, Administration Services, FCDOT

ASSIGNED COUNSEL:

Jack Dorsey, Assistant County Attorney

**Fairfax County Funded FY 2022
Community Project Funding Requests (CPFRs)**

Project Title	Funded Amount	Department Administering the Award	Status of Project Funding
1. Homeownership: Down Payment and Closing Cost Assistance	\$1.03 million	Department of Housing and Community Development (HCD)	Accept Board Item on June 6, 2023
2. Residences at Government Center II – Community Facility	\$1.5 million	HCD	HCD staff is working with the federal agency to release funding.
3. Stable Families, Thriving Futures	\$1.0 million	Health Department	Accept Board Item on May 23, 2023
4. Innovation Skills Hub: Apprenticeship Readiness Training Program	\$400,000	Department of Family Services	Accept Board Item on May 9, 2023
5. Local Inpatient Purchase of Services (LIPOS) and Discharge Assistance Planning (DAP) Data Collection and Management System	\$375,000	Fairfax-Falls Church Community Services Board (CSB)	Accept Board Item on December 6, 2022
6. Regional Projects Data Warehouse	\$800,000	CSB	Accept Board Item on December 6, 2022
7. Merrifield Crisis Response Center (MCRC) Reconstruction	\$2.0 million	CSB	Accept Board Item on December 6, 2022
8. Fair Ridge at West Ox Residential	\$1.7 million	HCD	HCD staff is working with the federal agency to release funding.
9. Pohick Road Sidewalk (I-95 to Richmond Highway)	\$1.0 million	Fairfax County Department of Transportation (FCDOT)	FCDOT staff is working with the federal agency to release funding.
10. Capital Bikeshare for Underserved Areas	\$1.0 million	FCDOT	Funding has been released by the federal agency administering the award and budget appropriation is being requested as part of this Board item.
11. George Washington Memorial Parkway-Traffic and Safety Context Sensitive Solutions, Belle Haven to City of Alexandria	\$300,000	FCDOT	FCDOT staff is working with the federal agency to release funding.

RESOLUTION

AGREEMENT EXECUTION RESOLUTION
A RESOLUTION FOR THE BOARD OF SUPERVISORS OF THE COUNTY OF FAIRFAX,
VIRGINIA
FOR THE EXECUTION OF AN AGREEMENT FOR THE
CAPITAL BIKESHARE FOR UNDERSERVED AREAS PROJECT

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, in accordance with the Commonwealth Transportation Board (CTB) construction allocation procedures, it is necessary that a resolution be received from the sponsoring local jurisdiction or agency requesting the Virginia Department of Transportation (VDOT) to establish a project(s), if not already established, in the County of Fairfax.

NOW, THEREFORE BE IT RESOLVED, that the County of Fairfax requests the Commonwealth Transportation Board to establish a project(s), if not already established, for the implementation of the Capital Bikeshare for Underserved Areas project, VDOT project number 9999-029-602, UPC 124239.

FURTHER BE IT RESOLVED, that the County of Fairfax hereby agrees to provide its share of the local contribution, in accordance with the financial documents (Appendices A, B, and C of Attachment 3) for the Project (UPC 124239) executed pursuant to this resolution.

FURTHER BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, authorizes the Director of the Fairfax County Department of Transportation to execute, on behalf of the County of Fairfax, a Standard Project Administration Agreement (including Appendices A, B, and C) for UPC 124239 with the Virginia Department of Transportation for the implementation of the VDOT administered project.

ADOPTED this 5th day of December, 2023.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

STANDARD PROJECT ADMINISTRATION AGREEMENT
Federal-aid Projects

Project Number	UPC	Local Government
9999-029-602	124239	Fairfax County

THIS AGREEMENT, is hereby made and effective the date of the last (latest) signature set forth below, by and between the COUNTY OF FAIRFAX, VIRGINIA, hereinafter referred to as the LOCALITY and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT. The DEPARTMENT and the LOCALITY are collectively referred to as the “Parties.”

WHEREAS, the LOCALITY has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown in Appendix A is hereinafter referred to as the “Project;” and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project; and

WHEREAS, the LOCALITY is committed to the development and delivery of the Project in an expeditious manner; and

WHEREAS, the LOCALITY is responsible for administering the Project in accordance with DEPARTMENT guidelines, including the most current *Locally Administered Projects Manual* (“LAP Manual”), and with the program specific requirements shown in Appendix B, based on the nature of the allocated funding for the Project as shown in the Appendix A; and

WHEREAS, the Parties have concurred in the DEPARTMENT’s administration of the specific Project services shown in Appendix C; and

WHEREAS, the Parties have concurred in the LOCALITY's administration of all phases of work for the Project in accordance with applicable federal, state and local laws and regulations; and

WHEREAS, the LOCALITY's governing body has by resolution, demonstrated the LOCALITY’S commitment to provide local funding for the Project to the extent contemplated by this Agreement and further, by resolution or otherwise, authorized its designee to execute this Agreement, and said authorizations are attached hereto.

NOW THEREFORE, in consideration of the mutual premises contained herein, the Parties hereto agree as follows:

1. The representations, covenants and recitations set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1.
2. The LOCALITY shall:
 - a. Be responsible for all activities necessary to complete the noted phase(s) of the Project as shown in Appendix A, except for activities, decisions, and approvals which are the responsibility of the DEPARTMENT, as expressly required by federal or state laws and regulations, or as otherwise agreed to, in writing, between the Parties. Every phase of the Project will be designed and constructed to meet or exceed current American Association of State Highway and Transportation Officials standards when the facilities are locally maintained and shall further comply with all supplementary standards established by the DEPARTMENT when the facilities are maintained by the DEPARTMENT.
 - b. Meet all funding obligation and expenditure timeline requirements in accordance with all applicable federal and state laws and regulations, all applicable Commonwealth Transportation Board and DEPARTMENT policies, and those additional requirements as identified in Appendices A and B to this Agreement. Noncompliance with this requirement may result in deallocation of the funding from the Project, rescission of state funding match, termination of this Agreement, or the DEPARTMENT's denial of future requests to administer projects by the LOCALITY, all of which actions are at the discretion of the DEPARTMENT or as can be taken pursuant to applicable laws, regulations, or policies.
 - c. Receive prior written authorization from the DEPARTMENT to proceed with preliminary engineering, right-of-way acquisition and utility relocation, advertisement and award for the Project, as required in the most current LAP Manual and other applicable DEPARTMENT guidelines.
 - d. Administer the Project in accordance with the DEPARTMENT's most current LAP Manual and other guidelines applicable to Locally Administered Projects as published by the DEPARTMENT.
 - e. Maintain accurate and complete records of the Project's development as required in the LAP Manual and any supplemental guidance and directives of the DEPARTMENT and retain documentation of all expenditures and make such information available for inspection or auditing by the DEPARTMENT upon request. Records and documentation for the Project shall be maintained for no less than three (3) years following the DEPARTMENT'S acceptance of the final voucher on the Project.
 - f. At least quarterly, but no more frequently than monthly, submit invoices with supporting documentation to the DEPARTMENT in the form prescribed by the DEPARTMENT. The supporting documentation shall include copies of vendor and contractor invoices paid by the LOCALITY, an up-to-date Project summary and

schedule, and a summary of all payment requests, payments and adjustments. A request for reimbursement shall be made within 90 days after any eligible Project expenses are incurred by the LOCALITY. Reimbursement for eligible expenditures shall not exceed funds allocated each year for the Project by the Commonwealth Transportation Board in the Six Year Improvement Program.

- g. Acknowledges that for federally-funded projects and pursuant to 2 CFR § 200.339, Remedies for Noncompliance, failure to comply with federal laws and regulations, or the terms and conditions of federal awards, may result in the imposition of sanctions including but not limited to possible denial or delay of payment of all or a part of the costs associated with the activity or action not in compliance.
 - h. Reimburse the DEPARTMENT for all Project expenses incurred by the DEPARTMENT if, due to action or inaction of the LOCALITY, federally-funded Project expenditures incurred are not reimbursed by the Federal Highway Administration (FHWA), or reimbursements are required to be returned to the FHWA, or in the event the reimbursement is required by the provisions of § 33.2-214 or § 33.2-331 of the Code of Virginia (1950), as amended, or other applicable provisions of federal, state, or local law or regulations.
 - i. On projects that the LOCALITY is providing the required match to state or federal funds, pay the DEPARTMENT the LOCALITY's match for eligible Project expenses incurred by the DEPARTMENT in the performance of activities set forth in paragraph 2.a.
 - j. Administer the Project in accordance with all applicable federal, state, and local laws and regulations. Failure to fulfill legal obligations associated with the Project may result in forfeiture of federal or state-aid reimbursements.
 - k. If legal services other than that provided by staff counsel are required in connection with condemnation proceedings associated with the acquisition of Right-of-Way, the LOCALITY will consult the DEPARTMENT to obtain an attorney from the list of outside counsel approved by the Office of the Attorney General. Costs associated with outside counsel services shall be reimbursable expenses of the Project.
 - l. Provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the DEPARTMENT. Where the Project results in physical construction, the LOCALITY will continue to operate and maintain the Project in accordance with the final constructed design as approved by the DEPARTMENT. The LOCALITY agrees that any modification of the approved design features, without the approval of the DEPARTMENT, may, at the discretion of the DEPARTMENT, result in restitution either physically or monetarily as determined by the DEPARTMENT.
3. The DEPARTMENT shall:

- a. Perform any actions and provide any decisions and approvals, within a reasonable time, which are the responsibility of the DEPARTMENT, required by federal and state laws and regulations, or as otherwise agreed to, in writing, between the parties, and provide necessary coordination with the FHWA as determined to be necessary by the DEPARTMENT.
 - b. Upon receipt of the LOCALITY's invoices pursuant to paragraph 2.f., reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the DEPARTMENT within 30 days of an acceptable submission by the LOCALITY.
 - c. Where applicable, submit invoices to the LOCALITY for the LOCALITY's share of eligible Project expenses incurred by the DEPARTMENT in the performance of activities pursuant to paragraphs 2. a. and 3.a.
 - d. Audit the LOCALITY's Project records and documentation as may be required to verify LOCALITY compliance with federal and state laws and regulations.
 - e. Upon LOCALITY'S request, make available to the LOCALITY guidelines to assist the Parties in carrying out responsibilities under this Agreement.
4. If designated by the DEPARTMENT, the LOCALITY is authorized to act as the DEPARTMENT's agent for the purpose of conducting survey work pursuant to § 33.2-1011 of the Code of Virginia (1950), as amended.
 5. Nothing in this Agreement shall obligate the Parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. State and federal Project funding is limited to those identified in the Appendix A of this Agreement and is allocable only upon LOCALITY's compliance with all requirements of this Agreement. In the event the cost of all or part of the Project is anticipated to exceed the allocation shown on Appendix A, the Parties agree to cooperate in seeking additional funding for the Project or to terminate the Project before Project costs exceed the allocated amount. Any requested increase in federal or state funding is subject to DEPARTMENT policy and procedures applicable to the funding source and is not guaranteed.
 6. Nothing in this Agreement shall be construed as a waiver of the LOCALITY's or the Commonwealth of Virginia's sovereign immunity.
 7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and capacity and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either Party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.

8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY or the DEPARTMENT shall not be bound by any agreements between either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY or the DEPARTMENT has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.
9. This Agreement may be terminated by either Party upon 30 days advance written notice to the other Party. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraphs 2.f, 2.h., and 3.b, subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the DEPARTMENT shall retain ownership of plans, specifications, and right of way, unless all state and federal funds provided for the Project have been reimbursed to the DEPARTMENT by the LOCALITY, in which case the LOCALITY will have ownership of the plans, specifications, and right of way.
10. Prior to any action pursuant to paragraphs 2.b, 2.g. or 2.h.of this Agreement, the DEPARTMENT shall provide notice to the LOCALITY with a specific description of the LOCALITY's breach of this Agreement. Upon receipt of a notice of breach, the LOCALITY will be provided the opportunity to cure such breach or to provide a plan to cure to the satisfaction to the DEPARTMENT. If, within sixty (60) days after receipt of the written notice of breach, the LOCALITY has neither cured the breach, nor is diligently pursuing a cure of the breach to the satisfaction of the DEPARTMENT, then upon receipt by the LOCALITY of a written notice from the DEPARTMENT stating that the breach has neither been cured, nor is the LOCALITY diligently pursuing a cure, the DEPARTMENT may exercise any remedies it may have under this Agreement or at law or in equity.
11. THE LOCALITY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the Parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any Party.
12. THIS AGREEMENT, when properly executed, shall be binding upon both Parties, their successors, and assigns.
13. THIS AGREEMENT may be modified only in writing by mutual agreement of the Parties.

IN WITNESS WHEREOF, each Party hereto has caused this Agreement to be executed by their duly authorized representatives, acknowledging and agreeing that any digital signature affixed hereto shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature.

COUNTY OF FAIRFAX, VIRGINIA:

Signature _____ Date _____

Title _____

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this Agreement.

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

Signature _____ Date _____

Chief of Policy, Commonwealth of Virginia, Department of Transportation

Attachments

- Appendix A
- Appendix B
- Appendix C

Appendix A - Locally Administered

Version: Original

Prepared Date: 8/25/2023

Project Details

UPC: 124239 State Project #: 9999-029-602 CFDA #: 20.205 Locality UEI #: W2ZUFMBDM378
Locality: Fairfax County Address: 4050 Legato Road, Suite 400 Fairfax, Virginia 22033-2867

Work Description: CAPITAL BIKESHARE FOR UNDERSERVED AREAS - This project will purchase the capital equipment to expand Capital Bikeshare facilities in Fairfax County for underserved areas in the County, including Richmond Highway, Bailey's Crossroads, Seven Corners, and Annandale. A bike share is a program of "public use" bicycles that allows users who have registered with the program to rent a bike for short periods of time.
Project Location (Zip +4) 22033-2867

Project Points of Contact

Locality Project Manager
Name: Zachary DesJardins
Phone: 703-877-5665
Email: Zachary.desjardins@fairfaxcounty.gov

VDOT Project Coordinator
Name: Saif Qargha
Phone: (703) 259-3223
Email: Saif.Qargha@vdot.virginia.gov

Project Estimates

	Preliminary Engineering	Right of Way and Utilities	Construction	Total
Estimated Locality Project Expenses	\$10,000	\$0	\$1,190,000	\$1,200,000
Estimated VDOT Project Oversight	\$35,000	\$0	\$15,000	\$50,000
Estimated VDOT Project Services (Appendix C)	\$4,000	\$0	\$0	\$4,000
Estimated Total Project Costs	\$49,000	\$0	\$1,205,000	\$1,254,000

Project Financing

Allocated Funds Type	Allocated Funds Amount	Local % Participation	Local Share Total	Max Reimbursement to Locality	Total Estimated Reimbursement to Locality
HIP-Community Project Grants	\$1,250,000	20%	\$250,000	\$1,000,000	
Local Funds	\$4,000	100%	\$4,000	\$0	
Funding Totals	\$1,254,000		\$254,000	\$1,000,000	\$946,000

Note - The funds order is not indicative of the actual spend order of funds on the project.

Authorized Locality Official Date

Gregg L. Steverson
Printed Name of Locality Official

Acting Director
Title of Locality Official

Authorized VDOT Official Date

Ray Burkhardt
Printed Name of VDOT Official

Local Agreements Manager
Title of VDOT Official

This attachment is certified and made an official attachment to this document by the Parties to this Agreement.

Locally Administered Federal-Aid Agreement

Appendix B – Special Funding Program Conditions and Requirements

Project Number	UPC	Local Government
9999-029-602	124239	Fairfax County

SMART SCALE

Administration of this Project, including but not limited to the Project estimate, schedule and commitment to funding, is subject to the requirements established in the Commonwealth Transportation Board’s (CTB’s) most current *Policy for Implementation of the SMART SCALE Project Prioritization Process*, the applicable requirements of the Code of Virginia, and VDOT’s applicable *Instructional and Informational Memoranda*.

Without limiting the foregoing, this Project has been selected through the Smart Scale (HB2) application and selection process and will remain in the Six-Year Improvement Plan (SYIP) as a funding priority unless certain conditions set forth in the CTB’s most current *Policy for Implementation of a Project Prioritization Process* arise. Pursuant to the CTB’s *Policy for Implementation of a Project Prioritization Process*, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent SMART SCALE prioritization cycle to account for a cost increase on a previously selected Project.

This Project shall be initiated and at least a portion of the Project's programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the CTB, the LOCALITY or the localities within the metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the DEPARTMENT for all state and federal funds expended on the Project.

Transportation Alternatives Program

This Project shall be administered in accordance with VDOT’s most current *Transportation Alternatives Program Guide*.

Without limiting the foregoing, CTB policy for allocations from the Transportation Alternatives Programs requires that the Project must be advertised or otherwise under construction within four years of the initial Project allocation or otherwise be subject to deallocation, unless prior Department approval has been provided.

The DEPARTMENT shall conduct all environmental studies necessary to complete an environmental document in compliance with the National Environmental Policy Act, unless otherwise agreed to in writing and attached to this Agreement. The LOCALITY is responsible

for implementing any environmental commitments resulting from the environmental studies. In addition, the LOCALITY is responsible for obtaining any water quality permits and conducting any required hazardous materials due diligence efforts. VDOT's estimated cost for the environmental studies and submissions will be provided to the LOCALITY and deducted from the Project funds.

Regional Surface Transportation Program (RSTP)

Allocated Regional Surface Transportation Program funds must be obligated within 12 months of allocation and expended within 36 months of the obligation.

Congestion Mitigation Air Quality (CMAQ)

Allocated Congestion Mitigation and Air Quality Program funds must be obligated within 12 months of allocation and expended within 36 months of the obligation.

Revenue Sharing

This Project shall be administered in accordance with VDOT's most current *Revenue Sharing Program Guidelines*.

Without limiting the foregoing, the Project shall be initiated such that at least a portion of the Revenue Sharing Funds are expended within one year of allocation. For any project that has not been initiated within one year, the CTB has the discretion to defer consideration of future allocations until the Project moves forward. Further, if the Project has not been initiated within two fiscal years subsequent to the allocation of Revenue Sharing Funds, the Revenue Sharing Funds for the Project may be subject to deallocation from the Project at the discretion of the CTB.

State of Good Repair (SGR) Bridge

Project estimate, schedule, and commitment to funding are subject to the requirements established in the CTB's *State of Good Repair Program Prioritization Process Methodology*, the Code of Virginia, and VDOT's *Instructional and Informational Memoranda*.

Projects receiving funding under this program must initiate the Preliminary Engineering or the Construction Phase within 24 months of award of funding or become subject to deallocation. In the event the Project is not advanced to the next phase of construction, the LOCALITY may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the Project.

This Project has been selected through the State of Good Repair application and selection process and will remain in the SYIP as a funding priority. Pursuant to the CTB's *State of Good Repair Program Prioritization Process Methodology*, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent annual State of Good Repair prioritization cycle for the same bridge structure to account for a cost increase on a previously selected Project.

State of Good Repair (SGR) Paving

Project estimate, schedule, and commitment to funding are subject to the requirements established in the CTB’s *State of Good Repair Program Prioritization Process Methodology*, the Code of Virginia, and VDOT’s *Instructional and Informational Memoranda*.

Projects receiving funding under this program must be advertised within twelve months of award funding or be subject to deallocation. In the event the Project is not advanced to the next phase of construction, the LOCALITY may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the Project.

This Project has been selected through the State of Good Repair application and selection process and will remain in the SYIP as a funding priority. Pursuant to the CTB’s State of Good Repair Program Prioritization Process Methodology, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent annual State of Good Repair prioritization cycle for the same roadway segment to account for a cost increase on a previously selected Project.

Economic Access

This Project shall be administered in accordance with VDOT’s most current *Economic Development Access Program Guide*.

Airport Access

This Project shall be administered in accordance with VDOT’s most current *Airport Access Program Guide*.

Recreational Access

This Project shall be administered in accordance with VDOT’s most current *Recreational Access Program Guide*.

Highway Safety Improvement Program (HSIP)

Allocated Highway Safety Improvement Program (HSIP) funds must be obligated within 12 months of allocation and expended within 36 months of the obligation.

Local Funds

All local funds included in Appendix A have been formally committed by the LOCALITY board or council, subject to appropriation.

Authorized Locality Official Signature and Date

Printed Name of Locality Official

Appendix C – Department Project Specific Services

Project Number	UPC	Local Government
9999-029-602	124239	Fairfax County

Service Description	Detailed Scope	Estimate (\$)
Environmental Services	Environmental tasks are being split between VDOT and the locality as follows: VDOT: Environmental Reviews for NEPA Compliance and Document. Evaluate project for Section 106, Section 4f De Minimis, Section 7 T&E, Water Quality, Hazardous Materials, Noise, Air Quality. Once VDOT has the preliminary and final concurrence from the Locality, VDOT will work with FHWA on the approval. Any additional requirements identified during the NEPA process will be the responsibility of the Locality to complete that coordination with the appropriate agency. The timing of the Section 4(f) concurrence will be the critical path. Locality: Locality has stated they will complete all coordination with the National Park Service (NPS) for obtaining the preliminary and final Section 4(f) De Minimis concurrence. VDOT will provide the identified property and amount of NPS land being used, for the Locality to complete the coordination. The Locality will provide VDOT with the preliminary and final Section 4(f) De Minimis for approval with FHWA. Any permits that are identified would be obtained by the Locality. And follow-up on property regarding Hazardous Materials, and/or regulatory requirements with USFWS/VDEQ are all the responsibility of the Locality.	\$4,000
Total Estimated Costs of Services		\$4,000

Authorized Locality Official Signature and Date

Authorized VDOT Official Signature and Date

Printed Name of Locality Official

Printed Name of VDOT Official

Title of Locality Official

Title of VDOT Official

RESOLUTION

SUPPLEMENTAL APPROPRIATION RESOLUTION AS 24093

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

BE IT RESOLVED, by the Board of Supervisors of Fairfax County, Virginia, that in addition to appropriations made previously for FY 2024, the following supplemental appropriation is authorized, and the Fiscal Planning Resolution is amended accordingly:

Appropriate to:

Fund: 500-C50000, Federal-State Grant Fund

Agency: G4040, Department of Transportation \$946,000

Grant: 1400168-2023, Capital Bikeshare for Underserved Areas

Reduce Appropriation to:

Agency: G8787, Unclassified Administrative Expenses \$946,000

Fund: 500-C50000, Federal-State Grant Fund

Source of Funds: Virginia Department of Transportation, \$946,000

ADOPTED this 5th day of December 2023.

A Copy - Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

Board Agenda Item
December 5, 2023

ADMINISTRATIVE - 8

Approval of a Resolution Endorsing Projects for Submission to the Northern Virginia Transportation Commission for the Fiscal Year 2025 – 2026 I-66 Inside the Beltway Commuter Choice Program (Braddock, Providence, Springfield, and Sully Districts)

ISSUE:

Board approval of a resolution authorizing the Director of the Fairfax County Department of Transportation (FCDOT) to apply for regional funding for Fiscal Years (FYs) 2025 – 2026, through the Northern Virginia Transportation Commission (NVTC), to fund five projects that will increase travel options for commuters on I-66 Inside the Beltway.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors approve a resolution (substantially in the form of Attachment 1) endorsing five Fairfax County transportation projects for submission to NVTC's I-66 Inside the Beltway Commuter Choice Program funding for FY 2025 – 2026. The County Executive also recommends the Board authorize the Director of FCDOT or their designee to sign and submit the applications.

TIMING:

Board of Supervisors' approval is requested on December 5, 2023, to meet the NVTC application deadline of December 18, 2023.

BACKGROUND:

At its meeting on October 5, 2023, NVTC approved the issuance of the FY 2025 – 2026 Commuter Choice Program Call for Projects. Funding for these multimodal transportation projects is provided mainly by toll revenues collected on I-66 inside of the Capital Beltway.

NVTC anticipates awarding a minimum of approximately \$40-\$50 million in funding over the two-year period. The program will follow the selection process prescribed in the Memorandum of Agreement between the Commonwealth Transportation Board (CTB), the Virginia Department of Transportation (VDOT), and NVTC; whereby eligible projects are evaluated, prioritized, selected, and then submitted to the CTB for approval.

Project applications are due to NVTC on December 18, 2023, and require a resolution of endorsement from each locality's governing body. NVTC staff will then evaluate

Board Agenda Item
December 5, 2023

applications and prepare a list of eligible candidate projects for consideration by the NVTC's Commissioners at its meeting in May 2024. The Commissioners' recommendation will be submitted to the CTB for approval in June 2024. Projects selected for funding will be included in the Commonwealth's FY 2025 - FY 2030 Six-Year Improvement Program.

In anticipation of approximately \$40 - \$50 million in available funding, Fairfax County's total request for funding from NVTC is approximately \$8,860,000. County staff recommends the following projects for submission, in priority order:

Existing Transit Service, Continuation/Renewal of Operating Funds: Cost - \$6,500,000

- Route 697 – Stringfellow Road to Washington D.C. (\$2,200,000): Express bus service from the Stringfellow Park and Ride Lot to L'Enfant Plaza in Washington, D.C. The route features 10 morning and 10 evening peak-direction trips and provides access to major employment areas in Washington, D.C., including federal agencies along the south side of the National Mall and along Seventh Street SW.
- Route 698 – Vienna Metrorail to the Pentagon (\$1,600,000): Express bus service operating in the morning from the Vienna Metrorail Station to the Pentagon Transit Center. The route features 10 morning inbound trips to the Pentagon Transit Center and 10 afternoon outbound trips to the Vienna Metrorail Station.
- Route 699 – Government Center to D.C. (\$2,700,000): Express bus service from the Fairfax County Government Center to major employment areas in Washington, D.C., including the George Washington University campus, U.S. Department of State, and the World Bank. The route features 13 morning inbound trips and 13 afternoon outbound trips.

Capital Bikeshare Expansion: Cost - \$510,000

- The project will acquire up to 18 Capital Bikeshare stations and up to 79 classic and electric bicycles to expand service in and around the Vienna Metrorail Station, Dunn Loring Metrorail Station, and Fairfax Centre. This group of stations would extend Fairfax County's Capital Bikeshare network north and west along the new 66 Parallel Trail, as well as leverage new bike lanes on Ellenwood Drive and the new spur of the 66 Parallel Trail along Nutley Street. This grant would allow for connections to planned stations in the Town of Vienna and the City of Fairfax and leverage a previous (FY 2019) Commuter Choice grant for bikeshare stations. The new stations are projected to generate approximately 2,500 trips per year.

New Transit Service: Cost - \$1,850,000

- Route 610: Proposed feeder route that will serve the following three bus park and ride lots in the western/central portion of the County: Centreville (Stone Road), Stringfellow Road, and Monument Drive.

Maps associated with each project application are depicted in Attachments 2 through 6.

EQUITY IMPACT:

An Equity Impact Assessment is not required for the applications requesting renewal of transit operating funds for Routes 697, 698, and 699, as these routes were previously approved by the Board in October 2019 and January 2022. An EIA is not required for Route 610, as it is identified in the Transit Development Plan (TDP) and the Centreville-Chantilly-Vienna-Tysons (CCVT) route network analysis, both of which have been presented to and approved by the Board.

Based on an Equity Impact Assessment, the Capital Bikeshare expansion project has the potential to advance equity, as it connects populations facing vulnerability to the regional Capital Bikeshare station network (740+ stations), to Metrorail and bus service, and to community destinations such as grocery stores, low-income affordable housing, and recreational trails. Staff compared the proposed Capital Bikeshare station locations against the Vulnerability Index, which is comprised of various indicators from the American Community Survey 2016 – 2020 data: low-income occupations, low English-speaking ability, low educational attainment, median household income, households without a vehicle, population without health insurance, homeownership, and severely cost-burdened renters. Approximately half of the station locations are proposed in areas that the Vulnerability Index rates as average or very high. The remaining stations are proposed in areas where the Vulnerability Index rates as low or very low. Within those block groups, the percentage of households without motor vehicle access ranges from 0% to 5.4% and approximately one third of residents have low education attainment. The households with low-income occupations range from 14.4% to 71.9% and severely rent burdened households range from 0% to 33.5%. Capital Bikeshare offers steeply discounted rides for residents in the region who qualify for state or federal assistance programs, and since it operates 24 hours a day, 7 days a week, it is useful for low-income workers with non-traditional work schedules. As a result of this project, mobility for residents in these vulnerable areas will likely improve as residents have access to a new transportation option.

FISCAL IMPACT:

If selected and approved, allowable costs up to the amount approved for each project will be reimbursed by NVTC as part of the I-66 Commuter Choice Program. There is no General Fund impact.

Board Agenda Item
December 5, 2023

ENCLOSED DOCUMENTS:

Attachment 1 - Resolution of Endorsement of Projects Being Submitted for FY 2025 – 2026, I-66 Commuter Choice Inside the Beltway Funding

Attachment 2 – Map: Route 697

Attachment 3 – Map: Route 698

Attachment 4 – Map: Route 699

Attachment 5 – Map: Route 610

Attachment 6 – Map of Capital BikeShare Stations around Vienna Metrorail Station

STAFF:

Rachel Flynn, Deputy County Executive

Gregg Steverson, Acting Director, Fairfax County Department of Transportation (FCDOT)

Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT

Dwayne Pelfrey, Chief, Transit Services Division, FCDOT

Michael Felschow, Chief, Planning Section, Transit Services Division, FCDOT

Brent Riddle, Chief, Coordination Section, FCDOT

Malcolm Watson, Transportation Planner, FCDOT

Lauren Delmare, Active Transportation Program Manager, FCDOT

RESOLUTION

PROJECT ENDORSEMENT RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, hereby authorizes the Director of the Fairfax County Department of Transportation, or their designee, to submit to the Northern Virginia Transportation Commission a request for funding from the I-66 Inside the Beltway Commuter Choice Program for FY 2025-2026 for the following projects listed in priority order:

Existing Transit Service, Continuation/Renewal of Operating Funds: Cost - \$6,500,000

- Route 697 – Stringfellow Road to Washington D.C.: Express bus service from the Stringfellow Park and Ride Lot to L’Enfant Plaza in Washington, D.C. (\$2,200,000)
- Route 698 – Vienna Metrorail to the Pentagon: Express bus service operating in the morning from the Vienna Metrorail Station to the Pentagon Transit Center (\$1,600,000)
- Route 699 – Government Center to D.C.: Express bus service from the Fairfax County Government Center to major employment areas in Washington, D.C., including the George Washington University campus, U.S. Department of State, and the World Bank (\$2,700,000)

Capital Bikeshare Expansion: Cost - \$510,000

- The project will acquire 18 Capital Bikeshare stations and 79 classic and electric bicycles to expand service in and around the Vienna Metrorail Station, Dunn Loring Metrorail Station, and Fairfax Centre.

New Transit Service: Cost - \$1,850,000

- Route 610: Feeder route that will serve three different bus P&R lots in the western / central portion of the County: Centreville (Stone Road), Stringfellow Road, and Monument Drive.

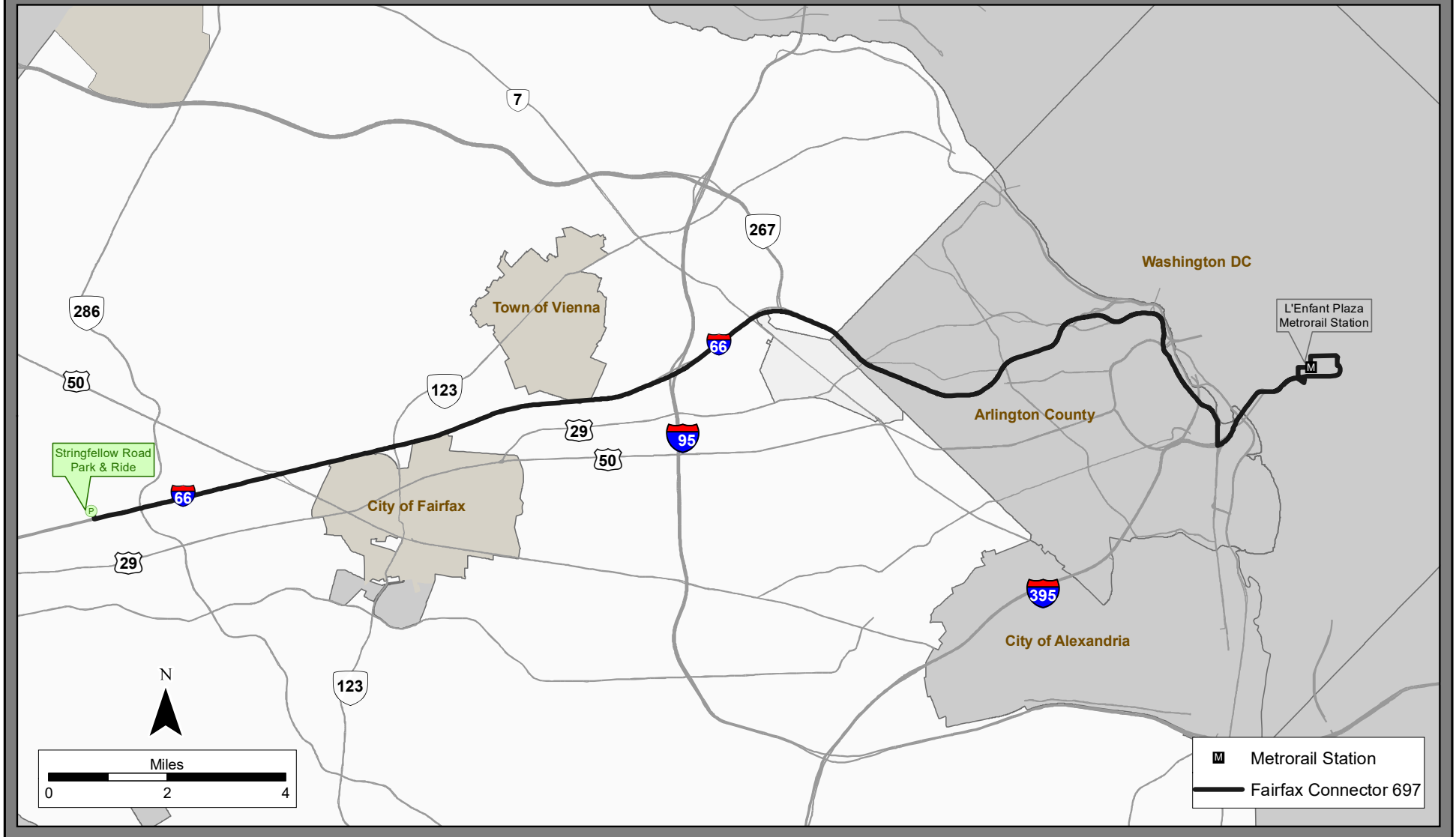
ADOPTED this 5th day of December, 2023.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

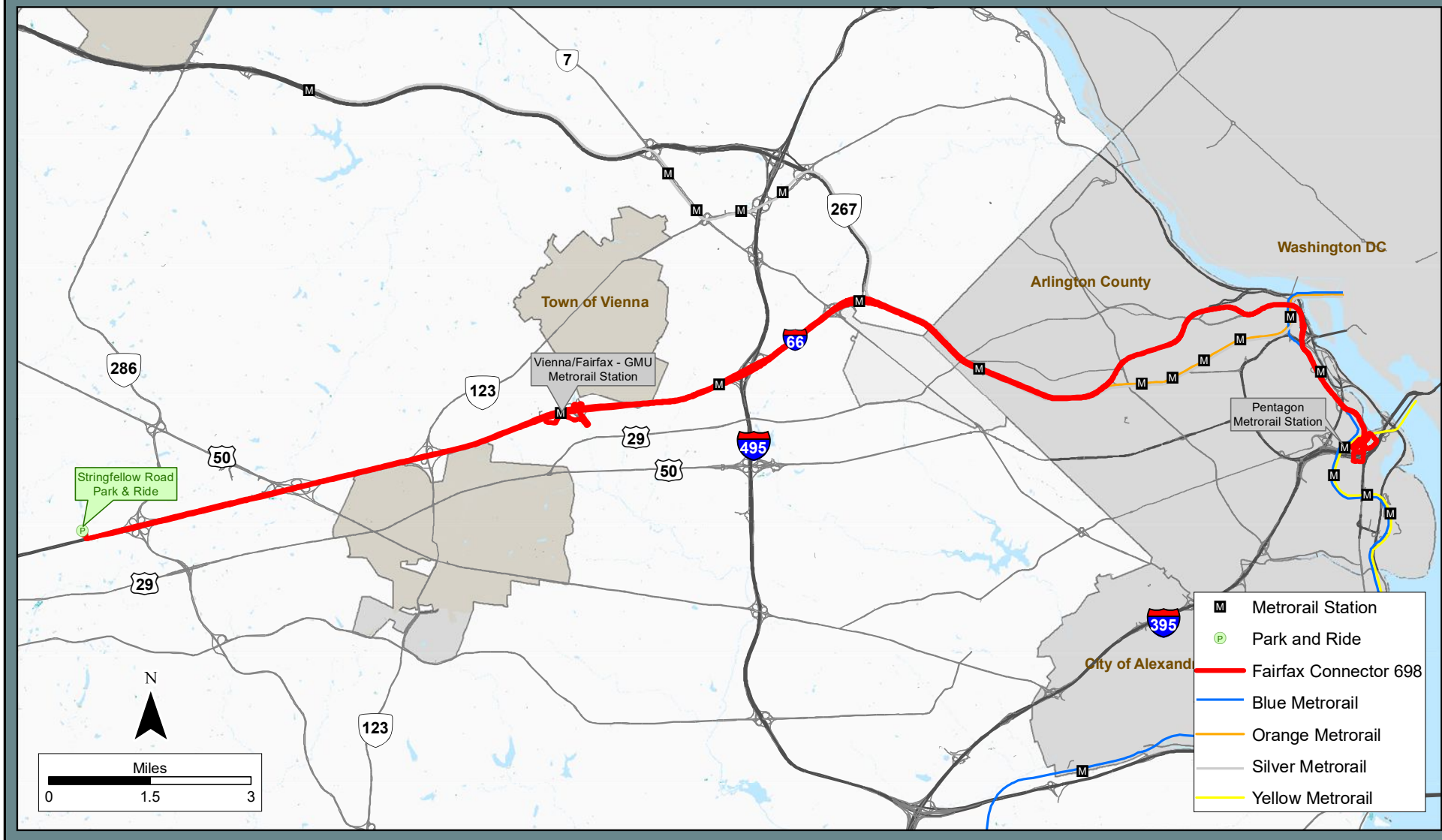


Fairfax Connector 697 - Stringfellow Road to Downtown D.C.



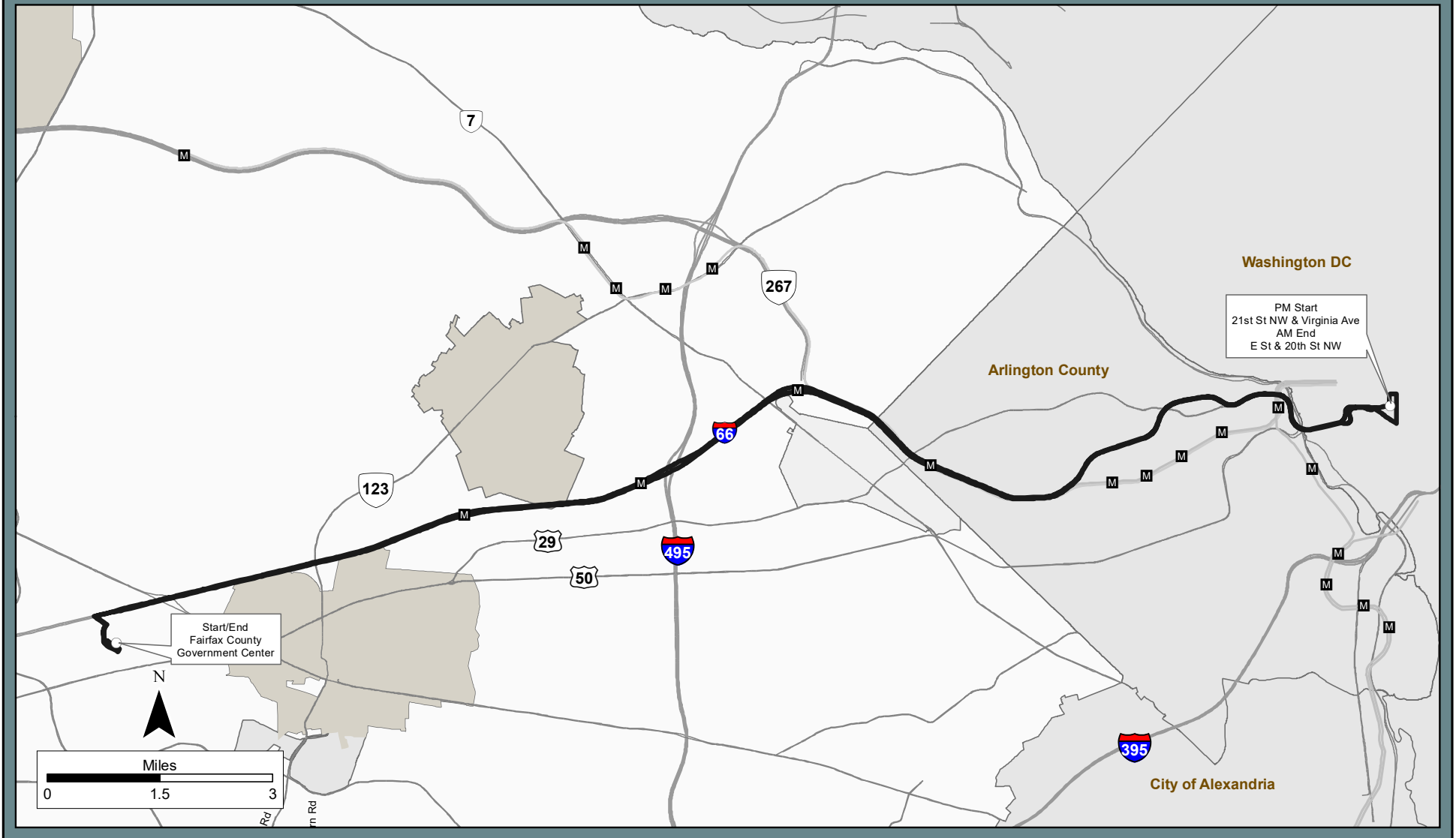


Fairfax Connector Route 698 - Stringfellow - Vienna - Pentagon



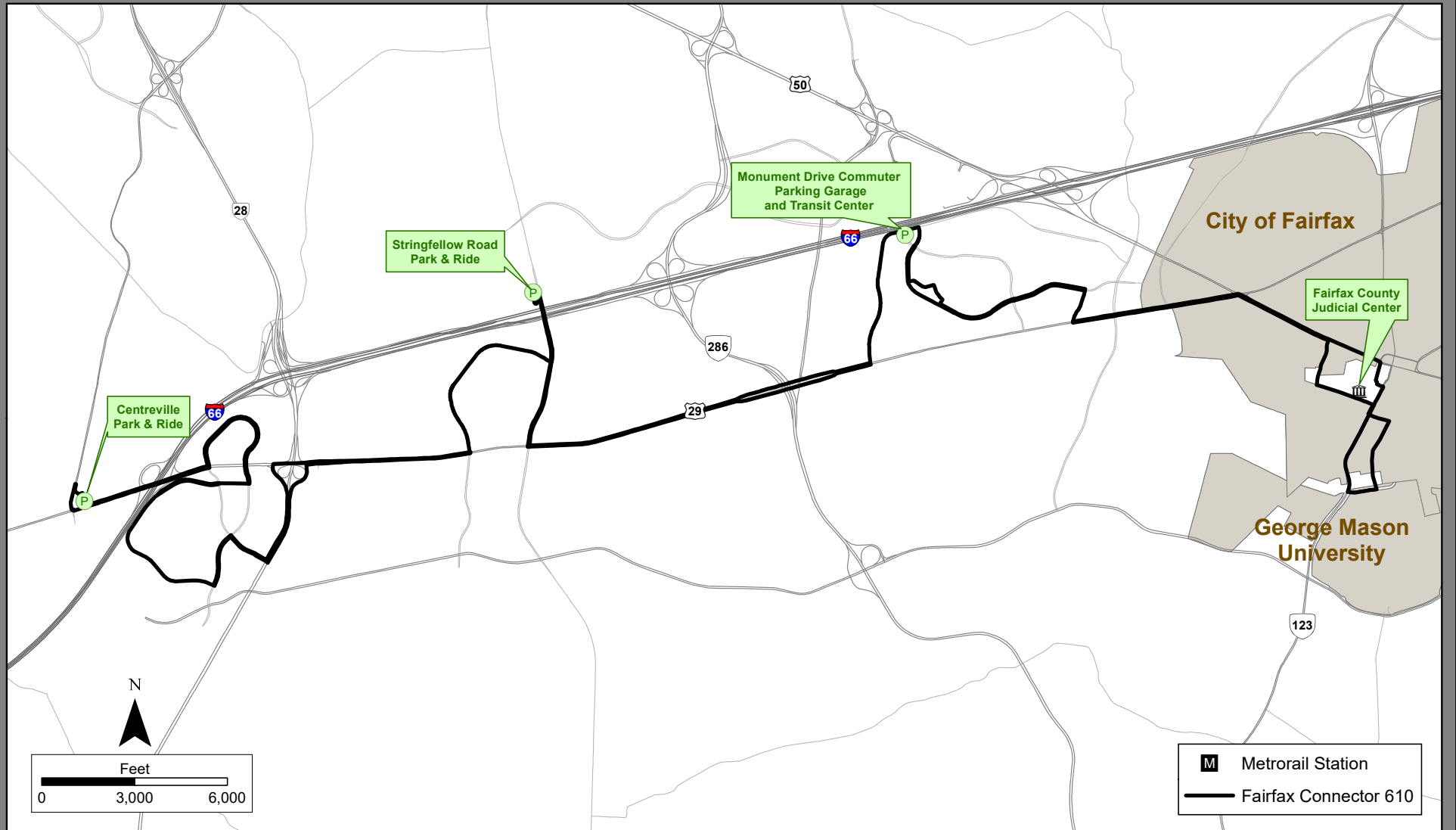


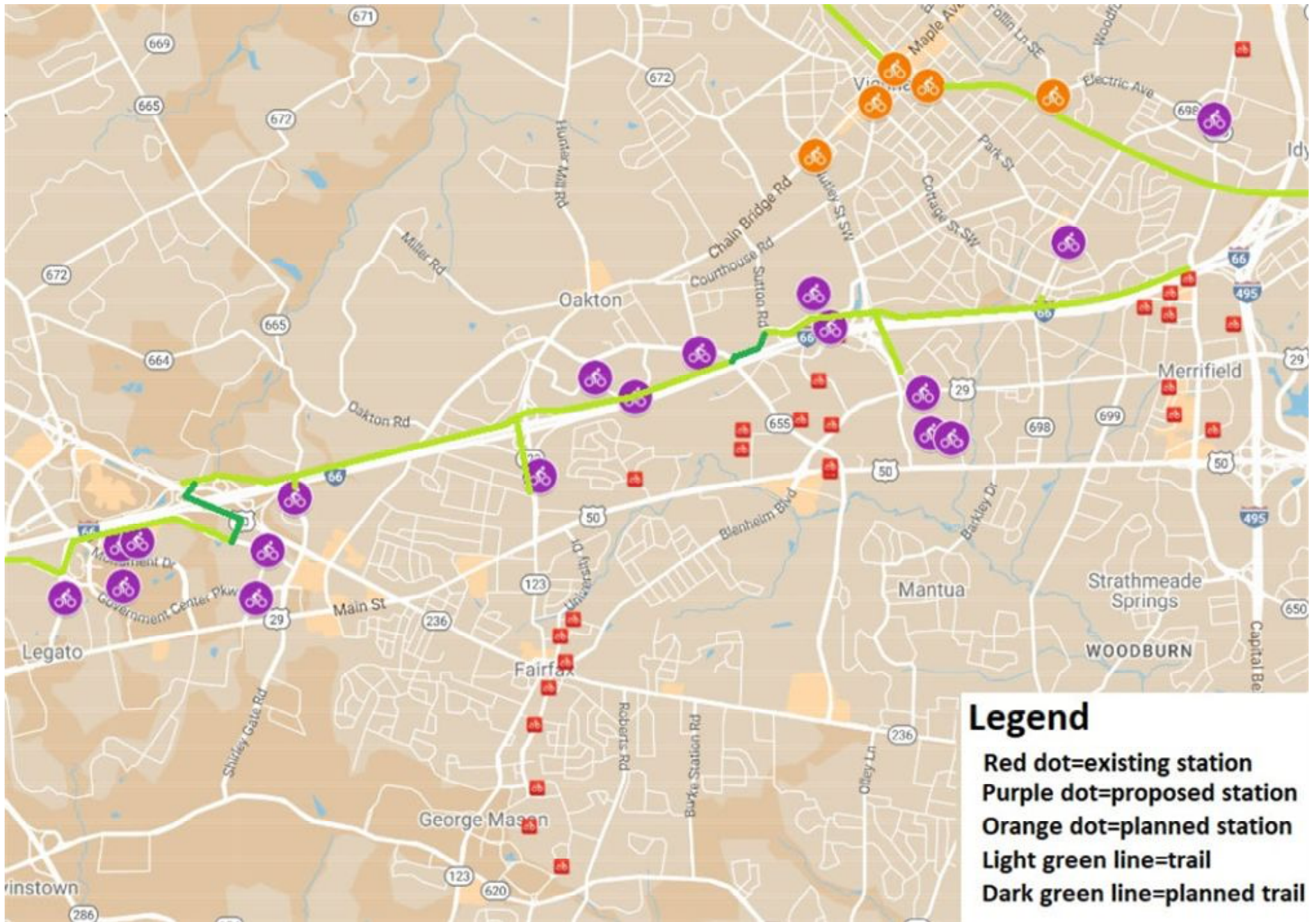
Fairfax Connector 699 - Government Center - Foggy Bottom/State Department





Fairfax Connector Route 610 - George Mason University (GMU) - Centreville





Board Agenda Item
December 5, 2023

ADMINISTRATIVE - 9

Approval of Resolution Endorsing Projects Submitted for FY 2030 Regional Surface Transportation Program and Congestion Mitigation and Air Quality Federal Funding Through the Northern Virginia Transportation Authority

ISSUE:

Board of Supervisors' authorization is requested for the Fairfax County Department of Transportation (FCDOT) to apply for \$80.7 million in federally funded FY 2030 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding for 7 proposed projects. Applications will be submitted through the Northern Virginia Transportation Authority (NVTA). Each of these projects is either included in the Transportation Priorities Plan (TPP) adopted by the Board of Supervisors on December 3, 2019, or in the Transit Development Plan (TDP) adopted on March 15, 2016. If the County is awarded funding, staff will submit another Board Item later to accept the awards and execute agreements for implementation. Board authorization is also requested to adopt a project endorsement resolution, substantially in the form of Attachment 1.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors authorize FCDOT to apply for funding in the amount of \$80.7 million for 7 projects, and to adopt the project endorsement resolution, substantially in the form of Attachment 1.

TIMING:

Board of Supervisors' approval is requested on December 5, 2023, to meet the NVTA deadline for resolutions, which is January 26, 2023. The Commonwealth Transportation Board (CTB) is expected to subsequently consider the NVTA-approved list of projects for CMAQ and RSTP funding in June 2024, as part of its FY 2025-2030 Six-Year Improvement Program (SYIP).

BACKGROUND:

The CMAQ program provides a funding source for state and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments. Many types of projects are eligible under the CMAQ program, including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, and shared micro mobility projects (i.e. shared scooter systems).

RSTP provides flexible funding to Northern Virginia, and similar regions across the country, that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects.

For the purposes of preparing its recommended project lists, NVTa currently estimates that approximately \$90 million in RSTP and CMAQ funding will be available for Northern Virginia in FY 2030. Staff recommends submitting the following 7 projects for funding consideration, in the priority order shown below. Most of the projects are included in the TPP and have been submitted for CMAQ or RSTP funding in previous years. The Connector electric buses and Connector stores have been included in the TDP. More information about each project can be found in Attachment 2 of this item.

Table 1– List of Proposed Projects for CMAQ/RSTP Funding

Project Name	Funding Request	Priority
Frontier Drive Extension	\$20,000,000	1
Connector Electric Buses	\$10,000,000	2
Seven Corners Ring Road (Phase 1A/Segment 1A)	\$20,000,000	3
Sunrise Valley Drive Cycletrack	\$10,000,000	4
Braddock Multimodal Phase II	\$10,000,000	5
Town Center Parkway Extension	\$10,000,000	6
Countywide Transit Stores	\$720,000	7
TOTALS	\$80,720,000	

EQUITY IMPACT:

An Equity Impact Assessment (EIA) is not required, as the projects proposed for submittal were previously approved by the Board and are either included in the Board’s adopted TPP or TDP.

FISCAL IMPACT:

Grant funding of \$80.7 million is being sought from the CMAQ and RSTP Programs. No Local Cash Match is required for either program. If the County is awarded funding, staff will submit Board items, as needed, to accept the awards and execute the Project Administration Agreements with the Virginia Department of Transportation or the Virginia Department of Rail and Public Transportation.

No additional General Fund resources are required for either of these applications. The CMAQ and RSTP programs do not allow for the recovery of indirect costs.

Board Agenda Item
December 5, 2023

CREATION OF POSITIONS:

No new positions will be created through this action.

ENCLOSED DOCUMENTS:

Attachment 1 – Resolution Endorsing Transportation Projects for FY 2030 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funding

Attachment 2 – Detailed List of Recommended FY 2030 CMAQ and RSTP Project Submissions

STAFF:

Rachel Flynn, Deputy County Executive

Gregg Steverson, Acting Director, Fairfax County Department of Transportation (FCDOT)

Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT

Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT

Michael Guarino, Chief, Capital Projects Section, FCDOT

Ray Johnson, Chief, Funding Section, FCDOT

Smitha Chellappa, Senior Transportation Planner, Funding Section, FCDOT

Christina Cain, Transportation Planner, Funding Section, FCDOT

RESOLUTION

PROJECT ENDORSEMENT RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, Fairfax County desires to submit applications for the allocation of \$80,720,000 through the Northern Virginia Transportation Authority (NVTA) for Fiscal Year FY 2030 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding.

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, hereby endorses and approves submissions to NVTA's Fiscal Year 2030 CMAQ and RSTP program funding for the following projects, with requested amounts not to exceed:

- Frontier Drive Extension
 - \$20,000,000 grant request
- Connector Electric Buses
 - \$10,000,000 grant request
- Seven Corners Ring Road (Phase 1A/Segment 1A)
 - \$20,000,000 grant request
- Sunrise Valley Drive Cycletrack
 - \$10,000,000 grant request
- Braddock Road Multimodal Improvements Phase II
 - \$10,000,000 grant request
- Town Center Parkway Extension
 - \$10,000,000 grant request
- Countywide Transit Stores
 - \$720,000 grant request

ADOPTED this 5th day of December 2023.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

List of Recommended Projects for FY 2030 Congestion Mitigation Air Quality/Regional Surface Transportation Program (CMAQ/RSTP) Consideration

Project	Project Description	Current Cost Estimate in Millions	Funding Request in Millions	Priority
Frontier Drive Extension (Franconia-Springfield Metrorail Station to Loisdale Road)	The project will extend Frontier Drive from its terminus south of the Franconia-Springfield Parkway to Loisdale Road, including improved access to the Franconia-Springfield Metrorail Station and braided ramps to and from the Franconia-Springfield Parkway. This project will provide on-street parking along Frontier Drive, as well as pedestrian and bicycle accommodations.	\$ 241.4	\$20.0	1
Connector Electric Buses	These funds will be used to support Fairfax Connector's bus replacement program. The rolling stock purchase would be for battery electric buses (BEB) to replace existing diesels. As the 2030 price of BEB is not known, staff is unable to provide an exact number of buses to be purchased.	\$10.0	\$10.0	2
Seven Corners Ring Road (Phase 1A/Segment 1A)	The project is the first phase of a new interchange, and consists of a new road that starts at Route 50 (on the western side of the existing Seven Corners interchange) and travels via a bridge over Route 50 around the interchange to connect to both Sleepy Hollow Road and to Route 7 on the eastern side of the interchange.	\$132.3	\$20.0	3

Sunrise Valley Drive Cycletrack	The project includes various bicycle/pedestrian improvements, such as a cycletrack and protected intersections, to improve mobility and accessibility to the Metrorail Silver Line stations. The project includes reconstructing Sunrise Valley Drive from Innovation Station to Fairfax County Parkway to provide a cycletrack by narrowing median and travel lane widths.	\$48.8	\$10.0	4
Braddock Road Multimodal Improvements Phase II	This project will construct multimodal and access management improvements along three miles of Braddock Road between Humphries Drive and Southampton Drive.	\$86.3	\$10.0	5
Town Center Parkway Extension	The project will extend the existing Town Center Parkway by constructing a new roadway, including bicycle and pedestrian facilities, between Sunrise Valley Drive and Sunset Hills Road under the Dulles Toll Road and Metrorail Silver Line Tracks. The project also includes intersection modifications at Sunrise Valley Drive and Sunset Hills Road.	\$260.0	\$10.0	6
Countywide Transit Stores	Operation of six transit stores in the County, which provide transit information, trip planning, fare media, and ridesharing information to area residents and visitors seeking alternatives to driving alone.	\$0.72	\$0.72	7

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ACTION – 1

Resolution to Apply for a Waiver to Administer Pioneer and Garfield Precincts in the Franconia District, and the Penderbrook and Burke No. 2 Precincts in the Springfield District, as Split Precincts Pursuant to Virginia Code Section 24.2-307 (Franconia and Springfield Districts)

ISSUE:

A resolution to apply to the State Board of Elections (State Board) for a waiver to administer Pioneer and Garfield precincts in the Franconia District, and Penderbrook and Burke No. 2 precincts in the Springfield District, as split precincts for all elections in 2024, as required by *Virginia Code Section 24.2-307*, and authorizing Office of Elections staff to submit a waiver application on behalf of the Board of Supervisors.

RECOMMENDATION:

The County Executive recommends that the Board adopt the attached resolution, confirming its decision to apply to the State Board for a waiver to administer the Pioneer, Garfield, Penderbrook, and Burke No. 2 precincts as split precincts for all elections in 2024, and authorizing Office of Elections staff to submit an application on behalf of the Board.

TIMING:

Board action is requested on December 5, 2023, to allow sufficient time request and receive a split precinct waiver before the March 5, 2024, Presidential Primary Election.

BACKGROUND:

Virginia Code Section 24.2-307 requires that each County election precinct be wholly contained within a single Congressional, Senate, House of Delegates, and local election district. If complying with that requirement results in a precinct with fewer than 100 voters, then *Section 24.2-307* instead requires that the Board of Supervisors apply to the State Board for a waiver to administer a split precinct for the year in which the waiver is granted. The State Board may grant the waiver or may require the locality to operate a precinct with fewer than the minimum number of voters otherwise required. The Virginia Department of Elections (ELECT) has established a website for submission of such applications, which requires attachment of a resolution or motion confirming the governing body's decision to seek a waiver.

The 2021 decennial redistricting effectively created four precincts, Pioneer, Garfield,

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Penderbrook, and Burke No. 2, that are split between Congressional, Virginia House of Delegates, and/or Virginia Senate districts. Eliminating any of these splits would result in the creation of precincts with no voters.

In 2022 and 2023, the Board of Supervisors applied for, and the State Board granted, a waiver to administer Pioneer, Garfield, Penderbrook, and Burke No. 2 as split precincts. Because a split precinct waiver only applies for elections held in the year the waiver was granted, staff now requests that the Board of Supervisors confirm its decision to again seek a split precinct waiver to administer Pioneer, Garfield, Penderbrook, and Burke No. 2 precincts for all 2024 elections, via adoption of the attached resolution (Attachment 2). The resolution also authorizes Office of Elections staff to file the waiver application on behalf of the Board of Supervisors.

EQUITY IMPACT:

No impact.

FISCAL IMPACT:

No impact.

ENCLOSED DOCUMENTS:

Attachment 1: Virginia Code Pertaining to Election Precincts and Polling Places
Attachment 2: Resolution to Apply for a Waiver to Administer Pioneer and Garfield Precincts in the Franconia District and Penderbrook and Burke No. 2 Precincts in the Springfield District as a Split Precincts.

STAFF:

Ellicia Seard-McCormick, Deputy County Executive
Katherine K. Hanley, Chairman of the Fairfax County Electoral Board
Eric L. Spicer, General Registrar and Director of Elections
Beth Dixon Methfessel, Clerk to the Fairfax County Electoral Board

ASSIGNED COUNSEL:

Martin R. Desjardins, Assistant County Attorney
John A. Dorsey, Assistant County Attorney

§ 24.2-307 (in part). Requirements for county and city precincts.

The governing body of each county and city shall establish by ordinance as many precincts as it deems necessary. Each governing body is authorized to increase or decrease the number of precincts and alter precinct boundaries subject to the requirements of this chapter.

At the time any precinct is established, it shall have no more than 5,000 registered voters. The general registrar shall notify the governing body whenever the number of voters who voted in a precinct in an election for President of the United States exceeds 4,000. Within six months of receiving the notice, the governing body shall proceed to revise the precinct boundaries, and any newly established or redrawn precinct shall have no more than 5,000 registered voters.

At the time any precinct is established, each precinct in a county shall have no fewer than 100 registered voters and each precinct in a city shall have no fewer than 500 registered voters.

Each precinct shall be wholly contained within a single congressional district, Senate district, House of Delegates district, and election district used for the election of one or more members of the governing body or school board for the county or city.

The governing body shall establish by ordinance one polling place for each precinct.

Code 1950, §§ 24-45, 24-46; 1954, c. 375; 1956, c. 378; 1962, cc. 185, 536; 1970, c. 462, §§ 24.1-36, 24.1-37; 1971, Ex. Sess., c. 119; 1976, c. 616; 1977, c. 30; 1978, c. 778; 1980, c. 639; 1992, c. 445; 1993, c. 641; 1999, c. [515](#); 2020, c. [1268](#).

§ 24.2-310. Requirements for polling places.

A. The polling place for each precinct shall be located within the county or city and either within the precinct or within one mile of the precinct boundary, unless a waiver has been granted pursuant to subsection G. The polling place for a county precinct may be located within a city (i) if the city is wholly contained within the county election district served by the precinct or (ii) if the city is wholly contained within the county and the polling place is located on property owned by the county. The polling place for a town precinct may be located within one mile of the precinct and town boundary. For town elections held in November, the town shall use the polling places established by the county for its elections.

B. The governing body of each county, city, and town shall provide funds to enable the general registrar to provide adequate facilities at each polling place for the conduct of elections. Each polling place shall be located in a public building whenever practicable. If more than one polling place is located in the same building, each polling place shall be located in a separate room or separate and defined space.

C. Polling places shall be accessible to qualified voters as required by the provisions of the Virginians with Disabilities Act (§ [51.5-1](#) et seq.), the Voting Accessibility for the Elderly and Handicapped Act (52 U.S.C. § 20101 et seq.), and the Americans with Disabilities Act relating to public services (42 U.S.C. § 12131 et seq.). The State Board shall provide instructions to the local electoral boards and general registrars to assist the localities in complying with the requirements of the Acts.

D. If an emergency makes a polling place unusable or inaccessible, the electoral board or the general registrar shall provide an alternative polling place and give notice of the change in polling place, including to all candidates, or such candidate's campaign, appearing on the ballot

to be voted at the alternative polling place, subject to the prior approval of the State Board. The general registrar shall provide notice to the voters appropriate to the circumstances of the emergency. For the purposes of this subsection, an "emergency" means a rare and unforeseen combination of circumstances, or the resulting state, that calls for immediate action.

E. It shall be permissible to distribute campaign materials on the election day on the property on which a polling place is located and outside of the building containing the room where the election is conducted except as specifically prohibited by law including, without limitation, the prohibitions of § [24.2-604](#) and the establishment of the "Prohibited Area" within 40 feet of any entrance to the polling place. However, and notwithstanding the provisions of clause (i) of subsection A of § [24.2-604](#), and upon the approval of the local electoral board, campaign materials may be distributed outside the polling place and inside the structure where the election is conducted, provided that the "Prohibited Area" (i) includes the area within the structure that is beyond 40 feet of any entrance to the polling place and the area within the structure that is within 40 feet of any entrance to the room where the election is conducted and (ii) is maintained and enforced as provided in § [24.2-604](#). The local electoral board may approve campaigning activities inside the building where the election is conducted when an entrance to the building is from an adjoining building, or if establishing the 40-foot prohibited area outside the polling place would hinder or delay a qualified voter from entering or leaving the building.

F. Any local government, local electoral board, or the State Board may make monetary grants to any non-governmental entity furnishing facilities under the provisions of § [24.2-307](#) or [24.2-308](#) for use as a polling place. Such grants shall be made for the sole purpose of meeting the accessibility requirements of this section. Nothing in this subsection shall be construed to obligate any local government, local electoral board, or the State Board to appropriate funds to any non-governmental entity.

G. The general registrar or the governing body of the locality may request from the Department of Elections a waiver to establish a polling place that does not meet the location requirements of subsection A in the event that there is no suitable building that could be used within the precinct or within one mile of the precinct boundary. The Department shall grant such a waiver and may impose any conditions on the waiver that it deems necessary or appropriate to ensure accessibility and security of the polling place and compliance with any other requirements of state or federal law.

Code 1950, §§ 24-45, 24-46, 24-171, 24-179 through 24-181; 1954, c. 375; 1956, c. 378; 1962, cc. 185, 536; 1970, c. 462, §§ 24.1-36, 24.1-37, 24.1-92, 24.1-97; 1971, Ex. Sess., c. 119; 1976, c. 616; 1977, c. 30; 1978, c. 778; 1980, c. 639; 1981, c. 425; 1984, c. 217; 1985, c. 197; 1986, c. 558; 1992, c. 445; 1993, cc. 546, 641; 1994, c. [307](#); 2003, c. [1015](#); 2004, c. [25](#); 2005, c. [340](#); 2008, cc. [113](#), [394](#); 2010, cc. [639](#), [707](#); 2012, cc. [488](#), [759](#); 2016, cc. [18](#), [492](#); 2022, c. [5](#).

§ 24.2-310.1. Polling places; additional requirement.

The requirement stated in this section shall be in addition to requirements stated in §§ [24.2-307](#), [24.2-308](#), and [24.2-310](#), including the requirement that polling places be located in public buildings whenever practical. No polling place shall be located in a building which serves primarily as the headquarters, office, or assembly building for any private organization, other than an organization of a civic, educational, religious, charitable, historical, patriotic, cultural, or similar nature, unless the State Board has approved the use of the building because no other building meeting the accessibility requirements of this title is available.

1993, c. 904, § 24.1-37.1; 1993, c. 641.

RESOLUTION TO APPLY FOR A WAIVER TO ADMINISTER PIONEER AND GARFIELD PRECINCTS IN THE FRANCONIA DISTRICT, AND THE PENDERBROOK AND BURKE NO. 2 PRECINCTS IN THE SPRINGFIELD DISTRICT AS SPLIT PRECINCTS

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia (“Board of Supervisors”) held in the Board Auditorium of the Fairfax County Government Center at 12000 Government Center Parkway in Fairfax, Virginia, on December 5, 2023, the following resolution was adopted:

WHEREAS, Virginia Code Section 24.2-307 requires each precinct to be wholly contained within a single congressional, Senate, House of Delegates, and local election district throughout the County for each election year, and

WHEREAS, in accordance with Virginia Code Section 30-399 and following the 2021 decennial census, the Supreme Court of Virginia entered an order approving and adopting a plan reapportioning the House of Delegates, State Senate, and Virginia Congressional districts in Fairfax County on December 28, 2021, and

WHEREAS, the Pioneer and Garfield precincts in the Franconia District now contain a district line split resulting from the district boundaries established by the Supreme Court of Virginia’s redistricting of state and Congressional districts, and

WHEREAS, the Penderbrook and Burke No. 2 precincts in the Springfield District now contain a district line split resulting from the district boundaries established by the Supreme Court of Virginia’s redistricting of state and Congressional districts, and

WHEREAS, those four split precincts include a portion of a state or Congressional district with no registered voters, and

WHEREAS, Virginia Code Section 24.2-307 further requires that County precincts have no fewer than 100 registered voters, and

WHEREAS, Virginia Code Section 24.2-307 further requires that a locality’s governing body apply to the State Board of Elections for a waiver to administer a split precinct if a split cannot be eliminated without creating a precinct that has fewer than the permitted, minimum number of voters, and

WHEREAS, eliminating the splits in the Pioneer, Garfield, Penderbrook, and Burke No. 2 precincts would result in precincts containing fewer than 100 registered voters, and

WHEREAS, the State Board of Elections will permit Office of Elections staff to submit such a waiver application on behalf of the Board of Supervisors if the Board has adopted a resolution confirming its decision to seek a waiver, and

WHEREAS, Virginia Code Section 24.2-307 further requires that the Board of Supervisors apply to the State Board for a waiver to administer a split precinct for the year in which the waiver is granted,

WHEREAS, the State Board of Elections granted waivers to administer Pioneer, Garfield, Penderbrook, and Burke No. 2 as split precincts for all elections held in 2022 and 2023,

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors, in accordance with Virginia Code Section 24.2-307, shall apply to the State Board of Elections for a waiver to administer the Pioneer, Garfield, Penderbrook, and Burke No. 2 precincts as split precincts for any elections held in 2024; and

BE IT FURTHER RESOLVED that Office of Elections staff may file the Board’s waiver application, in accordance with the procedures of the State Board of Elections.

GIVEN under my hand this ____ day of _____, 2023.

Jill G. Cooper
Clerk for the Board of Supervisors
Department of Clerk Services

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ACTION – 2

Sale of General Obligation Public Improvement Bonds and Public Improvement Refunding Bonds

ISSUE:

Board approval of a resolution (Attachment 1) to authorize the sale of General Obligation Public Improvement and Public Improvement Refunding Bonds on or about January 24, 2024.

RECOMMENDATION:

The County Executive recommends approval of the sale of General Obligation Public Improvement Bonds that will generate \$350 million to fund construction of capital facilities and infrastructure as previously approved by the Board. The County Executive also recommends approval of the sale of Public Improvement Refunding Bonds, as discussed in this Item.

The County Executive further recommends the Board approve the resolution authorizing the issuance of the General Obligation Public Improvement Bonds and Public Improvement Refunding Bonds. This resolution:

1. Authorizes the execution and delivery of a Continuing Disclosure Agreement and other documents necessary for sale;
2. Delegates to the County Executive or Chief Financial Officer authority to award the bonds, on specified criteria, through either a competitive or negotiated sale. Bond Counsel has advised that this form of authorization is acceptable and provides flexibility for changing market conditions; and
3. Approves the form of the notice of sale and the Official Statement for the Public Improvement Bonds, and authorizes the Chairman, Vice Chairman, County Executive or Chief Financial Officer to sign the Official Statement for the Public Improvement Bonds and Public Improvement Refunding Bonds.

TIMING:

Board action is requested on December 5, 2023.

BACKGROUND:

The proposed Bond Sale Schedule of Events (Attachment 2) indicates a new money bond sale on or about January 24, 2024. Accompanying this Board Item are the necessary documents to proceed with the new money bond sale to meet FY 2024 capital funding requirements for on-going projects. There are many potential market events that could affect the bond sale in the next few months and the Schedule of Events, including the sale date, is therefore subject to market conditions. The closing date for the bonds is currently scheduled for the week of January 29, 2024. The County staff, along with the County’s Financial Advisor, however, will revisit and adjust the sale date, if needed.

As part of the FY 2023 Adopted Budget Plan, the County included an additional \$25 million in general obligation bonds for the Fairfax County Public Schools and an additional \$25 million in general obligation bonds for the County, thereby increasing the annual total from \$300 million to \$350 million. This total will be applicable in FY 2023 and FY 2024. Starting in FY 2025, the County will include an additional \$25 million in general obligation bonds for the Fairfax County Public Schools and an additional \$25 million in general obligation bonds for the County, thereby increasing the annual total from \$350 million to \$400 million. These increases were the result of recommendations from the Joint Board of Supervisors and School Board Capital Improvement Program Committee as part of their final report issued in October 2021. Specifically, the County’s bond sale limits were increased from \$300 million to \$400 million with the incremental increase to occur over the next several years as noted.

	FY 2022	FY 2023	FY 2024	FY 2025
County	\$120m	\$145m	\$145m	\$170m
Schools	<u>180m</u>	<u>205m</u>	<u>205m</u>	<u>230m</u>
Total	\$300m	\$350m	\$350m	\$400m

Public Improvement Bonds (New Money Sale):

As previously noted, the FY 2024 General Obligation Bond sale totals \$350 million. Of that amount, the Fairfax County Public Schools will receive \$205 million. The County’s \$145 million will be directed as follows. Funds of \$43.6 million will be allocated to the Washington Metropolitan Area Transit Authority (WMATA) as the County’s share of WMATA’s FY 2024 Adopted Capital Improvement Program, and \$25.14 million will fund on-going Board of Supervisors’ approved transportation projects such as roadway, pedestrian, and bike/trail improvement projects. Public Safety funding will total \$35.26 million to provide for courtroom renovations, closeout and ongoing construction costs for fire and police station facilities. Funding of \$25 million will be provided for the Fairfax County Park Authority and NOVA Parks will receive \$3 million to cover the County’s annual capital contribution. Funding of \$8 million will be provided for human services and community development facilities that include four shelters and two community centers, and \$5 million for County libraries.

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The Schedule of Bond Purposes notes the remaining balance of authorized, but unissued, bond funds by category and is included as Attachment 3. The School Board will consider its resolution requesting the sale of bonds on behalf of the School system at its December 4, 2023, meeting and is included as Attachment 4.

Staff has structured the size of this sale to the level necessary to support the capital construction program for the current fiscal year without altering any of the schedules of the projects in progress and previously approved by the Board of Supervisors.

Consistent with previous bond sales, the County's resolution (Attachment 1) delegates to the County Executive or Chief Financial Officer the authority to award the bonds, per specified criteria, through either a competitive or negotiated sale. Bond Counsel has advised that this form of authorization is acceptable and provides flexibility for changing market conditions.

The maximum true interest cost rate permitted on the bonds, as established in the Bond Resolution, is 6.00 percent for tax-exempt bonds and 6.25 percent for taxable bonds. In addition, for a competitive sale, staff will use the electronic bidding system to receive bids and participate in providing on-line access to the Notice of Sale (Attachment 5) and the Preliminary Official Statement (Attachment 6).

Attachments 2 through 6 may be subject to minor changes to satisfy final legal review and to provide the most current information possible for bidders. Any material changes will be noted and forwarded to the Board of Supervisors.

Public Improvement Refunding Bonds:

Given the recent rise in interest rates, there are currently no County refunding opportunities available in the municipal bond market. However, if market conditions were to improve in the coming months, the County would have flexibility to pursue a refunding for the various series of bonds cited in the resolution (Attachment 1) through December 2024. County staff will continue to monitor the market in the event that additional refunding opportunities were to generate debt service savings.

EQUITY IMPACT:

This action item aligns with multiple focus areas of the One Fairfax Policy. Bond funding for FCPS promotes focus area 5 to invest in educational facilities that are available to County children to prepare them for success in school and life. Transportation funding provides for improvements to bike, pedestrian, and road projects and is consistent with focus area 8's goal of improving the quality of life for everyone in the neighborhood by providing a safe, well-maintained travel route between neighborhoods. In addition, County capital funding towards WMATA promotes focus area 14 for a multi-modal transportation system that supports economic growth,

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congestion mitigation and provides accessible mobility solutions for all passengers. Capital investments in the Fairfax County Park Authority and NOVA Parks ties to focus area 12 for park systems that are equitable and inclusive by providing quality facilities, programs, and services to all communities. Funding for Police and Fire stations aligns with focus area 6 to provide public safety services that are responsive to all residents so that everyone feels safe to live, work, learn, and play in any neighborhood of the County. Library renovations supports focus area 15 for digital access and literacy for all residents. Finally, funding for the renovation of shelters and community centers promotes focus area 10 for a health and human services system where opportunities exist for all individuals and families for the provision of accessible, high quality, affordable and culturally appropriate services.

FISCAL IMPACT:

The estimated debt service budget requirement for the new money bond sale, based on a 4.69 percent interest rate per market conditions as of October 31, 2023, is \$21.50 million for School purposes and \$15.21 million for County purposes, beginning in FY 2025. The County amortizes its general obligation bond debt with level principal over a twenty-year period to provide for rapid payoff, which means that the debt service payments gradually decrease over the twenty years. Following the planned general obligation bond sale in January 2024, final debt service numbers for this bond sale coupled with the programmed payoff of existing debt obligations, and the resulting net adjustment to meet Countywide debt service requirements will be incorporated into Fund 20000, Consolidated County and Schools Debt Service, and reflected in the FY 2025 Advertised Budget Plan.

The County issued General Obligation bonds as a new money bond sale in the amount of \$350.0 million on January 19, 2023. The bonds were sold to Bank of America Securities at a true interest cost of 2.98 percent.

The reception of Fairfax County bonds in the market continues to compare favorably both nationally and locally. The County has held a Aaa rating from Moody's since 1975, a AAA rating from Standard and Poor's since 1978, and a AAA rating from Fitch Ratings since 1997. As of January 2023, 11 states, 47 counties, and 36 cities have a Triple-A bond rating from all three major rating agencies. As a result of the County's excellent Triple-A bond rating, the County has saved over \$1.03 billion from County bond and refunding sales.

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ENCLOSED DOCUMENTS:

- Attachment 1: County Public Improvement Bond Resolution
- Attachment 2: Bond Sale Schedule of Events
- Attachment 3: Schedule of Bond Purposes
- Attachment 4: School Board Resolution Requesting Sale of Bonds
- Attachment 5: Notice of Sale Series 2024
- Attachment 6: Draft of the Preliminary Official Statement Series 2024

STAFF:

Christina Jackson, Deputy County Executive/Chief Financial Officer
Philip Hagen, Director, Department of Management and Budget
Joseph LaHait, Deputy Director, Department of Management and Budget

ASSIGNED COUNSEL:

Patricia Moody McCay, Senior Assistant County Attorney

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

A RESOLUTION AUTHORIZING THE ISSUANCE, IN ONE OR MORE SERIES, OF PUBLIC IMPROVEMENT BONDS AND REFUNDING BONDS, OF FAIRFAX COUNTY, VIRGINIA, PROVIDING FOR THE SALE OF SUCH BONDS AND DELEGATING TO THE COUNTY EXECUTIVE OR THE CHIEF FINANCIAL OFFICER AUTHORITY TO DETERMINE CERTAIN DETAILS OF SUCH BONDS AND ACCEPT OFFERS FOR THE PURCHASE OF SUCH BONDS

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia:

Section 1(a). Public Improvement Bonds. The Board of Supervisors of Fairfax County, Virginia (the “Board of Supervisors”), has found and determined and does hereby declare that:

(i) **School improvements – \$205,000,000.** At an election duly called and held on November 5, 2019, a majority of the qualified voters of the County, voting on the question approved contracting a debt, borrowing money and issuing school bonds of the County, in the aggregate principal amount of \$360,000,000.

The purpose of the school bonds stated in the election was to provide funds, in addition to funds from school bonds previously authorized, to finance, including reimbursement to the County for temporary financing for, the costs of school improvements, including acquiring, building, expanding and renovating properties, including new sites, new buildings or additions, renovations and improvements to existing buildings, and furnishings and equipment, for the Fairfax County public school system.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$360,000,000 for such purpose.

The Board of Supervisors at the request of the School Board of Fairfax County, Virginia (the “School Board”), has heretofore issued \$200,740,000 of the school bonds authorized at the election duly called and held on November 5, 2019.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$159,260,000 of school bonds authorized at the November 5, 2019, election and to sell the bonds.

At an election duly called and held on November 2, 2021, a majority of the qualified voters of the County, voting on the question approved contracting a debt, borrowing money and issuing school bonds of the County, in the aggregate principal amount of \$360,000,000.

The purpose of the school bonds stated in the election was to provide funds, in addition to funds from school bonds previously authorized, to finance, including reimbursement to the County for temporary financing for, the costs of school improvements, including acquiring, building, expanding and renovating properties, including new sites, new buildings or additions, renovations and improvements to existing buildings, and furnishings and equipment, for the Fairfax County public school system.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$360,000,000 for such purpose.

The Board of Supervisors at the request of the School Board has heretofore issued none of the school bonds authorized at the election duly called and held on November 2, 2021.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$45,740,000 of school bonds authorized at the November 2, 2021, election and to sell the bonds.

The issuance of such school bonds is contingent upon the adoption by the School Board of a resolution, in a form acceptable to the County's bond counsel, requesting the issuance of such school bonds.

(ii) **Transportation improvements and facilities – \$68,740,000.** At an election duly called and held on November 4, 2014, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing bonds of the County, in addition to the bonds previously authorized for transportation improvements and facilities, in the maximum aggregate principal amount of \$100,000,000 for the purpose of providing funds to finance the cost of constructing, reconstructing, improving and acquiring transportation facilities, including improvements to primary and secondary State highways, improvements related to transit, improvements for pedestrians and bicycles, and ancillary related improvements and facilities.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors, to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$100,000,000 for such purpose.

The Board of Supervisors has heretofore issued \$74,860,000 of the transportation improvements and facilities bonds authorized at the election duly called and held on November 4, 2014.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$25,140,000 of transportation improvements and facilities bonds authorized at the November 4, 2014, election and to sell the bonds.

At an election duly called and held on November 3, 2020, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing bonds of the County in addition to bonds previously authorized for transportation improvements and facilities, in the maximum aggregate principal amount of \$160,000,000 for the purpose of financing Fairfax County's share, under the Washington Metropolitan Area Transit Authority Compact, of the cost of constructing, reconstructing, improving, and acquiring transportation improvements and facilities, including capital costs of land, transit facilities, rolling stock, and equipment in the Washington metropolitan area.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors, to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$160,000,000 for such purpose.

The Board of Supervisors has heretofore issued \$83,760,000 of the transportation improvement and facilities bonds authorized at the election duly called and held on November 3, 2020.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$43,600,000 of transportation improvement and facilities bonds authorized at the November 3, 2020, election and to sell the bonds.

(iii) **Parks and park facilities – \$28,000,000.** At an election duly called and held on November 8, 2016, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing bonds of the County in addition to bonds previously authorized for parks and park facilities, in the maximum aggregate principal amount of \$107,000,000: (i) \$94,700,000 principal amount to finance the Fairfax County Park Authority's cost to acquire, construct, develop and equip additional parks and park facilities, to preserve open-space land, and to develop and improve existing parks and park facilities; and (ii) \$12,300,000 principal amount for Fairfax County's contribution to the Northern Virginia Regional Park Authority to acquire, construct, develop and equip parks and park facilities.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors, to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$107,000,000 for such purpose.

The Board of Supervisors has heretofore issued \$70,630,000 of the \$94,700,000 parks and park facilities bonds for the Fairfax County Park Authority authorized at the election duly called and held on November 8, 2016, and has heretofore authorized the issuance of and has issued all of the parks and park facilities bonds for the Northern Virginia Regional Park Authority authorized at the election duly called and held on November 8, 2016.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$24,070,000 parks and park facilities bonds for the Fairfax County Park Authority, authorized at the November 8, 2016, election and to sell the bonds.

At an election duly called and held on November 3, 2020, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing bonds of the County in addition to bonds previously authorized for parks and park facilities, in the maximum aggregate principal amount of \$112,000,000: (i) \$100,000,000 principal amount to finance the Fairfax County Park Authority's cost to acquire, construct, reconstruct, develop, and equip additional parks and park facilities, to preserve open-space land, and to develop and improve existing parks and park facilities; and (ii) \$12,000,000 principal amount to finance Fairfax County's contribution to the Northern Virginia Regional Park Authority to acquire, construct, reconstruct, develop, and equip parks and park facilities.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors, to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$112,000,000 for such purpose.

The Board of Supervisors has heretofore issued none of the parks and park facilities bonds for the Fairfax County Park Authority authorized at the election duly called and held on November 3, 2020, and has heretofore authorized the issuance of and has issued \$9,000,000 of the parks and park facilities bonds for the Northern Virginia Regional Park Authority authorized at the election duly called and held on November 3, 2020.

The Board of Supervisors deems it advisable to authorize the issuance of up to (i) \$3,000,000 parks and park facilities bonds for the Northern Virginia Regional Park Authority and (ii) \$930,000 parks and park facilities bonds for the Fairfax County Parks Authority, each authorized at the November 3, 2020, election and to sell the bonds.

(iv) **Public safety facilities – \$35,260,000.** At an election duly called and held on November 3, 2015, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing bonds of the County, in addition to the public safety facilities bonds previously authorized, in the maximum aggregate principal amount of \$151,000,000, for the purpose of providing funds, with any other available funds, to finance the cost of projects to provide public safety facilities, including the construction, reconstruction, enlargement, renovation and equipment of civil and criminal justice facilities, police training facilities and stations, fire and rescue training facilities and stations, including fire and rescue stations owned by volunteer organizations, and the acquisition of necessary land.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County in the aggregate principal amount of \$151,000,000 for such purpose.

The Board of Supervisors has heretofore issued \$83,390,000 of the public safety facilities bonds authorized at the election duly called and held on November 3, 2015.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$35,260,000 of public safety facilities bonds authorized at the November 3, 2015, election and to sell the bonds.

(v) **Human services facilities and community development facilities – \$8,000,000.** At an election duly called and held on November 8, 2016, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing bonds of the County in the maximum aggregate principal amount of \$85,000,000 to provide funds to finance the cost of human services facilities and community development facilities, including the construction and reconstruction of community centers and shelters and the acquisition of land and equipment or interest therein.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$85,000,000 for such purpose.

The Board of Supervisors has heretofore issued \$27,100,000 of the human services facilities and community development facilities bonds authorized at the election duly called and held on November 8, 2016.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$8,000,000 of human services facilities and community development facilities bonds authorized at the November 8, 2016, election and to sell the bonds.

(vi) **Public Library Facilities – \$5,000,000.** At an election duly called and held on November 3, 2020, a majority of the qualified voters of the County, voting on the question approved contracting a debt, borrowing money and issuing bonds of the County, in addition to the public library facilities bonds previously authorized, in the maximum aggregate principal amount of \$90,000,000 for the purpose of providing funds, with any other available funds, to finance the cost of providing public library facilities, including the cost of the construction, reconstruction, enlargement, and equipping of existing and additional library facilities and the acquisition of necessary land.

The Circuit Court has duly entered its Final Order authorizing the Board of Supervisors to proceed to carry out the wishes of the voters of the County as expressed at such election and to contract a debt, borrow money and issue bonds of the County, in the aggregate principal amount of \$90,000,000 for such purpose.

The Board of Supervisors has heretofore issued none of the public library facilities bonds authorized at the election duly called and held on November 3, 2020.

The Board of Supervisors deems it advisable to authorize the issuance of up to \$5,000,000 of public library facilities bonds authorized at the November 3, 2020, election and to sell the bonds.

Section 1(b). Prior bond issues. The Board of Supervisors has been advised that certain bonds of certain series of its outstanding public improvement bonds and public improvement and refunding bonds, in certain favorable market conditions, may be refunded to achieve substantial present value debt service savings.

The Board of Supervisors deems it advisable to authorize the issuance of public improvement refunding bonds, pursuant to a tax-exempt or taxable bond sale, to achieve such savings, if available.

The Board of Supervisors has further found and determined and does hereby declare that:

(i) **Series 2013B Bonds.** For purposes of providing funds, with other available funds, to refund certain outstanding bonds of the County, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$128,000,000, designated “Public Improvement Refunding Bonds, Series 2013B” (the “Series 2013B Bonds”), dated January 24, 2013.

The Series 2013B Bonds that mature on or before October 1, 2022, are not subject to optional redemption before their maturity. The Series 2013B Bonds that mature after October 1, 2022, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than April 1, 2023, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(ii) **Series 2014A Bonds.** For purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, public safety facilities, parks and park facilities and public library facilities and to refund certain Series 2004 A, Series 2004 B and Series 2005 A outstanding bonds of the County, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$316,310,000, designated “Public Improvement and Refunding Bonds, Series 2014A” (the “Series 2014A Bonds”), dated February 6, 2014.

The Series 2014A Bonds that mature on or before October 1, 2023, are not subject to optional redemption before their maturity. The Series 2014A Bonds that mature after October 1, 2023, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than October 1, 2023, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(iii) **Series 2014B Bonds.** For purposes of providing funds, with other available funds, to refund certain outstanding bonds of the County, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$202,190,000, designated “Public Improvement Refunding Bonds, Series 2014B” (the “Series 2014B Bonds”), dated November 4, 2014.

The Series 2014B Bonds that mature on or before October 1, 2024, are not subject to optional redemption before their maturity. The Series 2014B Bonds that mature after October 1, 2024, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than October 1, 2024, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(iv) **Series 2015A Bonds.** For purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, and storm drainage improvements, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$227,340,000, designated “Public Improvement Bonds, Series 2015A” (the “Series 2015A Bonds”), dated March 4, 2015.

The Series 2015A Bonds that mature on or before October 1, 2024, are not subject to optional redemption before their maturity. The Series 2015A Bonds that mature after October 1, 2024, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than October 1, 2024, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(v) **Series 2015B Bonds.** For purposes of providing funds, with other available funds, to refund certain outstanding bonds of the County, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$57,070,000, designated “Public Improvement Refunding Bonds, Series 2015B” (the “Series 2015B Bonds”), dated March 11, 2015.

The Series 2015B Bonds that mature on or before October 1, 2024, are not subject to optional redemption before their maturity. The Series 2015B Bonds that mature after October 1, 2024, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date on or after April 1, 2025 and prior to October 1, 2025, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of 101% of the principal amount of the Series 2015B Bonds to be redeemed, and on or after October 1, 2025, at 100% of the principal amount of the Series 2015B Bonds to be redeemed, plus, in each case, accrued interest to the redemption date.

(vi) **Series 2016A Bonds.** For purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, public library facilities, storm drainage improvements and to refund certain Series 2008 A Bonds, Series 2009 A Bonds, Series 2011A Bonds, Series 2012A Bonds and Series 2013A Bonds, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$335,980,000, designated “Public Improvement and Refunding Bonds, Series 2016A” (the “Series 2016A Bonds”), dated February 9, 2016.

The Series 2016A Bonds that mature on or before October 1, 2025, are not subject to optional redemption before their maturity. The Series 2016A Bonds that mature after October 1, 2025, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than April 1, 2026, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(vii) **Series 2017A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, storm drainage improvements and public library facilities, the

Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$228,375,000, designated “Public Improvement Bonds, Series 2017A” (the “Series 2017A Bonds”), dated February 7, 2017.

The Series 2017A Bonds that mature on or before October 1, 2026, are not subject to optional redemption before their maturity. The Series 2017A Bonds that mature after October 1, 2026, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than April 1, 2027, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(viii) **Series 2018A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, storm drainage improvements, public library facilities, human services facilities, and community development facilities, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$219,640,000, designated “Public Improvement Bonds, Series 2018A” (the “Series 2018A Bonds”), dated January 24, 2018.

The Series 2018A Bonds that mature on or before October 1, 2027, are not subject to optional redemption before their maturity. The Series 2018A Bonds that mature after October 1, 2027, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than April 1, 2028, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(ix) **Series 2019A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, storm drainage improvements, and to refund certain Series 2009A Bonds, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$224,755,000, designated “Public Improvement Bonds, Series 2019A” (the “Series 2019A Bonds”), dated February 12, 2019.

The Series 2019A Bonds that mature on or before October 1, 2028, are not subject to optional redemption before their maturity. The Series 2019A Bonds that mature after October 1, 2028, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days’ notice mailed to the registered owners, on any date not earlier than April 1, 2029, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(x) **Series 2020A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, public library facilities, human services and community development facilities, and to refund certain Series 2012A Bonds, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$314,385,000, designated “Public Improvement Bonds, Series 2020A” (the “Series 2020A Bonds”), dated February 11, 2020.

The Series 2020A Bonds that mature on or before October 1, 2029, are not subject to optional redemption before their maturity. The Series 2020A Bonds that mature after October 1, 2029, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days' notice mailed to the registered owners, on any date not earlier than April 1, 2030, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(xi) **Series 2021A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, public library facilities, and human services and community development facilities, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$254,190,000, designated "Public Improvement Bonds, Series 2021A" (the "Series 2021A Bonds"), dated February 9, 2021.

The Series 2021A Bonds that mature on or before October 1, 2030, are not subject to optional redemption before their maturity. The Series 2021A Bonds that mature after October 1, 2030, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days' notice mailed to the registered owners, on any date not earlier than April 1, 2031, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(xii) **Series 2022A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, public library facilities, and human services and community development facilities, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$272,650,000, designated "Public Improvement Bonds, Series 2022A" (the "Series 2022A Bonds"), dated February 8, 2022.

The Series 2022A Bonds that mature on or before October 1, 2031, are not subject to optional redemption before their maturity. The Series 2022A Bonds that mature after October 1, 2031, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days' notice mailed to the registered owners, on any date not earlier than April 1, 2032, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(xiii) **Series 2023A Bonds.** For the purposes of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, and human services and community development facilities, the Board of Supervisors duly issued bonds of the County in the aggregate principal amount of \$321,900,000, designated "Public Improvement Bonds, Series 2023A" (the "Series 2023A Bonds"), dated February 2, 2023.

The Series 2023A Bonds that mature on or before October 1, 2031, are not subject to optional redemption before their maturity. The Series 2023A Bonds that mature after October 1, 2031, may be redeemed, at the option of the County, before their respective maturities, on not more than 60 nor less than 30 days' notice mailed to the registered owners, on any date not

earlier than April 1, 2032, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.

(xiv) The Board of Supervisors has determined to provide for the issuance of refunding bonds of Fairfax County, Virginia, for the purpose of providing funds, with other available funds, to refund all or a portion of all or any of the following outstanding bonds of Fairfax County, Virginia (collectively, the “Refunding Candidates”), all as hereinafter provided:

Series 2013B Bonds that are first subject to, and shall be called for redemption on April 1, 2023, and

Series 2014A Bonds that are first subject to, and shall be called for redemption on October 1, 2023, and

Series 2014B Bonds that are first subject to, and shall be called for redemption on October 1, 2024, and

Series 2015A Bonds that are first subject to, and shall be called for redemption on October 1, 2024, and

Series 2015B Bonds that are first subject to, and shall be called for redemption on or after April 1, 2025, and

Series 2016A Bonds that are first subject to, and shall be called for redemption on April 1, 2026, and

Series 2017A Bonds that are first subject to, and shall be called for redemption on April 1, 2027, and

Series 2018A Bonds that are first subject to, and shall be called for redemption on April 1, 2028, and

Series 2019A Bonds that are first subject to, and shall be called for redemption on April 1, 2029, and

Series 2020A Bonds that are first subject to, and shall be called for redemption on April 1, 2030, and

Series 2021A Bonds that are first subject to, and shall be called for redemption on April 1, 2031, and

Series 2022A Bonds that are first subject to, and shall be called for redemption on April 1, 2032, and

Series 2023A Bonds that are first subject to, and shall be called for redemption on April 1, 2032, and

Any maturity of any of the foregoing series of bonds that mature prior to the first optional redemption date for such series of bonds.

Any such refunding bonds issued to refund the Refunding Candidates shall not exceed the aggregate principal amount of \$250,000,000.

Section 2. Authorization of bonds. The Board of Supervisors has determined that it is in the best interests of the County to consolidate for the purposes of the sale the bond authorizations mentioned above into one or more series of public improvement and/or refunding bonds of the County. The bonds shall be designated as appropriate “[Taxable] Public Improvement [and/or Refunding] Bonds, Series 2024[A], [B].” The bonds shall be dated, shall be stated to mature in certain amounts on such dates, subject to the right of prior redemption, and shall bear interest until their payment at a rate or rates and on such dates as shall hereafter be determined by the Board of Supervisors by resolution or by the County Executive or Chief Financial Officer pursuant to the delegation to each of them contained in this Resolution. The first interest payment date of such bonds shall be no later than thirteen months after the issuance of such bonds. The bonds shall be issuable in fully registered form in the denomination of \$5,000 or any integral multiple thereof and shall be appropriately numbered all as hereinafter provided.

The Board of Supervisors deems it advisable at this time to authorize the sale of such bonds pursuant to the terms of this Resolution.

The bonds issued for the purpose of providing funds for school improvements, transportation improvements and facilities, public safety facilities, parks and park facilities, and storm drainage improvements shall have an aggregate principal amount not to exceed the sum of the amount required to provide \$350,000,000 for such purposes.

The bonds issued for the purpose of providing funds, with other available funds, to refund all or a portion of all or any of the Refunding Candidates (the Refunding Candidates so refunded, the “Refunded Bonds”) shall have such principal amounts as shall hereafter be determined by the Board of Supervisors by resolution or by the County Executive or Chief Financial Officer pursuant to the delegation to each of them contained in this resolution, to produce overall present value debt service savings for the County. The aggregate principal amount of such bonds issued to refund the Refunded Bonds shall not exceed \$250,000,000 and such bonds may be sold on a tax-exempt or taxable basis.

If none of the proceeds of the bonds as authorized should be used for refunding any of the Refunding Candidates, then the bonds shall be designated as appropriate “Public Improvement Bonds, Series 2024 [A], [B].” If a series of bonds is issued and none of the proceeds is used for providing funds for public improvement purposes, then the bonds shall be designated “[Taxable] Public Improvement Refunding Bonds, Series 2024 [A], [B].”

The Board of Supervisors hereby determines that in the event that financial market conditions dictate, and it is determined by the County Executive or Chief Financial Officer to be in the best interests of the County, bond anticipation notes may be issued in anticipation of the issuance of the bonds. Any such bond anticipation notes shall have a first interest payment date

no later than July 1, 2025, and a final maturity no later than July 1, 2027. All other provisions in this Resolution setting forth the terms and details of bonds as well as delegations provided shall apply to such bond anticipation notes if the context requires.

Each bond shall bear interest from the interest payment date next preceding the date on which it is authenticated unless it is (a) authenticated upon an interest payment date in which case it shall bear interest from such interest payment date or (b) authenticated prior to the first interest payment date in which case it shall bear interest from its date; provided, however, that if at the time of authentication interest on any bond is in default, such bond shall bear interest from the date to which interest has been paid.

The principal of and the interest and any redemption premium on the bonds shall be payable in any coin or currency of the United States of America which is legal tender for the payment of public and private debts on the respective dates of payment thereof. The principal of and any redemption premium on each bond shall be payable to the registered owner thereof or his registered assigns or legal representative at the office of the Bond Registrar mentioned hereinafter upon the presentation and surrender thereof as the same shall become due and payable. Payment of the interest on each bond shall be made by the Bond Registrar on each interest payment date to the person appearing (hereafter provided) on the registration books of the County as the registered owner of such bond (or the previous bond or bonds evidencing the same debt as that evidenced by such bond) at the close of business on the record date for such interest, which, unless otherwise determined pursuant to the delegation of authority contained in this resolution, shall be the 15th day (whether or not a business day) of the calendar month next preceding such interest payment date, by check mailed or by wire transfer to such person at his address as it appears on such registration books.

The bonds initially issued will be in fully registered form and registered in the name of Cede & Co., a nominee of The Depository Trust Company, New York, New York (“DTC”), and immobilized in the custody of DTC. One fully registered bond for the original principal amount of each maturity will be registered to Cede & Co. Beneficial owners will not receive physical delivery of bonds. Individual purchases of bonds may be made in book-entry form only in original principal amounts of \$5,000 and integral multiples of \$5,000. Payments of the principal of and premium, if any, and interest on the bonds will be made to DTC or its nominee as registered owner of the bonds on the applicable payment date.

So long as Cede & Co., or its successor, as nominee of DTC, is the registered owner of the bonds, references in this resolution to the holders of the bonds mean Cede & Co. and do not mean the beneficial owners of the bonds.

Replacement bonds (the “Replacement Bonds”) will be issued directly to beneficial owners of bonds rather than to DTC, or its nominee, but only in the event that:

- (1) DTC determines not to continue to act as securities depository for the bonds;
- (2) The County has advised DTC of its determination that DTC is incapable of discharging its duties; or

(3) The County has determined that it is in the best interests of the beneficial owners of the bonds not to continue the book-entry system of transfer.

Upon occurrence of the events described in clause (1) or (2), the County will attempt to locate another qualified securities depository. If DTC makes the determination described in clause (1) and the County fails to select another qualified securities depository to replace DTC, the County will execute and the Bond Registrar will authenticate and deliver to the participants in DTC (“Participants”) the Replacement Bonds to which the Participants are entitled. In the event the County makes the determination described in clause (2) or (3) (the County undertakes no obligation to make any investigation to determine the occurrence of any events that would permit the County to make any such determination) and, in the case of the determination under clause (2), the County has failed to designate another qualified securities depository and has made provisions to notify the beneficial owners of the bonds by mailing an appropriate notice to DTC, the County will execute and the Bond Registrar will authenticate and deliver to the Participants the appropriate Replacement Bonds to which the Participants are entitled. The Bond Registrar is entitled to rely on the records provided by DTC as to the Participants entitled to receive Replacement Bonds.

Section 3. Sale of Bonds. Pursuant to the delegation set forth within this Resolution, bonds (which includes any bond anticipation notes) to be issued may be sold in a competitive sale pursuant to bids received electronically via the BiDCOMP/Parity Competitive Bidding System or similar electronic based competitive bidding system or through a negotiated sale to one or more underwriters or financial institutions chosen in compliance with County guidelines and regulations. Bonds sold through a negotiated sale may be sold in a public sale or in a private placement. Bonds authorized to be issued under this Resolution may be sold in one or more series and on one or more dates on any date on or before December 31, 2024. The authorization and approvals of the documents set forth in this Resolution (as long as the documents used in such sale are authorized herein) shall apply to each bond sale.

Section 4. Notice of Sale; Bids. If bonds (or bond anticipation notes) are determined to be sold in a competitive sale, the Clerk to the Board of Supervisors is hereby authorized, if recommended by the Financial Advisor of the County to be beneficial for the sale of the bonds, to cause one or more notices calling for bids for the purchase of the bonds, to be published. Such notices shall be substantially in the form of the Notice of Sale(s) annexed to this resolution (the “Notice of Sale(s)”). Alternatively, the Clerk may cause to be published a summary of the principal terms of the notices. Bids shall be received electronically via the BiDCOMP/Parity Competitive Bidding System or similar electronic based competitive bidding system.

Section 5. Official Statement. The draft of the Preliminary Official Statement of the County (the “Preliminary Official Statement(s)”) relating to the public improvement and refunding bonds presented at the meeting at which this resolution is adopted, and the circulation thereof, the completion thereof with the results of the sale and the printing and delivery to the winning bidder(s) in a competitive sale or the underwriter(s) in a negotiated sale of a reasonable number of copies thereof as so completed (the “final Official Statement(s)”) are hereby approved and authorized, and the Chairman or Vice Chairman of the Board of Supervisors, the County Executive or the Chief Financial Officer is hereby authorized and directed to deem final the Preliminary Official Statement(s) for purposes of Rule 15c2-12 adopted by the Securities and

Exchange Commission under the Securities Exchange Act of 1934, as amended, and to execute and deliver the final Official Statement(s), both the Preliminary Official Statement(s) and the final Official Statement(s) to be in substantially the form of the related draft Preliminary Official Statement presented at this meeting with the changes contemplated hereby and such other changes as the Chairman, Vice Chairman of the Board of Supervisors, County Executive or the Chief Financial Officer may approve, his or her signature on the final Official Statement to be conclusive evidence of the signer's approval thereof. The Preliminary Official Statement(s) and the final Official Statement(s) may be disseminated or otherwise made available through electronic means.

Section 6. Delegation and Standard. (a) *Competitive Sale Delegation* – The Board of Supervisors has determined that there may be unplanned occasions when it is not possible for some of the members of the Board of Supervisors to attend a special meeting for the purpose of receiving bids for the purchase of bonds of the County offered for sale at competitive bidding and that the accepted practice of the bond markets dictates that the lowest bid be speedily determined and the bonds be promptly awarded or that all bids be rejected.

The Board of Supervisors delegates to each of the County Executive and the Chief Financial Officer (each a “delegate”), the authority to accept the lowest bid (determined in accordance with the Notice of Sale) for the bonds (or any bond anticipation notes), being offered for sale by the Board of Supervisors at competitive bidding on a date(s) not later than December 31, 2024, subject to the following conditions: (i) a delegate shall have determined that the bid conforms in all material respects to the requirements of the Notice of Sale, (ii) a delegate shall have determined that the bid to be accepted is the lowest bid conforming to the terms of the Notice of Sale, (iii) the Financial Advisor to Fairfax County shall have recommended that the lowest conforming bid be accepted, (iv) the true interest cost of such bid shall not exceed 6.00% for bonds issued on a tax-exempt basis and 6.25% for bonds issued on a taxable basis, and (v) the Board of Supervisors shall not then be in special session called for the purpose of accepting bids (the Board not to be deemed in special session if less than a quorum is present and voting).

(b) *Negotiated Sale Delegation* – The Board of Supervisors delegates to each of the County Executive and the Chief Financial Officer, the authority to sell the bonds (or any bond anticipation notes) in a negotiated sale to one or more underwriters or financial institutions on a date not later than December 31, 2024, subject to the following conditions: (i) the Financial Advisor to Fairfax County shall have recommended that due to financial market conditions such a negotiated sale best serves the interest of the County, (ii) the true interest cost of such bonds shall not exceed 6.00% for bonds issued on a tax-exempt basis and 6.25% for bonds issued on a taxable basis and (iii) the underwriter(s) or other financial institutions(s) of the bonds shall have been chosen pursuant to County guidelines and regulations.

In the event of a negotiated sale, the Chairman or Vice Chairman of the Board of Supervisors, the County Executive and the Chief Financial Officer, or such other officer or officers of the County as may be designated by any one of them, is hereby authorized and directed to execute a bond purchase agreement, setting forth the terms of the sale of the bonds. Such bond purchase agreement shall only be executed (i) if such agreement does not contain any terms contradictory to the terms of this Resolution and (ii) the Financial Advisor to the County shall recommend to the County the execution of such agreement.

(c) *Additional Delegation* – The Board of Supervisors hereby further delegates to each of the County Executive and the Chief Financial Officer, subject to the limitations contained herein, powers and duties to determine the following, such delegation to be effective only if the Board of Supervisors shall not then be in session (the Board not to be deemed in session if less than a quorum is present and voting):

- (1) The series designations of such bonds;
- (2) The aggregate principal amount of the bonds issued for public improvement purposes, such amount not to exceed the sum of the amount required to provide \$350,000,000 for such public improvement purposes;
- (3) The aggregate principal amount of bonds issued for refunding of the Refunded Bonds; provided, however, that the present value of the debt service savings to be obtained from the refunding of the Refunded Bonds is not less than 3.0% of the principal amount of the Refunded Bonds;
- (4) To determine to use additional County funds, in addition to the proceeds of any bonds issued, to refund the Refunded Bonds;
- (5) The determination of the bonds as serial or term bonds;
- (6) The respective annual maturity dates and any mandatory redemption dates of the bonds, and the respective principal amounts of the bonds to mature or be redeemed on such dates, provided that the first maturity date of bonds for public improvement purposes shall occur no later than December 1, 2025, and the final maturity date shall not be later than December 1, 2044;
- (7) The dated date of the bonds provided, however, the bonds shall be dated their date of issue or as of a customary date preceding their date of issue;
- (8) The interest payment dates, for the bonds and the record date for the bonds;
- (9) The redemption provisions, if any, of the bonds as further set forth in Section 8 of this resolution; and
- (10) If necessary, upon the refunding of the Refunded Bonds, (i) to approve and execute an escrow agreement, with an escrow agent or letter of instructions (such escrow agreement or letter of instructions to be executed only if such document does not contain any terms contradictory to the terms of this Resolution and only upon the recommendation of Bond Counsel to Fairfax County and the Financial Advisor to Fairfax County), (ii) to appoint a verification agent and an escrow agent and (iii) to determine the particular escrow securities and the form thereof and the terms of any related agreement (including a forward purchase agreement for the delivery of open-market escrow securities), with respect thereto that in his judgment, upon the recommendation of the County's Financial Advisor, will improve the efficiency of the escrow securities in defeasing the Refunded Bonds.

The Board of Supervisors hereby further delegates to each of the County Executive and the Chief Financial Officer authority to allocate any premium received upon the sale of the bonds to (i) fund interest payments on the bonds which relate to projects financed that are under construction through a time period no later than December 1, 2024, (ii) pay costs of issuance of the bonds or (iii) as to any or all of the public improvement bonds, taking into account, among other things, the reoffering prices for the various maturities of the bonds, reduce the principal amount of the bonds to which such allocation is made to produce proceeds approximately equal to the respective amounts authorized to be issued for such purposes by Section 1(a) and by paragraph (c)(2) of this Section 6.

Section 7. Forms of bonds. The bonds shall bear the facsimile signatures of the Chairman or Vice Chairman and the Clerk to the Board of Supervisors and a facsimile of the official seal of the Board shall be imprinted on the bonds. The certificate of authentication of the Bond Registrar to be endorsed on all bonds shall be executed as provided hereinafter.

In case any officer of Fairfax County whose facsimile signature shall appear on any bonds shall cease to be such officer before the delivery of such bonds, such facsimile signature shall nevertheless be valid and sufficient for all purposes the same as if she or he had remained in office until such delivery, and any bond may bear the facsimile signatures of such persons at the actual time of the execution of such bond shall be the proper officers to sign such bond although at the date of such bond such persons may not have been such officers.

No bond shall be valid or become obligatory for any purpose or be entitled to any benefit or security under this resolution until it shall have been authenticated by the execution by the Bond Registrar of the certificate of authentication endorsed thereon.

The bonds and the endorsement thereon shall be substantially in the following form:

[Depository Legend]

(Face of Bond)

No. _____ \$ _____

United States of America
Commonwealth of Virginia

FAIRFAX COUNTY

[Taxable] Public Improvement [and/or Refunding] Bond, Series 2024 [A], [B]

<u>Maturity Date</u>	<u>Interest Rate</u>	<u>Dated Date</u>	<u>CUSIP</u>
[_____]	_____ %	_____, 2024	_____

Fairfax County, Virginia, is justly indebted and for value received hereby promises to pay to

or registered assigns or legal representative on the date specified above (or earlier as hereinafter referred to), upon the presentation and surrender hereof, at the office of the Director of the Department of Finance of Fairfax County, Virginia (the "Bond Registrar"), in Fairfax County, Virginia, the principal sum of

_____ **DOLLARS**

and to pay interest on such principal sum from the date hereof or from the [_____] 1 or [_____] 1] next preceding the date of authentication to which interest shall have been paid, unless such date of authentication is an [_____] 1 or a [_____] 1] to which interest shall have been paid, in which case from such date, such interest to the maturity hereof being payable on the 1st days of _____ and _____ in each year, the first interest payment date being _____, 20____, at the rate per annum specified above, until payment of such principal sum. The interest so payable on any such interest payment date will be paid to the person in whose name this bond (or the previous bond or bonds evidencing the same debt as that evidenced by this bond) is registered at the close of business on the record date for such interest, which shall be the 15th day (whether or not a business day) of the calendar month next preceding such interest payment date, by wire transfer, at the discretion of the County, or check mailed to such person at his address as it appears on the bond registration books of the County. Both the principal of and the interest on this bond shall be payable in any coin or currency of the United States of America which is legal tender for the payment of public and private debts on the respective dates of payment thereof. For the prompt payment hereof, both principal and interest as the same shall become due, the full faith and credit of the County are hereby irrevocably pledged.

This bond and the bonds of the series of which it is one are issued under and pursuant to a resolution duly adopted by the Board of Supervisors of Fairfax County, Virginia, on December 5, 2023 (the "Resolution"), for [(i) the purpose of providing funds, with other available funds, for school improvements, transportation improvements and facilities, parks and park facilities, public safety facilities, public library facilities and human services facilities and community development facilities [and/or (ii) refunding portions of [] outstanding series of bonds of Fairfax County, Virginia, designated []]].

The bonds of this series that mature on or before _____, 20____, are not subject to redemption before maturity. Bonds that mature after _____ 1, 20____, may be redeemed, at the option of the County, before their respective maturities on any date not earlier than _____ 1, 20____, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price of par plus accrued interest to the redemption date.]

[Insert make-whole or cost-of-funds call provisions, if applicable]

Term bonds of this series purchased or redeemed pursuant to a partial optional redemption by the County may be credited against the amortization requirements therefor as the County in its sole discretion may determine.

If less than all of the bonds of any one maturity shall be called for redemption, the particular bonds or portions of bonds of such maturity to be redeemed shall be selected by lot by

the County in such manner as the County in its discretion may determine; provided, however, that the portion of any bond to be redeemed shall be in the principal amount of \$5,000 or some multiple thereof and that, in selecting bonds for redemption, the County shall treat each bond as representing that number of bonds which is obtained by dividing the principal amount of such bond by \$5,000.

Bonds may be redeemed only in increments of \$5,000 or whole multiples thereof. If a portion of a Bond is called for redemption, a new Bond in a principal amount equal to the unredeemed portion thereof will be issued to the bondholder upon the surrender thereof.

Not more than sixty (60) nor less than thirty (30) days before the redemption date of any bonds to be redeemed, whether such redemption be in whole or in part, the County shall cause a notice of such redemption to be filed with the Bond Registrar and to be mailed, postage prepaid, to the registered owner of each bond to be redeemed in whole or in part at his address appearing upon the registration books of the County, but failure to mail such notice or any defect therein shall not affect the validity of the redemption. If a portion of this bond shall be called for redemption, a new bond or bonds in principal amount equal to the unredeemed portion hereof will be issued to the registered owner hereof or his legal representative upon the surrender hereof.

Any notice of optional redemption of the bonds may state that it is conditioned upon there being available an amount of money sufficient to pay the redemption price plus interest accrued and unpaid to the redemption date, and any conditional notice so given may be rescinded at any time before the payment of the redemption price of any such condition so specified is not satisfied. If a redemption does not occur after a conditional notice is given due to an insufficient amount of funds on deposit by the County, the corresponding notice of redemption shall be deemed to be revoked.

If the County gives an unconditional notice of redemption, then on the redemption date the Bonds called for redemption will become due and payable. If the County gives a conditional notice of redemption, and the amount of money to pay the redemption price of the affected Bonds shall have been set aside with the Trustee or a depository (either, a "depository") for the purpose of paying such bonds, then on the redemption date the bonds will become due and payable. In either case, if on the redemption date the County holds money to pay the bonds called for redemption, thereafter no interest will accrue on those bonds, and a bondholder's only right will be to receive payment of the redemption price upon surrender of those bonds.

The County shall give notice as contemplated by Securities Exchange Act of 1934 Release No. 34-23856, dated December 3, 1986, including the requirement that notice be given to all organizations registered with the Securities and Exchange Commission as securities depositories, and to one or more information services of national recognition which disseminate redemption information with respect to municipal securities.

The bonds are issuable in fully registered form in the denomination of \$5,000 or any multiple thereof. At the office of the Bond Registrar, in the manner and subject to the conditions provided in the Resolution, bonds may be exchanged for an equal aggregate principal amount of

bonds of the same series and maturity, of authorized denominations and bearing interest at the same rate.

The Bond Registrar shall keep at its office the books of the County for the registration of transfer of bonds. The transfer of this bond may be registered only upon such books and as otherwise provided in the Resolution upon the surrender hereof to the Bond Registrar together with an assignment duly executed by the registered owner hereof or his attorney or legal representative in such form as shall be satisfactory to the Bond Registrar. Upon any such registration of transfer, the Bond Registrar shall deliver in exchange for this bond a new bond or bonds, registered in the name of the transferee, of authorized denominations, in an aggregate principal amount equal to the unredeemed principal amount of this bond, of the same series and maturity and bearing interest at the same rate.

The Bond Registrar shall not be required to exchange or register the transfer of any bond called for redemption in whole or in part pursuant to the Resolution.

This bond is one of a series issued under the authority of and in full compliance with the Constitution and laws of Virginia, particularly the Public Finance Act of 1991, Chapter 26, Title 15.2, Code of Virginia, 1950, as amended, and pursuant to votes of a majority of the qualified voters of Fairfax County, Virginia, voting at elections duly called and held under the provisions of the Code of Virginia, 1950, as amended, and under orders of the Circuit Court of Fairfax County, Virginia, authorizing the Board of Supervisors of the County to proceed to carry out the wishes of the voters as expressed at such elections, and pursuant to resolutions duly adopted by the Board of Supervisors and the School Board of the County.

It is hereby certified and recited that all acts, conditions and things required by the Constitution and laws of Virginia to happen, exist and be performed precedent to and in the issuance of this bond have happened, exist and have been performed in due time, form and manner as so required, that the total indebtedness of Fairfax County, Virginia, including this bond, does not exceed any constitutional or statutory limitation thereon, and that provision has been made for the levy and collection of an annual ad valorem tax upon all taxable property in the County subject to local taxation sufficient in amount to provide for the payment of the principal of and the interest on this bond as the same shall become due which tax shall be without limitation as to rate or amount and shall be in addition to all other taxes authorized to be levied in the County to the extent other funds of the County are not lawfully available and appropriated for such purpose.

This bond shall not be valid or become obligatory for any purpose or be entitled to any benefit or security under the resolution mentioned hereinafter until this bond shall have been authenticated by the execution by the Bond Registrar of the certificate of authentication endorsed hereon.

IN WITNESS WHEREOF, the Board of Supervisors of Fairfax County, Virginia, has caused this bond to be issued in the name of Fairfax County, Virginia, and the Board has caused this bond to bear the facsimile signatures of its Chairman and Clerk and a facsimile of the official seal of the Board to be imprinted hereon, all as of the ____ day of _____, 2024.

(Facsimile signature)

(Facsimile signature)

**Clerk, Board of Supervisors
of Fairfax County, Virginia**

**Chairman, Board of Supervisors
of Fairfax County, Virginia**

(Facsimile seal)

CERTIFICATE OF AUTHENTICATION

This bond is one of the bonds of the series designated herein and described in the within mentioned Resolution.

Director of the Department of Finance of
Fairfax County, Virginia, as Bond Registrar

By _____
Authorized Signature

Date of authentication: _____, 2024

(Form of Assignment)

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned registered owner hereby sells, assigns and transfers unto

Please insert social security or
other identifying number of assignee

(Please Print or Typewrite Name and Address of Transferee)

the within bond, and all rights thereunder, and hereby irrevocably constitutes and appoints _____ attorney to register the transfer of the within bond on the books kept for registration thereof, with full power of substitution in the premises.

Dated: _____

NOTICE: The signature to this assignment must correspond with the name as it appears upon the face of the within bond in every particular, without alteration or enlargement or any change whatever.

Signature Guaranteed* by: _____

*Signature(s) must be guaranteed by an “eligible guarantor institution” meeting the requirements of the Trustee which requirements will include membership or participation in STAMP or such other “signature guarantee program” as may be determined by the Trustee in addition to, or in substitution for, STAMP, all in accordance with the Securities Exchange Act of 1934, as amended.

Section 8(a). Optional redemption. The Board of Supervisors hereby delegates to each of the County Executive and the Chief Financial Officer the authority, subject to the limitations contained herein, to determine the optional redemption provisions of any bonds pursuant to the delegation set forth in Section 6(c)(9). The first optional call date for the bonds must be no earlier than 5 years and no later than 10.5 years after the date of issue of such bonds. The maximum redemption price for the bonds may not exceed 102% of the principal amount of the bonds to be redeemed, plus accrued interest to the date of redemption. Bonds of a different series may contain different optional redemption provisions. Such delegation shall be effective only if the Board of Supervisors shall not then be in session (the Board of Supervisors not to be deemed in session if less than a quorum is present and voting). The bonds which are subject to optional redemption may be redeemed, at the option of Fairfax County, Virginia, before their respective maturities on any date not earlier than the optional redemption date, determined as set forth above, in whole or in part (in integral multiples of \$5,000), upon payment of the redemption price, determined as set forth above, plus accrued interest to the redemption date. The County Executive or the Chief Financial Officer, upon the recommendation of the Financial Advisor to the County, may determine that the public improvement refunding bonds issued as taxable bonds shall not be subject to optional redemption prior to their maturity or upon the recommendation of the Financial Advisor to the County, notwithstanding the maximum redemption price referred to above, a make-whole or cost-of-funds premium shall be permitted for such taxable public improvement refunding bonds.

Section 8(b). Mandatory redemption. The term bonds, if any, shall be called for redemption, in part, in the principal amounts equal to the respective amortization requirements for the term bonds of such series (less the principal amount of any term bond of such series retired by purchase or optional redemption) at a price of par plus accrued interest thereon to the date fixed for redemption on a date specified pursuant to the delegation of authority contained in this resolution, preceding their maturity for which there is an amortization requirement.

In the event of a partial optional redemption or purchase of any such term bonds, the County will credit the principal amount of such term bonds so purchased or redeemed against the

amortization requirements for the remaining term bonds outstanding in such amount and in such years as it in its sole discretion shall determine.

Section 8(c). Redemption provisions in general. If less than all of the bonds of any one maturity shall be called for redemption, the particular bonds or portions of bonds of such maturity to be redeemed shall be selected by lot by the County in such manner as the County in its discretion may determine; provided, however, that the portion of any bond to be redeemed shall be in the principal amount of the minimum authorized denomination or some multiple thereof and that, in selecting bonds for redemption, the County shall treat each bond as representing that number of bonds which is obtained by dividing the principal amount of such bond by such minimum authorized denomination.

In the case of redemptions of bonds at the option of the County, the County will select the maturities of the bonds to be redeemed.

The Board of Supervisors hereby delegates to each of the County Executive and the Chief Financial Officer the authority to modify the redemption provisions relating to the bonds based upon the recommendation of the County's Financial Advisor of current financial market considerations.

Not more than sixty (60) nor less than thirty (30) days before the redemption date of any bonds to be redeemed, whether such redemption be in whole or in part, the County shall cause a notice of such redemption to be filed with the Bond Registrar and to be mailed, postage prepaid, to the registered owner of each bond to be redeemed in whole or in part at his address appearing upon the registration books of the County, but failure to mail such notice or any defect therein shall not affect the validity of the redemption. Each such notice shall set forth the date designated for redemption, the redemption price to be paid, the maturities of the bonds to be redeemed and, if less than all of the bonds of any one maturity then outstanding shall be called for redemption, the distinctive numbers and letters, if any, of such bonds to be redeemed and, in the case of any bond to be redeemed in part only, the portion of the principal amount thereof to be redeemed. If any bond is to be redeemed in part only, the notice of redemption shall state also that on or after the redemption date, upon surrender of such bond, a new bond or bonds in principal amount equal to the unredeemed portion of such bond will be issued.

Any notice of optional redemption of the Bonds may state that it is conditioned upon there being available an amount of money sufficient to pay the redemption price plus interest accrued and unpaid to the redemption date, and any conditional notice so given may be rescinded at any time before the payment of the redemption price of any such condition so specified is not satisfied. If a redemption does not occur after a conditional notice is given due to an insufficient amount of funds on deposit by the County, the corresponding notice of redemption shall be deemed to be revoked.

If the County gives an unconditional notice of redemption, then on the redemption date the Bonds called for redemption will become due and payable. If the County gives a conditional notice of redemption, and the amount of money to pay the redemption price of the affected Bonds shall have been set aside with the escrow agent or a depository (either, a "depository") for the purpose of paying such Bonds, then on the redemption date the Bonds will become due and

payable. In either case, if on the redemption date the County holds money to pay the Bonds called for redemption, thereafter no interest will accrue on those Bonds, and a bondholder's only right will be to receive payment of the redemption price upon surrender of those Bonds.

The County shall give notice as contemplated by Securities Exchange Act of 1934 Release No. 34-23856, dated December 3, 1986, including the requirement that notice be given to all organizations registered with the Securities and Exchange Commission as securities depositories, and to one or more information services of national recognition which disseminate redemption information with respect to municipal securities.

On or before the date fixed for redemption, moneys shall be deposited with the Bond Registrar to pay the principal of and the redemption premium, if any, on the bonds or portions thereof called for redemption as well as the interest accruing thereon to the redemption date thereof.

If a portion of a bond shall be called for redemption, the registered owner thereof or his attorney or legal representative shall present and surrender such bond to the Bond Registrar for payment of the principal amount thereof so called for redemption and the redemption premium, if any, on such principal amount, and the Bond Registrar shall authenticate and deliver to or upon the order of such registered owner or his legal representative, without charge therefor, for the unredeemed portion of the principal amount of the bond so surrendered, a bond or bonds of the same series and maturity, of any denomination or denominations authorized by this resolution and bearing interest at the same rate.

Section 9. Exchange; registration of transfer; Bond Registrar. Bonds, upon surrender thereof at the office of the Bond Registrar together with an assignment duly executed by the registered owner or his attorney or legal representative in such form as shall be satisfactory to the Bond Registrar, may, at the option of the registered owner thereof, be exchanged for an equal aggregate principal amount of bonds of the same series and maturity, of any denomination or denominations authorized by this resolution and bearing interest at the same rate.

The transfer of any bond may be registered only upon the registration books of the County upon the surrender thereof to the Bond Registrar together with an assignment duly executed by the registered owner or his attorney or legal representative in such form as shall be satisfactory to the Bond Registrar. Upon any such registration of transfer, the Bond Registrar shall authenticate and deliver in exchange for such bond a new bond or bonds, registered in the name of the transferee, of any denomination or denominations authorized by this resolution, in an aggregate principal amount equal to the unredeemed principal amount of such bond so surrendered, of the same series and maturity and bearing interest at the same rate.

In all cases in which bonds shall be exchanged or the transfer of bonds shall be registered hereunder, the Bond Registrar shall authenticate and deliver at the earliest practicable time bonds in accordance with the provisions of this resolution. All bonds surrendered in any such exchange or registration of transfer shall forthwith be cancelled by the Bond Registrar. The County or the Bond Registrar may make a charge for any governmental charge required to be paid with respect to such exchange or registration of transfer, but no other charge shall be made for exchanging or

registering the transfer of bonds under this resolution. The Bond Registrar shall not be required to exchange or register the transfer of any bond called for redemption in whole or in part pursuant to Section 8 of this resolution.

As to any bond, the person in whose name the same shall be registered shall be deemed and regarded as the absolute owner thereof for all purposes, and payment of or on account of the principal or redemption price of any such bond and the interest on any such bond shall be made only to or upon the order of the registered owner thereof or his legal representative. All such payments shall be valid and effectual to satisfy and discharge the liability upon such bond, including the redemption premium, if any, and the interest thereon, to the extent of the sum or sums so paid.

The County shall appoint such registrars, transfer agents, depositaries or other agents as may be necessary for the registration, registration of transfer and exchange of bonds within a reasonable time according to then current commercial standards and for the timely payment of principal, interest and any redemption premium with respect to the bonds. The Director of the Department of Finance of Fairfax County, Virginia, is hereby appointed the registrar, transfer agent and paying agent for the bonds (collectively the "Bond Registrar"), subject to the right of the Board of Supervisors of the County to appoint another Bond Registrar, and as such shall keep at his office the books of the County for the registration, registration of transfer, exchange and payment of the bonds as provided in this resolution.

Section 10. Full faith and credit pledged. For the prompt payment of the principal of and the interest on the bonds authorized by this resolution as the same shall become due, the full faith and credit of Fairfax County, Virginia, are hereby irrevocably pledged, and each year while any of the bonds shall be outstanding, to the extent other funds of the County are not lawfully available and appropriated for such purpose, there shall be levied and collected in accordance with law an annual ad valorem tax upon all taxable property in the County subject to local taxation sufficient in amount to provide for the payment of the principal of and the interest on the bonds as such principal and interest shall become due, which tax shall be without limitation and in addition to all other taxes authorized to be levied in the County.

Section 11. Continuing Disclosure Agreement. The Chairman or Vice Chairman of the Board of Supervisors, the County Executive and the Chief Financial Officer, or such officer or officers of the County as may be designated, is hereby authorized and directed to execute a Continuing Disclosure Agreement, in the form contained in the draft Preliminary Official Statement presented at this meeting, setting forth the reports and notices to be filed by the County and containing such covenants as may be necessary in order to show compliance with the provisions of Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended.

Section 12. Tax covenant. The County covenants to take all action, and to refrain from taking any action, necessary under the Internal Revenue Code of 1986, as amended, to ensure that interest on any tax-exempt bonds will remain not includable in gross income for federal income tax purposes to the same extent as it is not includable on the date of closing on such bonds.

Section 13. Certificate concerning delegation. The County Executive or the Chief Financial Officer shall execute a Certificate or Certificates evidencing determinations or other actions taken pursuant to the authority granted in this resolution, and any such Certificate shall be conclusive evidence of the action or determination of such County Executive or the Chief Financial Officer as stated therein. The delegations of authority in this resolution to the County Executive and the Chief Financial Officer are to each of them severally, and any action taken by either the County Executive or the Chief Financial Officer pursuant to such delegations of authority is sufficient for all purposes of this resolution.

Section 14. Authority of officers. The officers and agents of the County are hereby authorized and directed to do all the acts and things required of them by the bonds and by this resolution for the full, punctual and complete performance of all of the terms, covenants, provisions and agreements contained in the bonds and in this resolution.

Section 15. Certification and filing. The Clerk to the Board of Supervisors is hereby authorized and directed to file a certified copy of this resolution and a certified copy of the resolution of the School Board of the County with the Circuit Court of Fairfax County, Virginia.

A Copy – Teste:

Clerk to the Board of Supervisors

DRAFT Critical Path Events
Fairfax County, Virginia

Attachment 2

General Obligation Public Improvement Bonds, Series 2024

October 2023							November 2023							December 2023							January 2024							February 2024							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
1	2	3	4	5	6	7				1	2	3	4							1	2		1	2	3	4	5	6					1	2	3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13	4	5	6	7	8	9	10	
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20	11	12	13	14	15	16	17	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27	18	19	20	21	22	23	24	
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31				25	26	27	28	29			
														31																					

Week of	Activity & Event	Responsible Party
Oct 2 nd	First draft of School Board Resolution distributed	NRF
Oct 16 th	Comments due on School Board Resolution	All
Oct 23 rd	NLT Fri, Oct 27th – Draft Annual Comprehensive Financial Report (“ACFR”) data needed for PFM to prep for Credit Assessment	FX
Oct 30 th	<i>Tues, Oct 31st & Wed, Nov 1st – FOMC Meeting</i> Wed, Nov 1st – Send Resolution to School Board staff [to be confirmed] First draft of County Board Resolution distributed	-- FX NRF
Nov 6 th	<i>Tues, Nov 7th – Election Day</i> Mon, Nov 6th – Board Title Due Fri, Nov 10th – Board Item Due First draft of POS/NOS distributed	-- FX FX NRF
Nov 13 th	Draft Ratings Presentation distributed Comments due on POS/NOS	PFM All
Nov 20 th	Mon, Nov 20th – School Board Meeting to consider Resolution (information) <i>Thurs, Nov 23rd – Thanksgiving Holiday (Markets Closed)</i> Revised draft POS/NOS distributed Comments on rating presentation	FX -- NRF All
Nov 27 th	Tuesday, Nov 28th – County & School Board Joint Meeting Friday, Dec 1st – Credit Assessment Meeting (at 2pm) Finalize Ratings Presentation Fri, Dec 1 st - Draft POS & other info sent to Rating Agencies	FX FX, PFM FX, PFM PFM
Dec 4 th	Mon, Dec 4th – School Board Meeting to Approve Resolution Tues, Dec 5th – Board considers Bond Documents, FY23 ACFR Published Ratings Prep Meeting Th, Dec 7th – Ratings Meeting with Fitch (at 11am) Fr, Dec 8th – Ratings Meeting with S&P (at 1pm)	FX -- FX, PFM FX, PFM FX, PFM
Dec 11 th	<i>Tues, Dec 12th & Wed, Dec 13th – FOMC Meeting</i> Mon, Dec 11th – Ratings Meeting with Moody’s (at 11am)	-- FX, PFM
Dec 25 th	<i>Mon, Dec 25th – Christmas Holiday (Markets Closed)</i>	--

Legend:
FX = Fairfax County
PFM = PFM Financial Advisors LLC, Financial Advisor
NRF = Norton Rose Fulbright, Bond Counsel

11/14/2023

DRAFT Critical Path Events
Fairfax County, Virginia
General Obligation Public Improvement Bonds, Series 2024

Attachment 2

October 2023							November 2023							December 2023							January 2024							February 2024							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
1	2	3	4	5	6	7				1	2	3	4							1	2		1	2	3	4	5	6					1	2	3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13	4	5	6	7	8	9	10	
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20	11	12	13	14	15	16	17	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27	18	19	20	21	22	23	24	
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31				25	26	27	28	29			
														31																					

Week of	Activity & Event	Responsible Party
Jan 1 st	<i>Mon, Jan 1st – New Years Day Holiday (Markets Closed)</i> Circulate draft of POS/NOS NLT Fri, Jan 5 th – Ratings Received	-- NRF --
Jan 8 th	POS Review Call	FX, NRF, PFM
Jan 15 th	<i>Mon, Jan 15th – Martin Luther King Jr. Day (Markets Closed)</i> NLT Tues, Jan 16th – POS & NOS Posted Wed, Jan 17 th – Apply for CUSIPs Pre-marketing calls to Underwriters	-- All PFM PFM
Jan 22 nd	Wed, Jan 24th – Competitive Sale Circulate draft of Closing Documents	FX, PFM NRF
Jan 29 th	<i>Tues, Jan 30th & Wed, Jan 31st – FOMC Meeting</i> NLT Fri, Feb 2 nd – Finalize & Mail OS Comments on Closing Documents	NRF NRF All
Feb 5 th	Finalize Closing Documents Th, Feb 8th Closing	All All

Legend:
FX = Fairfax County
PFM = PFM Financial Advisors LLC, Financial Advisor
NRF = Norton Rose Fulbright, Bond Counsel

11/14/2023

**Schedule of Bond Purposes
FY 2024 Bond Sale - Series 2024A (New Money)**

Fund	Category	Referendum Date	BEGIN Authorized But Unissued Balance	FY 2024 Bond Sale Projection	END Authorized But Unissued Balance
County					
300-C30030	Library Facilities	11/3/20	\$90,000,000	5,000,000	\$85,000,000
300-C30010	NVRPA	11/3/20	3,000,000	3,000,000	-
300-C30400	Park Authority	11/8/16	17,070,000	17,070,000	-
300-C30010	Park Authority	11/8/16	7,000,000	7,000,000	-
300-C30400	Park Authority	11/3/20	100,000,000	930,000	99,070,000
300-C30050	Road Bond Construction	11/4/14	25,140,000	25,140,000	-
300-C30000	Transportation Facilities (Metro)	11/3/20	76,240,000	43,600,000	32,640,000
300-C30070	Public Safety Facilities	11/3/15	67,610,000	35,260,000	32,350,000
300-C30070	Public Safety Facilities	11/6/18	182,000,000	-	182,000,000
300-C30010	Human Services Facilities	11/8/16	57,900,000	8,000,000	49,900,000
300-C30010	Human Services Facilities	11/3/20	79,000,000	-	79,000,000
200-C20000	Debt Service COI (Includes UW Discount)				
Subtotal County			\$704,960,000	\$145,000,000	\$559,960,000
Schools					
			70,630,000		
300-S31600	Schools	11/5/19	\$159,260,000	\$159,260,000	\$0
300-S31600	Schools	11/2/21	360,000,000	45,740,000	314,260,000
300-S31600	Schools	11/7/23	435,000,000	-	435,000,000
Subtotal Schools			\$954,260,000	\$205,000,000	\$749,260,000
TOTAL COUNTY AND SCHOOLS			\$1,659,220,000	\$350,000,000	\$1,309,220,000

A RESOLUTION REQUESTING THE BOARD OF SUPERVISORS
OF FAIRFAX COUNTY, VIRGINIA, TO ISSUE AND SELL SCHOOL BONDS OF
FAIRFAX COUNTY, VIRGINIA, TOTALING \$205,000,000 AND APPROVING THE FORM
OF A TAX CERTIFICATE AND AUTHORIZING THE EXECUTION THEREOF

WHEREAS, at an election duly called and held on November 5, 2019, a majority of the qualified voters of Fairfax County, Virginia (the “County”), voting on the question approved contracting a debt, borrowing money and issuing school bonds of the County, in the aggregate principal amount of \$360,000,000 (the “2019 Referendum”); and

WHEREAS, the stated purpose of the school bonds authorized in the 2019 Referendum was to provide funds, in addition to funds from school bonds previously authorized, to finance, including reimbursement to the County for temporary financing for, the costs of school improvements, including acquiring, building, expanding and renovating properties, including new sites, new buildings or additions, renovations and improvements to existing buildings, and furnishings and equipment, for the Fairfax County public school system; and

WHEREAS, the Board of Supervisors of Fairfax County (the “Board of Supervisors”) has heretofore issued \$200,740,000 of the bonds authorized by the 2019 Referendum, leaving a balance of \$159,260,000 authorized but unissued bonds; and

WHEREAS, at an election duly called and held on November 2, 2021, a majority of the qualified voters of the County voting on the question approved contracting a debt, borrowing money and issuing school bonds of the County, in the aggregate principal amount of \$360,000,000 (the “2021 Referendum”); and

WHEREAS, the stated purpose of the school bonds authorized in the 2021 Referendum was to provide funds, in addition to funds from school bonds previously authorized, to finance, including reimbursement to the County for temporary financing for, the costs of school improvements, including acquiring, building, expanding and renovating properties, including new sites, new buildings or additions, renovations and improvements to existing buildings, and furnishings and equipment, for the Fairfax County public school system; and

WHEREAS, the Board of Supervisors has heretofore issued none of the bonds authorized by the 2021 Referendum, leaving a balance of \$360,000,000 authorized but unissued bonds; and

WHEREAS, the School Board of Fairfax County, Virginia (the “School Board”), deems it advisable for the Board of Supervisors to (i) issue school bonds authorized in the 2019 Referendum in an aggregate principal amount not to exceed \$159,260,000 and issue school bonds authorized in the 2021 Referendum in an aggregate principal amount not to exceed \$45,740,000 for a total of \$205,000,000 (collectively, the “School Bonds”), (ii) determine certain pricing and sale details of the School Bonds, and (iii) determine whether to refund any prior public improvement bonds of the County that were issued for school improvements (the “Board of Supervisors Actions”); and

WHEREAS, the School Board recognizes that it will be necessary for it to make certain certifications regarding the use of the proceeds of the School Bonds and any refunding bonds for federal income tax purposes;

NOW, THEREFORE, BE IT RESOLVED by the School Board of Fairfax County, Virginia:

Section 1. For the purpose of providing funds, in addition to funds from school bonds previously authorized and any other available funds, to finance, including reimbursement to the County for temporary financing for, the costs of school improvements, including acquiring, building, expanding and renovating properties, including new sites, new buildings or additions, renovations and improvements to existing buildings, and furnishings and equipment, for the Fairfax County public school system, the Board of Supervisors is hereby requested to issue the School Bonds, subject to the Board of Supervisors Actions, in an aggregate principal amount not to exceed \$205,000,000 and provide for the sale of such School Bonds and any refunding bonds at this time.

Section 2. The form of a certificate attached to this resolution as Appendix A (the "School Board Tax Certificate") to be executed by the School Board in connection with the issuance of the School Bonds and any refunding bonds is approved in all respects and the Chair, the Vice Chair or any other member or officer of the School Board designated in writing by the Chair of the School Board is hereby authorized and directed to approve, by execution and delivery, the School Board Tax Certificate in substantially the form presented to this meeting together with such changes, modifications, insertions and deletions as the Chair, the Vice Chair or such designated member or officer, with the advice of counsel, may deem necessary and appropriate; such execution and delivery shall be conclusive evidence of the approval and authorization thereof by the School Board.

Section 3. The Clerk of the School Board is hereby authorized and directed to file two certified copies of this resolution with the Board of Supervisors.

CERTIFICATE OF THE SCHOOL BOARD

This certificate is provided to Fairfax County, Virginia (the “County”), by the School Board of Fairfax County, Virginia (the “School Board”), in connection with the issuance by the County of its [\$____,____,000 Public Improvement Bonds, Series 2024 [] [] and \$_____ Public Improvement Refunding Bonds, Series 2024 [] [] (collectively, the “Bonds”)], the proceeds of which will be used to finance the cost of constructing, furnishing, acquiring and equipping school improvements (the “[New] School Projects”) [and to refinance school projects that were financed with the proceeds of the County’s _____ Bonds and _____ Bonds (the “Refunded School Projects” and together with the New School Projects, the “School Projects”)],

The School Board recognizes that some of the representations made by the County in its Tax Certificate, dated _____, 2024, and executed in connection with the issuance of the Bonds (the “Tax Certificate”) must be based on the representations and certifications of the School Board and that the exclusion from gross income of the interest on the Bonds for federal income tax purposes depends on the use of proceeds of the Bonds.

Accordingly, the School Board certifies that it has reviewed the representations set forth in [Section 1 of Part B of the Tax Certificate] to which this certificate is attached regarding the use of proceeds of the Bonds and the School Projects and that such representations, to the extent they relate to the School Projects, are true and correct, except as follows: [(i) with respect to paragraph (d) (“Definition of Private Use”), in the second paragraph, fourth line, after (“General Public Use”), there shall be deemed to be inserted “or other than as is excepted as private use by U.S. Treasury Regulations,” and (ii) with respect to paragraph (e) (“Management and Service Contracts”), the references to Management Contract Safe Harbors shall be deemed to include “or other applicable law.” Furthermore, such representations are hereby incorporated by reference in this certificate and shall be treated as representations made by the School Board with respect to the School Projects as if set forth herein. The School Board shall not take any action that is inconsistent with such representations.]

The School Board further covenants that:

(a) it shall not sell or otherwise dispose of the School Projects prior to the final maturity date of the Bonds of [____ 1, 20__], except as shall be permitted in the opinion of an attorney or firm of attorneys, acceptable to the County, nationally recognized as experienced with respect to matters pertaining to the exclusion of interest on obligations of states and political subdivisions from gross income for federal income tax purposes; and

(b) it shall not knowingly take any action which will, or fail to take any action which failure will, cause the interest on the Bonds to become includable in the gross income of the owners of the Bonds for federal income tax purposes pursuant to the provisions of the Internal Revenue

Code of 1986, as amended (the “Code”), and the regulations promulgated thereunder in effect on the date of original issuance of the Bonds and for purposes of assuring compliance with Section 141 of the Code.

School Board of Fairfax County, Virginia

By: _____
Name:
Title:

Date: _____, 2024

I hereby certify the above is a true and correct copy of a resolution adopted by the School Board of Fairfax County, Virginia, at a regular meeting held on _____, 2023, at _____, Virginia.

Date

Christina Setlow, Clerk
School Board of
Fairfax County, Virginia

NOTICE OF SALE

\$ _____ *

FAIRFAX COUNTY, VIRGINIA

Public Improvement Bonds, Series 2024A

Electronic Bids, BiDCOMP/Parity Competitive Bidding System (“BiDCOMP/Parity”) only, will be received by the Board of Supervisors of Fairfax County, Virginia (the “County”), until 10:[30] a.m., Fairfax, Virginia Time, on

January __, 2024*

for the purchase of all, but not less than all, of the \$ _____ * Public Improvement Bonds, Series 2024A of Fairfax County, Virginia (the “Bonds”), dated the date of their delivery and maturing, subject to the right of prior redemption as hereinafter set forth, on the 1st day of October in the following years and in the following amounts, respectively:

Initial Maturity Schedule for the Bonds*

<u>Year of Maturity</u>	<u>Principal Amount*</u>	<u>Year of Maturity</u>	<u>Principal Amount*</u>
2024	\$	2034	\$
2025		2035	
2026		2036	
2027		2037	
2028		2038	
2029		2039	
2030		2040	
2031		2041	
2032		2042	
2033		2043	

* Preliminary, subject to change.

The County reserves the right to change the date for receipt of bids (the “Scheduled Bid Date”) in accordance with the section of this Notice of Sale entitled “Change of Bid Date and Closing Date; Other Changes to Notice of Sale.”

BID PARAMETERS TABLE FOR THE BONDS†

INTEREST		PROCEDURAL	
Dated Date:	Date of Delivery	Sale Date and Time:	Bids due January __, 2024, at 10:[30] a.m. Local Time
Anticipated Delivery/Closing Date:	February __, 2024	Bid Submission:	Electronic bids through BiDCOMP/PARITY Only
Interest Payments Dates:	April 1 and October 1	All or None?	Yes
First Interest Payment Date:	October 1, 2024	Bid Award Method:	Lowest TIC
Coupon Multiples:	1/8 or 1/20 of 1%	Good Faith Deposit:	1% of the Bid Maturity Schedule, as more fully described on page 6, under “Good Faith Deposit”
Zero Coupons:	Not Permitted	Max TIC	[6.00]%
Split Coupons:	Not Permitted		
PRINCIPAL		PRICING	
Optional Redemption:	Due on and after October 1, 203_*, callable on April 1, 203_*, and thereafter at par	Max. Aggregate Bid Price:	[107]%
Post-bid Principal Increases in Aggregate:	10%	Min. Aggregate Bid Price:	101%
Post-bid Principal Reductions in Aggregate:	10%	Max. Price per Maturity:	No Limit
Term Bonds:	Any two or more consecutive maturities may be designated as Term Bonds	Min. Price per Maturity:	No Limit
		High Coupon per Maturity:	Not to exceed [5.00]%
		Low Coupon per Maturity:	[10/1/2024 to 10/1/2032: No limit 10/1/2033 to 10/1/2043 Not to be below 4.00%]

† Subject to the detailed provisions of this Notice of Sale.

* Preliminary, subject to change.

Changes to Initial Maturity Schedule for the Bonds

The Initial Maturity Schedule for the Bonds (the “Initial Maturity Schedule”) set forth on page 1 represents an estimate of the principal amount of Bonds to be sold. The County hereby reserves the right to change the Initial Maturity Schedule, based on market conditions prior to the

sale, by announcing any such change not later than 30 minutes prior to the announced time and date for receipt of bids via TM3 (www.tm3.com). The resulting schedule of maturities will become the “Bid Maturity Schedule” for the Bonds. If no such change is announced, the Initial Maturity Schedule will become the Bid Maturity Schedule for the Bonds.

Changes to Bid Maturity Schedule

The County hereby further reserves the right to change the Bid Maturity Schedule after the determination of the winning bidder, by increasing or decreasing the aggregate principal amount of the Bonds, subject to the limitation of no more than a 10% increase or decrease in the aggregate principal amount.

THE SUCCESSFUL BIDDER MAY NOT WITHDRAW ITS BID OR CHANGE THE INTEREST RATES BID OR THE INITIAL REOFFERING TERMS (AS HEREAFTER DEFINED) AS A RESULT OF ANY CHANGES MADE TO THE PRINCIPAL AMOUNTS WITHIN THESE LIMITS. The dollar amount bid by the successful bidder will be adjusted to reflect any adjustments in the final aggregate principal amount of the Bonds. Such adjusted bid price will reflect changes in the dollar amount of the underwriters’ discount and original issue discount/premium, if any, but will not change the selling compensation per \$1,000 of par amount of the Bonds from the selling compensation that would have been received based on the purchase price in the winning bid and the Initial Reoffering Terms. The interest rates specified by the successful bidder for the various maturities at the Initial Reoffering Terms will not change. The County anticipates that the final annual principal amounts and the final aggregate principal amount of the Bonds will be communicated to the successful bidder within twenty-four hours of the County’s receipt of the initial public offering prices and yields of the Bonds (the “Initial Reoffering Terms”).

Book-Entry System

The Bonds will be issued by means of a book-entry system with no physical distribution of bond certificates made to the public. One bond certificate for each maturity of the Bonds will be issued to The Depository Trust Company, New York, New York (“DTC”), and immobilized in its custody. The book-entry system will evidence beneficial ownership interests of the Bonds in the principal amount of \$5,000 and any multiple thereof, with transfers of beneficial ownership interests effected on the records of DTC participants and, if necessary, in turn by DTC pursuant to rules and procedures established by DTC and its participants. The successful bidder, as a condition to delivery of the Bonds, shall be required to deposit the bond certificates with DTC, registered in the name of Cede & Co., nominee of DTC. Interest on the Bonds will be payable on each April 1 and October 1, the first interest payment date being October 1, 2024, and principal of and any redemption premium on the Bonds will be payable at maturity or upon prior redemption, to DTC or its nominee as registered owner of the Bonds. Transfer of principal, interest and any redemption payments to participants of DTC will be the responsibility of DTC, and transfer of principal, interest and any redemption payments to beneficial owners of the Bonds by participants of DTC will be the responsibility of such participants and other nominees of beneficial owners. The County will not be responsible or liable for such transfers of payments or for maintaining, supervising or reviewing the records maintained by DTC, its participants or persons acting through such participants.

If (a) DTC determines not to continue to act as securities depository for the Bonds or (b) the County determines that continuation of the book-entry system of evidence and transfer of ownership of the Bonds would adversely affect the interests of the beneficial owners of the Bonds, the County will discontinue the book-entry system with DTC. If the County fails to select another qualified securities depository to replace DTC, the County will deliver replacement Bonds in the form of fully registered certificates.

The Bonds

The Bonds will be general obligations of Fairfax County, Virginia, and all taxable property therein will be subject to the levy of an annual ad valorem tax sufficient in amount to provide for the payment of the principal of and the interest on the Bonds as the same become due, which tax will be without limitation as to rate or amount and will be in addition to all other taxes authorized to be levied in the County to the extent other funds of the County are not lawfully available and appropriated for such purposes.

The Bonds are being issued as a series of bonds authorized for the purpose of providing funds, with other available funds, for School Improvements (\$205,000,000), Transportation Improvements and Facilities (\$68,740,000), Parks and Park Facilities (\$20,070,000), Public Safety Facilities (\$35,260,000), Library Facilities (\$5,000,000), and Human Services and Community Development Facilities (\$8,000,000).

Term Bonds and Mandatory Redemption

The successful bidder of the Bonds may designate two or more of the consecutive serial maturities to be a term bond maturity equal in aggregate principal amount, and with sinking fund requirements corresponding, to such designated serial maturities.

Optional Redemption

The Bonds maturing on or after October 1, 203_*, are subject to redemption prior to maturity, at the option of the County, from any money available for such purpose on any date on or after April 1, 203_*, as a whole or in part (in integral multiples of \$5,000) at any time, at a redemption price equal to the principal amount thereof, together with the interest accrued to the redemption date on the principal amount to be redeemed.

Electronic Bidding and Bidding Procedures

Registration to Bid

All prospective bidders must be contracted customers of i-Deal LLC's BiDCOMP/Parity Competitive Bidding System. If you do not have a contract with BiDCOMP/Parity, call (212) 404-8102 to inquire about becoming a customer. By submitting a bid for the Bonds, a prospective bidder represents and warrants to the County that such bidder's bid for the purchase of the Bonds (if a bid is submitted in connection with the sale) is submitted for and on behalf of such prospective bidder by an officer or agent who is duly authorized to bind the prospective

* Preliminary, subject to change.

bidder to a legal, valid and enforceable contract for the purchase of the Bonds. By contracting with BiDCOMP/Parity, a prospective bidder is not obligated to submit a bid in connection with the sale.

IF ANY PROVISIONS OF THIS NOTICE OF SALE SHALL CONFLICT WITH INFORMATION PROVIDED BY BiDCOMP/Parity AS APPROVED PROVIDER OF ELECTRONIC BIDDING SERVICES, THIS NOTICE OF SALE, AS IT MAY BE AMENDED BY THE COUNTY AS DESCRIBED WITHIN, SHALL CONTROL. Further information about BiDCOMP/Parity, including any fee charged, may be obtained from BiDCOMP/Parity at (212) 404-8102.

Disclaimer

Each prospective bidder shall be solely responsible to register to bid via BiDCOMP/Parity. Each qualified prospective bidder shall be solely responsible to make necessary arrangements to access BiDCOMP/Parity for purposes of submitting its bid in a timely manner and in compliance with the requirements of this Notice of Sale. Neither the County nor BiDCOMP/Parity shall have any duty or obligation to undertake such registration to bid for any prospective bidder or to provide or assure such access to any qualified prospective bidder, and neither the County nor BiDCOMP/Parity shall be responsible for a bidder's failure to register to bid or for proper operation of, or have any liability for any delays or interruptions of, or any damages caused by, BiDCOMP/Parity. The County is using BiDCOMP/Parity as a communication mechanism, and not as the County's agent, to conduct the electronic bidding for the Bonds. The County is not bound by any advice and determination of BiDCOMP/Parity to the effect that any particular bid complies with the terms of this Notice of Sale and in particular the "Bid Specifications" hereinafter set forth. All costs and expenses incurred by prospective bidders in connection with their registration and submission of bids via BiDCOMP/Parity are the sole responsibility of the bidders, and the County is not responsible, directly or indirectly, for any of such costs or expenses. If a prospective bidder encounters any difficulty in registering to bid or submitting, modifying or withdrawing a bid for the Bonds, it should telephone BiDCOMP/Parity and notify PFM Financial Advisors LLC, the County's financial advisor, by telephone at (571) 527-5134 or (703) 741-0175. After receipt of bids is closed, the County through BiDCOMP/Parity will indicate the apparent successful bidder. Such message is a courtesy only for viewers and does not constitute the award of the Bonds. Each bid will remain subject to review by the County to determine its true interest cost rate and compliance with the terms of this Notice of Sale.

Bidding Procedures

Bids must be submitted electronically for the purchase of all, but not less than all, of the Bonds by means of the Fairfax County, Virginia AON (all or none) Bid Form (the "Bid Form") via BiDCOMP/Parity. Bids must be communicated electronically to BiDCOMP/Parity by 10:30 a.m., Fairfax, Virginia Time on the Scheduled Bid Date unless postponed as described herein (see "Change of Bid Date and Closing Date; Other Changes to Notice of Sale"). Prior to that time, a prospective bidder may input and save the proposed terms of its bid in BiDCOMP/Parity. Once the final bid has been saved in BiDCOMP/Parity, the bidder may select the final bid button in BiDCOMP/Parity to submit the bid to BiDCOMP/Parity. Once the bids are released

electronically via BiDCOMP/Parity to the County, each bid will constitute an **IRREVOCABLE** offer to purchase the Bonds on the terms therein provided. For purposes of the electronic bidding process, the time as maintained on BiDCOMP/Parity shall constitute the official Fairfax, Virginia Time. For information purposes only, bidders are requested to state in their bids the true interest cost to the County, as described under “Award of Bonds” below, represented by the rate or rates of interest and the bid price specified in their respective bids.

REVOCABLE BIDS ARE NOT PERMITTED.

By submitting a bid for the Bonds, each underwriter certifies it has an established industry reputation for underwriting new issuances of municipal bonds. The County will not accept bids from firms without an established industry reputation for underwriting new issuances of municipal bonds.

No bids will be accepted in written form, by facsimile transmission or in any other medium or on any system other than by means of the Bid Form via BiDCOMP/Parity. No bid will be received after the time for receiving such bids specified above.

Good Faith Deposit

After receipt of bids is closed and prior to the award, the apparent successful bidder indicated on BidCOMP/Parity must submit a good faith deposit (the “Deposit”) for 1% of the aggregate par amount set forth in Bid Maturity Schedule to the County by wire transfer. The award to the apparent successful bidder is contingent upon receipt of the Deposit, and the Bonds will not be awarded to such bidder until the County has confirmation of receipt of the Deposit. The wire information will be provided to the apparent successful bidder shortly after the bidding deadline.

Award or rejection of bids will be made by or on behalf of the Board of Supervisors of Fairfax County, Virginia, on the date above stated for the receipt of bids. The proceeds of the Deposit will be held as security for the performance of the successful bidder’s bid and applied to the purchase price of the Bonds, but, in the event the successful bidder shall fail to comply with the terms of its bid, the Deposit will be retained as and for full liquidated damages. No interest will be allowed thereon.

Award of Bonds

Award or rejection of bids will be made by the County prior to 5:00 p.m., Fairfax, Virginia Time on the date of receipt of bids. **ALL BIDS SHALL REMAIN FIRM UNTIL 5:00 P.M., FAIRFAX, VIRGINIA TIME, ON THE DATE OF RECEIPT OF BIDS.** An award of the Bonds, if made, will be made by the County within such six and one-half hour period of time (10:30 a.m. – 5:00 p.m.).

The Bonds will be awarded to the bidder offering to purchase the Bonds at the lowest “True or Canadian” interest cost (“TIC”), such cost to be calculated by determining the annual interest rate (compounded semiannually) at which the sum of the payments of the principal of and the interest on the Bonds discounted from their payment dates to the dated date of the Bonds equals the aggregate price bid of the Bonds. If two or more bidders offer to purchase the Bonds

at the same lowest TIC, the successful bidder will be selected by the County by lot from among all such bidders.

Initial Reoffering Terms

The apparent successful bidder shall provide the initial public offering prices to the public (the “Initial Public Offering Prices”) and yields of each maturity of the Bonds (collectively the “Initial Reoffering Terms”) within 30 minutes of receipt of notice that it is the apparent winning bidder.

Right of Rejection

The County expressly reserves the right (i) to waive any informalities, (ii) to reject all bids, any incomplete bid or any bid not fully complying with all of the requirements set forth herein, and (iii) to solicit new bids or proposals for the sale of the Bonds or otherwise provide for the public sale of the Bonds if all bids are rejected or the winning bidder defaults, including, without limitation, sale of the Bonds to one or more of the losing or rejected bidders without regard to their original bid or its relationship to any other bid.

Change of Bid Date and Closing Date; Other Changes to Notice of Sale

The County reserves the right to postpone, from time to time, the date and time established for the receipt of bids and will undertake to announce any such change via TM3 (www.tm3.com).

Any postponement of the bid date will be announced via TM3 not later than one hour prior to the announced time for receipt of the bids. An alternative bid date and time will be announced via TM3 at least 18 hours prior to such alternative bid date.

On such alternative bid date and time, the County will accept bids for the purchase of the Bonds, such bids to conform in all respects to the provisions of this Notice of Sale, except for the changes in the date and time for bidding and any other changes announced via TM3 at the time the bid date and time are announced.

The County may change the scheduled delivery date for the Bonds by notice given in the same manner as set forth for a change in the date for the receipt of bids.

The County reserves the right to otherwise change this Notice of Sale. The County anticipates that it would communicate any such changes via TM3 by 4:00 p.m., Fairfax, Virginia Time on the date prior to the scheduled date for receipt of bids but no later than 30 minutes prior to the scheduled time and date for receipt of bids.

Conflict Waiver

Norton Rose Fulbright US LLP is serving as Bond Counsel in connection with the issuance and sale of the Bonds. By placing a bid, each bidder represents that it understands that Norton Rose Fulbright US LLP, in its capacity as Bond Counsel, represents the County, and the successful bidder waives any conflict of interest that Norton Rose Fulbright US LLP’s

involvement in connection with the issuance and sale of the Bonds to such successful bidder presents.

Establishment of Issue Price

The successful bidder shall assist the County in establishing the issue price of the Bonds and shall execute and deliver to the County prior to the Closing Date a certificate acceptable to Bond Counsel setting forth the reasonably expected Initial Public Offering Price, or the sales price or prices of the Bonds, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Exhibit A, with such modifications as may be appropriate or necessary in the reasonable judgment of the successful bidder, the County or Bond Counsel.

The County intends that the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (defining “competitive sale” for purposes of establishing the issue price of the Bonds) will apply to the initial sale of the Bonds (the “competitive sale requirements”) because:

- (1) the County shall disseminate this Notice of Sale to potential underwriters in a manner that is reasonably designed to reach potential underwriters;
- (2) all bidders shall have an equal opportunity to bid;
- (3) the County may receive bids from at least three underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds; and
- (4) the County anticipates awarding the sale of the Bonds to the bidder who submits a firm offer to purchase the Bonds at the highest price (or lowest interest cost), as set forth in this Notice of Sale.

If the County receives less than three bids that conform to the parameters contained herein such that the competitive sale requirements are not satisfied, the County intends to treat the Initial Public Offering Price of each maturity of the Bonds as the issue price of that maturity (the “hold-the-offering-price rule”). Consequently, each bidder should assume for purposes of making its bid that, for each maturity of the Bonds, the County will treat the Initial Public Offering Prices as of the Sale Date of the Bonds as the issue price of the Bonds. The County will advise the apparent winning bidder within one hour of receipt of bids if the hold-the-offering-price rule will apply. Attached as Exhibit B is a form of the issue price certificate to be provided by the successful bidder to the County prior to the Closing Date if the competitive sale requirements are not satisfied and the hold-the-offering-price rule is applied. Exhibit B is provided in form only and may be modified as may be appropriate or necessary in the reasonable judgment of the successful bidder, the County or Bond Counsel.

By submitting a bid, the successful bidder shall, on behalf of the underwriters participating in the purchase of the Bonds, (i) confirm that the underwriters have offered or will offer each maturity of the Bonds to the public on or before the date that the Bonds are awarded by the County to the successful bidder (the “Sale Date”) at the Initial Public Offering Prices set forth in the bid submitted by the winning bidder, and (ii) agree, on behalf of the underwriters

participating in the purchase of the Bonds, that the underwriters will neither offer nor sell any maturity of the Bonds to any person at a price that is higher than the Initial Public Offering Price for such maturity during the period starting on the Sale Date and ending on the earlier of the following:

- (1) the close of the fifth business day after the Sale Date; and
- (2) the date on which the underwriters have sold at least 10% of that maturity of the Bonds to the public at a price that is no higher than the Initial Public Offering Price for such maturity.

The successful bidder shall advise the County promptly after the close of the fifth (5th) day after the Sale Date whether it has sold 10% of that maturity of the Bonds to the public at a price that is no higher than the Initial Public Offering Price.

The County acknowledges that, in making the representation set forth above, the successful bidder will rely on (i) the agreement of each underwriter to comply with the hold-the-offering-price rule, as set forth in an agreement among underwriters and the related pricing wires, (ii) in the event a selling group has been created in connection with the initial sale of the Bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the hold-the-offering-price rule, as set forth in a selling group agreement and the related pricing wires, and (iii) in the event that an underwriter or dealer that is a member of the selling group is a party to a third-party distribution agreement that was employed in connection with the initial sale of the Bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the hold-the-offering-price rule, as set forth in the third-party distribution agreement and the related pricing wires. The County further acknowledges that each underwriter shall be solely liable for its failure to comply with its agreement regarding the hold-the-offering-price rule and that no underwriter shall be liable for the failure of any other underwriter, or of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a third-party distribution agreement to comply with its corresponding agreement regarding the hold-the-offering-price rule as applicable to the Bonds.

By submitting a bid, each bidder confirms that:

(i) any agreement among underwriters, any selling group agreement and each third-party distribution agreement (to which the bidder is a party) relating to the sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter, each dealer that is a member of the selling group, and each broker-dealer that is a party to such third-party distribution agreement, as applicable, to comply with the hold-the-offering-price rule, if and for so long as directed by the successful bidder and as set forth in the related pricing wires, and

(ii) any agreement among underwriters or selling group agreement relating to the sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter or dealer that is a party to a third-party distribution agreement to be employed in connection with the initial sale of the Bonds to the public to require each broker-dealer that is a party to such third-party distribution agreement to comply with the

hold-the-offering-price rule, if and for so long as directed by the successful bidder or such underwriter and as set forth in the related pricing wires.

Sales of any Bonds to any person that is a related party to an underwriter shall not constitute sales to the public for purposes of this Notice of Sale. Further, for purposes of this Notice of Sale:

(i) “public” means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an underwriter or a related party,

(ii) “underwriter” means (A) any person that agrees pursuant to a written contract with the County (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Bonds to the public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the Bonds to the public), and

(iii) a purchaser of any of the Bonds is a “related party” to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (A) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (B) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (C) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other).

Undertakings of the Successful Bidder

The successful bidder shall make a bona fide public offering of all of the Bonds to the general public (excluding bond houses, brokers, or similar persons acting in the capacity of underwriters or wholesalers who are not purchasing for their own account as ultimate purchasers without a view to resell) and will, within 30 minutes after being notified of the award of the Bonds, advise the County in writing (via facsimile transmission) of the Initial Reoffering Terms. Prior to the delivery of the Bonds, the successful bidder will furnish a certificate acceptable to Bond Counsel as to the “issue price” of the Bonds within the meaning of Section 1273 of the Internal Revenue Code of 1986, as amended. It will be the responsibility of the successful bidder to institute such syndicate reporting requirements, to make such investigation, or otherwise to ascertain the facts necessary to enable it to make such certification with reasonable certainty.

Delivery

The Bonds will be delivered on or about February __, 2024, in New York, New York, at DTC against payment of the purchase price therefor (less the amount of the Deposit) in Federal Reserve funds.

The approving opinion of Norton Rose Fulbright US LLP, Washington, D.C., in substantially the form appearing in the Preliminary Official Statement, will be furnished without

cost to the successful bidder. There will also be furnished the usual closing papers, including certifications as to the Official Statement and no-litigation.

CUSIP Numbers

Application for CUSIP numbers with respect to the Bonds will be made by the County's financial advisor, but neither the failure to print CUSIP numbers on the Bonds nor any improperly printed CUSIP numbers shall constitute cause for failure or refusal by the successful bidder to accept delivery or make payment for the Bonds. The CUSIP Service Bureau's charge for the assignment of numbers shall be paid by the successful bidder.

Official Statements

Copies of the Preliminary Official Statement may be obtained without cost via the Internet at www.munihub.com. The Preliminary Official Statement at its date is "deemed final" by the County for purposes of the Securities and Exchange Commission Rule 15c2-12 adopted under the Securities Exchange Act of 1934, as amended (the "Rule"), but is subject to revision, amendment and completion.

After the award of the Bonds, the County will prepare copies of the Official Statement (no more than 50) and will include therein such additional information concerning the reoffering of the Bonds as the successful bidder may reasonably request; provided, however, that the County will not include in the Official Statement a "NRO" ("not reoffered") designation with respect to any maturity of the Bonds. The successful bidder will be responsible to the County in all respects for the accuracy and completeness of information provided by such successful bidder with respect to such reoffering. The County expects the successful bidder to deliver copies of such Official Statement to persons to whom such bidder initially sells the Bonds and to The Electronic Municipal Market Access System ("EMMA") administered by the Municipal Securities Rulemaking Board. The successful bidder will be required to acknowledge receipt of such Official Statement, to certify that it has made delivery of the Official Statement to EMMA and to acknowledge that the County expects the successful bidder to deliver copies of such Official Statement to persons to whom such bidder initially sells the Bonds and to certify that the Bonds will only be offered pursuant to such Official Statement and only in states where the offer is legal. The successful bidder will be responsible to the County in all respects for the accuracy and completeness of information provided by such successful bidder with respect to such reoffering.

In general, the Rule prohibits an underwriter from purchasing or selling municipal securities, such as the Bonds, unless it has determined that the issuer of such securities has committed to provide annually certain information, including audited financial information, and notice of various events described in the Rule, if material. The County will provide to EMMA annual information respecting the County, including audited financial statements. In addition, the County will provide to EMMA the required notice of the occurrence of any events described in the Rule.

Official Statements will be provided within seven (7) business days after the date of the award of the Bonds in such quantities as may be necessary for the successful bidder's regulatory compliance.

Further information will be furnished upon application to PFM Financial Advisors LLC (571) 527-5134 or (703) 741-0175.

Reservation of Rights

The right to reject any or all bids and to waive any irregularity or informality in any bid is reserved.

BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA

By: Jill G. Cooper, Clerk

Exhibit A

FAIRFAX COUNTY, VIRGINIA
[\$[PRINCIPAL AMOUNT]
PUBLIC IMPROVEMENT BONDS, SERIES 2024A

ISSUE PRICE CERTIFICATE
(for Competitive Sales to be modified if Hold-the-Offering-Price Rule applies)

The undersigned, on behalf of [NAME OF UNDERWRITER] (the “Purchaser”), hereby certifies as set forth below with respect to the sale of the above-captioned obligations (the “Bonds”) of Fairfax County, Virginia (the “Issuer”).

1. Reasonably Expected Initial Offering Price.

(a) As of the Sale Date, the reasonably expected initial offering prices of the Bonds to the Public by the Purchaser are the prices listed in Schedule A (the “Expected Offering Prices”). The Expected Offering Prices are the prices for the Maturities of the Bonds used by the Purchaser in formulating its bid to purchase the Bonds. Attached as Schedule B is a true and correct copy of the bid provided by the Purchaser to purchase the Bonds.

(b) The Purchaser was not given the opportunity to review other bids prior to submitting its bid.

(c) The bid submitted by the Purchaser constituted a firm offer to purchase the Bonds.

2. Defined Terms.

(a) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate Maturities.

(b) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(c) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [DATE].

(d) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the Purchaser's interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Tax Certificate with respect to the Bonds and with respect to compliance with the federal income tax rules affecting the Bonds, and by Norton Rose Fulbright US LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

[NAME OF UNDERWRITER]

By: _____

Name: _____

Title: _____

Dated: _____

SCHEDULE A TO ISSUE PRICE CERTIFICATE

EXPECTED OFFERING PRICES

(Attached)

SCHEDULE B TO ISSUE PRICE CERTIFICATE

[Copy of Bid Submitted by Underwriter]

Exhibit B

FAIRFAX COUNTY, VIRGINIA

[\$[PRINCIPAL AMOUNT]

PUBLIC IMPROVEMENT BONDS, SERIES 2024A

ISSUE PRICE CERTIFICATE

(if Hold-the-Offering-Price Rule applies)

The undersigned, on behalf of [NAME OF UNDERWRITER] (“[SHORT NAME OF UNDERWRITER]”) [and the other members of the underwriting syndicate (together, the “Underwriting Group”)], hereby certifies as set forth below with respect to the sale and issuance of the above-captioned obligations (the “Bonds”) of Fairfax County, Virginia (the “Issuer”).

1. ***Initial Offering Price of the Hold-the-Offering-Price Maturities.***

(a) [SHORT NAME OF UNDERWRITER][The Underwriting Group] offered the Hold-the-Offering-Price Maturities to the Public for purchase at the respective initial offering prices listed in Schedule A (the “Initial Offering Prices”) on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B.

(b) As set forth in the Notice of Sale and bid award, [SHORT NAME OF UNDERWRITER][The Underwriting Group] agreed in writing on or prior to the Sale Date that, (i) for each Maturity of the Hold-the-Offering-Price Maturities, [it][they] would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the “hold-the-offering-price rule”), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any retail or other third-party distribution agreement shall contain the agreement of each broker-dealer who is a party to the retail or other third-party distribution agreement, to comply with the hold-the-offering-price rule. Pursuant to such agreement, no Underwriter (as defined below) offered or sold any Maturity of the Hold-the-Offering-Price Maturities at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period.

2. ***Defined Terms.***

(a) *Hold-the-Offering-Price Maturities* means those Maturities of the Bonds listed in Schedule A hereto as the “Hold-the-Offering-Price Maturities.”

(b) *Holding Period* means, with respect to a Hold-the-Offering-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date, or (ii) the date on which [SHORT NAME OF UNDERWRITER][The Underwriting Group] sold at least 10% of such Hold-the-Offering-Price Maturity to the Public at prices that are no higher than the Initial Offering Price for such Hold-the-Offering-Price Maturity.

(c) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate maturities.

(d) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(e) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [date of award].

(f) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail or other third-party distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents [SHORT NAME OF UNDERWRITER]’s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Tax Certificate with respect to the Bonds and with respect to compliance with the federal income tax rules affecting the Bonds, and by Norton Rose Fulbright US LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

[NAME OF UNDERWRITER]

By: _____

Name: _____

Title: _____

Dated: _____

SCHEDULE A

INITIAL OFFERING PRICES OF THE HOLD-THE-OFFERING-PRICE MATURITIES

(Attached)

SCHEDULE B
PRICING WIRE OR EQUIVALENT COMMUNICATION

(Attached)

PRELIMINARY OFFICIAL STATEMENT DATED JANUARY __, 2024

NEW ISSUE – Full Book Entry

RATINGS: Fitch: “___”
 Moody’s: “___”
 S&P: “___”
 (See “RATINGS” herein)

In the opinion of Bond Counsel, under current law and assuming continuing compliance with certain tax covenants and requirements of the Internal Revenue Code of 1986, as amended (the “Code”), as described herein, interest on the Bonds will not be includable in the gross income of the owners thereof for federal income tax purposes. Under existing law, the interest on the Bonds is excluded from Virginia taxable income for purposes of the individual income tax and the income taxation of corporations by the Commonwealth of Virginia under Sections 58.1-322 and 58.1-402 of the Code of Virginia of 1950, as amended, to the extent that such interest is excludable from gross income for federal income tax purposes. See “TAX MATTERS” herein for further information.

\$ _____ *

**FAIRFAX COUNTY, VIRGINIA
 PUBLIC IMPROVEMENT BONDS, SERIES 2024A**

Dated: Date of Delivery**Due: October 1, as shown on the inside cover page**

Interest on the Bonds will be payable on each April 1 and October 1, commencing October 1, 2024.

The Bonds are being issued for the purpose of financing various public improvements.

The Bonds maturing on or after October 1, 203_*, are subject to optional redemption prior to maturity as a whole or in part at any time on or after April 1, 203_*, at a redemption price of par plus accrued interest, as described herein. See “THE BONDS – Optional Redemption” herein.

The Bonds will be general obligations of Fairfax County, Virginia (the “County”), for the payment of which the Board of Supervisors of the County is unconditionally obligated to levy and collect an annual ad valorem tax, unlimited as to rate or amount, upon all property in the County subject to local taxation.

This page and the inside cover page contain certain information for quick reference only. They are not a summary of this issue. Investors must read this entire Official Statement to obtain information essential to making an informed investment decision.

The Bonds are offered for delivery when, as, and if issued, subject to the approving opinion of Norton Rose Fulbright US LLP, Washington, D.C., Bond Counsel. The Bonds will be available for delivery in New York, New York, through the facilities of DTC on or about February __, 2024.

January __, 2024

* Preliminary, subject to change.

This Preliminary Official Statement and the information contained herein are subject to completion or amendment. The Bonds may not be sold nor may an offer to buy be accepted prior to the time the Official Statement is delivered in final form. Under no circumstances shall this Preliminary Official Statement constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of the Bonds, in any jurisdiction in which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of such jurisdiction.

FAIRFAX COUNTY, VIRGINIA

\$ _____ *

PUBLIC IMPROVEMENT BONDS, SERIES 2024A
**MATURITY DATES, PRINCIPAL AMOUNTS, INTEREST RATES AND
PRICES/YIELDS**

Base CUSIP† Number 30382A

Maturity Date <u>October 1</u>	Principal <u>Amount</u>	Interest <u>Rate</u>	Price or <u>Yield</u>	CUSIP† <u>Suffix</u>
2024	\$	%	%	
2025				
2026				
2027				
2028				
2029				
2030				
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040				
2041				
2042				
2043				

† CUSIP® is a registered trademark of the American Bankers Association. The CUSIP numbers listed above are being provided solely for the convenience of bondholders only, and Fairfax County, Virginia, does not make any representation with respect to such numbers or undertake any responsibility for their accuracy. The CUSIP numbers are subject to change after the issuance of the Bonds.

* Preliminary, subject to change.

Fairfax County, Virginia

BOARD OF SUPERVISORS

Jeffrey C. McKay, *Chairman*
Penelope A. Gross, *Vice Chairman*
Walter L. Alcorn
John W. Foust
Patrick S. Herrity
Rodney L. Lusk
Dalia A. Palchik
Kathy L. Smith
Daniel G. Storck
James R. Walkinshaw

COUNTY OFFICIALS

Bryan J. Hill, *County Executive*
Thomas G. Arnold, *Deputy County Executive*
Ellicia L. Seard-McCormick, *Deputy County Executive*
Christopher Leonard, *Deputy County Executive*
Rachel O'Dwyer Flynn, *Deputy County Executive*
Christina C. Jackson, *Chief Financial Officer*
Philip A. Hagen, *Director, Department of Management and Budget*
Christopher J. Pietsch, *Director, Department of Finance*

COUNTY ATTORNEY

Elizabeth D. Teare, Esquire

PAYING AGENT

Fairfax County Director of Finance
12000 Government Center Parkway, Suite 214
Fairfax, Virginia 22035-0074
(703) 324-3120

FINANCIAL ADVISOR

PFM Financial Advisors LLC
4350 North Fairfax Drive, Suite 590
Arlington, Virginia 22203-1547
(703) 741-0175

BOND COUNSEL

Norton Rose Fulbright US LLP
799 9th Street NW, Suite 1000
Washington, D.C. 20001-4501
(202) 662-4760

For information relating to this Official Statement please contact:

Christina C. Jackson, Chief Financial Officer
Fairfax County, Virginia
12000 Government Center Parkway, Suite 561
Fairfax, Virginia 22035-0074
(703) 324-2391

No person has been authorized by Fairfax County, Virginia (the “County”), to give any information or to make any representations with respect to the County or the Bonds other than those contained in this Official Statement, and, if given or made, such other information or representations may not be relied upon as having been authorized by the County. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of the Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation, or sale. The information herein is subject to change without notice, and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the County since the date hereof. This Official Statement is not to be construed as a contract or agreement between the County and the purchasers or owners of any of the Bonds. Any electronic reproduction of this Official Statement may contain computer generated errors or other deviations from the printed Official Statement. In any such case, the printed version controls.

The Bonds are exempt from registration under the Securities Act of 1933, as amended. The Bonds are also exempt from registration under the securities laws of the Commonwealth of Virginia. The Bonds have not been registered under the Securities Act of 1933, as amended, and the County’s bond authorization has not been qualified under the Trust Indenture Act of 1939, as amended, in reliance upon exemptions contained in the acts. The registration or qualification of the Bonds in accordance with applicable provisions of laws of any jurisdiction in which the Bonds have been registered or qualified and the exemption from registration or qualification in other jurisdictions cannot be regarded as a recommendation thereof. Neither these jurisdictions nor any of their agencies have passed upon the merits of the Bonds or the accuracy or completeness of this Official Statement. Any representation to the contrary may be a criminal offense.

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OFFICIAL STATEMENT
FAIRFAX COUNTY, VIRGINIA

Regarding
\$ _____ * Public Improvement Bonds, Series 2024A

INTRODUCTION

The purpose of this Official Statement, which includes the cover page, the inside cover pages and the appendices hereto, is to furnish information in connection with the sale by Fairfax County, Virginia (the “County”), of its \$ _____ * Public Improvement Bonds, Series 2024A (the “Bonds”).

The financial and operating data contained herein and in Appendix IV are as of the dates and for the periods indicated, a portion of which were prior to the outbreak of the COVID-19 pandemic. Such financial and operating data have not been updated to reflect any potential impacts of the COVID-19 pandemic on Fairfax County’s general economic and financial condition. See “GOVERNMENT SERVICES – COVID-19 Matters.”

THE BONDS

Authorization And Purposes

The Bonds will be issued under a resolution (the “Resolution”) adopted by the Board of Supervisors of Fairfax County (the “Board of Supervisors”) on December 5, 2023, pursuant to Article VII, Section 10(b) of the Constitution of Virginia and the Public Finance Act of 1991, Chapter 26, Title 15.2, Code of Virginia of 1950, as amended (the “Act”).

The Bonds will be issued to provide funds† in the following amounts for the following purposes (collectively, the “Public Improvements”):

School Improvements	\$205,000,000
Transportation and Road Improvements and Facilities	68,740,000
Public Safety Facilities	35,260,000
Parks and Park Facilities.....	28,000,000
Library Facilities.....	5,000,000
Human Services and Community Development Facilities	<u>8,000,000</u>
Total	<u>\$350,000,000</u>

[Remainder of page intentionally left blank]

* Preliminary, subject to change.

† For purposes of this Preliminary Official Statement, it is assumed that proceeds of the Bonds will include a net bond premium in order to fund the purposes described above.

The anticipated sources and uses of the proceeds of the Bonds are summarized below.

Sources

Par amount of the Bonds	\$ _____	.00
Net offering premium		—
Total Sources.....		<u>\$</u>

Uses

Public Improvements.....		\$
Underwriter's discount		—
Other issuance expenses		—
Total Uses.....		<u>\$</u>

Description

The Bonds will be dated the date of their delivery, will bear interest from their delivery date, payable on each April 1 and October 1, commencing October 1, 2024, and will mature in the amounts on October 1 in each of the years 2024* through 2043*, inclusive, as set forth on the inside cover page of this Official Statement.

Interest on the Bonds is calculated based on a 360-day year consisting of twelve thirty-day months. The Bonds will be issued in denominations of \$5,000 and integral multiples thereof under the book-entry system of the Depository Trust Company ("DTC"), and principal and interest on the Bonds will be payable in the manner described in Appendix V, "BOOK-ENTRY ONLY SYSTEM."

Optional Redemption

The Bonds maturing on or after October 1, 203_*, are subject to redemption prior to maturity, at the option of the County, from any money available for such purpose on any date on or after April 1, 203_*, as a whole or in part (in integral multiples of \$5,000) at any time, at a redemption price equal to the principal amount thereof, together with the interest accrued to the redemption date on the principal amount to be redeemed.

Mandatory Sinking Fund Redemption*

[This caption and one or more of the following paragraphs will be included in the final Official Statement only if the successful bidder for the Bonds elects to combine, in accordance with the Notice of Sale, two or more consecutive serial maturities into any number of term bonds.]

The Bonds maturing October 1, 20__ , and October 1, 20__ , are subject to mandatory redemption in part, on a pro rata basis, on October 1 in the years shown below, at a redemption price equal to the principal amount thereof, plus accrued interest, if any, to the date of redemption in an amount equal to the sinking fund installments for such Bonds for such date:

*Preliminary, subject to change.

Term Bonds Maturing October 1, 20__

<u>Years</u>	<u>Sinking Fund Installments</u>
20__	\$
20__	
20__ †	

† Final Maturity

Term Bonds Maturing October 1, 20__

<u>Years</u>	<u>Sinking Fund Installments</u>
20__	\$
20__	
20__ †	

† Final Maturity

Notice of Redemption

Not more than sixty (60) nor less than thirty (30) days before the redemption date of any Bonds to be redeemed, whether such redemption be in whole or in part, the County will cause a notice of such redemption to be filed with the bond registrar and to be mailed, postage prepaid, to the registered owner of each Bond to be redeemed in whole or in part at his or her address appearing upon the registration books of the County, but failure to mail such notice or any defect therein will not affect the validity of the redemption. Each such notice shall set forth the date designated for redemption, the redemption price to be paid, and the maturities of the Bonds to be redeemed and, if less than all of the Bonds of any one maturity of a series then outstanding shall be called for redemption, the distinctive numbers and letters, if any, of such Bonds to be redeemed and, in the case of any Bond to be redeemed in part only, the portion of the principal amount thereof to be redeemed. If any Bond is to be redeemed in part only, the notice of redemption will state also that on or after the redemption date, upon surrender of such Bond, a new Bond or Bonds in principal amount equal to the unredeemed portion of such Bond will be issued.

Any notice of optional redemption of the Bonds may state that it is conditioned upon there being available an amount of money sufficient to pay the redemption price plus interest accrued and unpaid to the redemption date, and any conditional notice so given may be rescinded at any time before the payment of the redemption price if any such condition so specified is not satisfied. If a redemption does not occur after a conditional notice is given due to an insufficient amount of funds on deposit by the County, the corresponding notice of redemption will be deemed to be revoked.

Security

The Bonds are general obligations of the County for which its full faith and credit are irrevocably pledged. The Act requires that the Board of Supervisors shall, in each year while any of the Bonds shall be outstanding, levy and collect an ad valorem tax, unlimited as to rate or amount, upon all property in the County subject to local taxation sufficient to pay the principal of and the interest on the Bonds as the same shall become due, which tax shall be in addition to all other taxes authorized to be levied in the County.

State Aid Intercept

The provisions of Section 15.2-2659 of the Act, in substance, direct the Governor of Virginia, upon satisfactory proof of default by the County in the payment of principal of or interest on the Bonds, immediately to order the Comptroller of Virginia to withhold all further payment to the County of all funds, or any part thereof, appropriated and payable by the Commonwealth of Virginia (the “Commonwealth” or “State”) to the County for any and all purposes until such default is remedied. For as long as the default continues, the law directs the Governor to require the Comptroller to pay to the holders of such Bonds or the paying agent therefor all of the withheld funds or as much as are necessary to cure, or to cure insofar as possible, the default on such Bonds. The Governor shall, as soon as practicable, give notice of such default and of the availability of funds with the paying agent or with the Comptroller by publication one time in a daily newspaper of general circulation in the City of Richmond, Virginia, and by mail to the registered owners of such Bonds. Although the provisions of Section 15.2-2659 have never been tested in a Virginia court, the Attorney General of Virginia has opined that appropriated funds can be withheld pursuant to its provisions.

Remedies

The Bonds do not specifically provide any remedies that would be available to a bondholder if the County defaults in the payment of principal of or interest on the Bonds, nor do they contain a provision for the appointment of a trustee to protect and enforce the interests of the bondholders upon the occurrence of such default. If a bondholder does not receive payment of principal or interest when due, the holder could seek to obtain a writ of mandamus from a court of competent jurisdiction requiring the Board of Supervisors to levy and collect an ad valorem tax, unlimited as to rate or amount, upon all property in the County subject to local taxation sufficient to pay the principal of and the interest on the Bonds as the same shall become due. The mandamus remedy, however, may be impracticable and difficult to enforce. The enforceability of rights or remedies with respect to the Bonds (but not the validity of the Bonds) may be limited by bankruptcy, insolvency, or other State or federal laws, heretofore or hereafter enacted, and equitable principles affecting the enforcement of creditors’ rights.

No Litigation Respecting the Bonds

No litigation is pending or, to the best of the County’s knowledge, threatened (a) to restrain or enjoin the issuance, sale, or delivery of any of the Bonds, the application of the proceeds thereof, or the pledge of tax revenues for payment of the Bonds, (b) in any way contesting or affecting any authority for the issuance or validity of the Bonds, (c) in any way contesting the existence or powers of the County or (d) that, if determined adversely against the County, would have a material adverse effect on the County. See “CONTINGENT LIABILITIES AND CLAIMS” for a description of litigation affecting the County.

FAIRFAX COUNTY

GENERAL DESCRIPTION

Overview

Fairfax County, Virginia (“Fairfax County” or the “County”), is located in the northeastern corner of the Commonwealth of Virginia (the “Commonwealth”) and encompasses a net land area of 407 square miles. Its current estimated population exceeds one million. The County is part of the Washington, D.C., metropolitan area, which includes jurisdictions in Maryland, the District of Columbia and Northern Virginia.

The Fairfax County government is organized under the Urban County Executive form of government (as defined under Virginia law). The governing body of Fairfax County is the Board of Supervisors (the “Board of Supervisors”), which makes policies for the administration of the County. The Board of Supervisors is comprised of ten members: the Chairman, elected at large for a four-year term, and one member from each of nine districts, each elected for a four-year term by the voters of the district in which the member resides. The Board of Supervisors appoints a County Executive to act as the administrative head of the County. The County Executive serves at the pleasure of the Board of Supervisors, carries out the policies established by the Board of Supervisors, directs business and administrative procedures, and recommends officers and personnel to be appointed by the Board of Supervisors.

In Virginia, cities and counties are discrete units of government and do not overlap. Fairfax County completely surrounds the City of Fairfax and is adjacent to the City of Falls Church and the City of Alexandria. Property within these cities is not subject to taxation by Fairfax County, and the County generally is not required to provide governmental services to their residents. The County does, however, provide certain services to the residents of certain of these cities pursuant to agreements with such cities.

In Fairfax County there are three incorporated towns, Clifton, Herndon and Vienna, which are underlying units of government within the County, and the ordinances and regulations of the County are, with certain limitations prescribed by Virginia law, generally effective in them. Property in these towns is subject to County taxation, and the County provides certain services to their residents. These towns may incur general obligation bonded indebtedness without the prior approval of the County (more fully discussed in “DEBT ADMINISTRATION – Underlying Bonded Indebtedness”).

Population

Fairfax County’s estimated 2021 population is 1,170,033. In 1980, Fairfax County was the third most populous jurisdiction in the Washington, D.C., primary metropolitan statistical area, as defined by the U.S. Bureau of the Census. By 1990, Fairfax County, with 818,584 residents, had become the most populous jurisdiction in the Washington, D.C. area, having added an average of 22,168 people per year in the 1980s. Population growth during the 1990s and 2000s slowed; on average, the County gained about 8,028 people per year during 2010-2021.

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Fairfax County Population

<u>Calendar Year</u>	<u>Population</u>
1940	40,929
1950	98,557
1960	248,897
1970	454,275
1980	596,901
1990	818,584
2000	969,749
2001	984,366
2002	1,004,435
2003	1,012,090
2004	1,022,298
2005	1,033,646
2006	1,037,311
2007	1,041,507
2008	1,050,315
2009	1,074,227
2010	1,081,726
2011	1,100,692
2012	1,118,602
2013	1,130,924
2014	1,137,538
2015	1,142,234
2016	1,138,652
2017	1,142,888
2018	1,152,873
2019	1,166,965
2020	1,171,848
2021	1,170,033

Sources: U.S. Bureau of the Census (1940-2000, and 2010 Decennial Censuses); FY 2011-2022 Fairfax County Annual Comprehensive Financial Reports

The following table reflects the population age distribution of County residents, based on the U.S. Census Bureau's 2010 Decennial Census. The survey estimated the County's total population in 2010 at 1,081,726.

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**Household Population Age Distribution
Fairfax County**

<u>Age Group</u>	2010	
	<u>Number</u>	<u>Percent (%)</u>
Under 20 years	285,405	26.4
20 – 34	218,781	20.2
35 – 54	339,757	31.4
55 – 64	131,493	12.2
65 and Over	<u>106,290</u>	<u>9.8</u>
Total	1,081,726	100.0

Sources: U.S. Bureau of the Census, 2010 Decennial Census and Virginia Employment Commission

Based on the latest data released by the U.S. Census Bureau, Fairfax County's median household income was \$133,974, and median family income was \$157,563 in 2021. Approximately 44.2% of the County's households and 52.7% of families had annual incomes of \$150,000 or more. The following table shows the 2021 household and family income distribution in the County.

2021 Household and Family Income Distribution (by Percentage)¹

<u>Income Level</u>	<u>Household</u>	<u>Family</u>
Under \$25,000	6.6%	4.6%
\$25,000 – 49,999	9.2	7.4
\$50,000 – 74,999	10.1	8.2
\$75,000 – 99,999	10.7	8.8
\$100,000 – 149,999	19.3	18.2
\$150,000 or more	44.2	52.7
Median Income	\$133,974	\$157,563

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

¹ Household Income is defined as that income which is available to all residents of a housing unit, regardless of relationship. Income is from all sources, before taxes and deductions, and includes wages, business, retirement, SSI, alimony, child support, interest, etc. Family Income is derived by including only those households containing two or more persons related by blood, marriage or adoption. Percentages may add to more than 100% due to rounding.

Certain County Administrative and Financial Staff Members

Bryan J. Hill, County Executive, was appointed as County Executive by the Fairfax County Board of Supervisors effective January 2, 2018. He was previously the Chief Administrative Officer and Clerk to the Board for James City County from 2014 to 2017; he previously spent seven years with Beaufort County, South Carolina, as deputy county administrator. At James City County, Mr. Hill was responsible for oversight of staff, major infrastructure projects, economic development, transportation initiatives and the development and implementation of that county's first strategic plan. He led the realignment of James City County's debt portfolio, which resulted in AAA ratings from each of the three major bond rating agencies. Mr. Hill also has served as the vice chancellor for finance and operations at the University of South Carolina's Beaufort/Bluffton Campus, and as the director of finance for the University of Maryland's Office of Information and Technology as well as director of administration for the Department of Aerospace Engineering. He has a bachelor's degree in public administration from Alfred University and a master's degree in public administration from the University of Southern California.

Thomas G. Arnold, Deputy County Executive, was appointed effective February 26, 2022. As Deputy County Executive for Safety & Security, Mr. Arnold directly oversees the Public Safety Agencies and is a Liaison to Executive Director for Police Civilian Review Panel, Independent Police Auditor, Circuit Court, General District Court, and Office of the Sheriff. Previously, Mr. Arnold was an Assistant Fire Chief with the Fire and Rescue Department. Mr. Arnold has 21 years of service with the County. He began with the Fairfax County Fire and Rescue Department as a firefighter in 2001. He has also published papers on fire and rescue-related topics. Mr. Arnold holds a Master of Science in executive fire service leadership from Grand Canyon University and a Bachelor of Science in business administration from Pennsylvania State University. Mr. Arnold is a graduate of the National Fire Academy Executive Fire Officer Program (EFO), a Center for Public Safety Excellence Chief Fire Officer (CFO), and a member of the International Association of Fire Chiefs (IAFC).

Ellicia L. Seard-McCormick, Deputy County Executive, was appointed effective November 22, 2021. Ms. Seard-McCormick oversees the various departments that provide administrative operations for the County, including the Facilities Management Department, the Department of Cable and Consumer Services, the Department of Human Resources, the Department of Information Technology, the Office of Public Affairs, and others. She has more than two decades of experience as a County employee. Prior to her appointment, she was a Deputy Director of the Department of Management and Budget (DMB) where she led overall system coordination and decision-making for the County's enterprise resource planning (ERP) system for business functions related to overall human resource, financial, procurement and budget operations. She was also lead for multiple special projects, including countywide space planning and IT projects, a liaison to boards, authorities and commissions and the agencies that support them, and she served as a liaison for large-scale county reorganization efforts, among other duties. Ms. Seard-McCormick earned a Bachelor of Arts in Political Science and a Master's degree in Public Administration, both from the University of North Carolina at Chapel Hill.

Christopher A. Leonard, Deputy County Executive, was appointed on January 2, 2021, by the Board of Supervisors. Mr. Leonard oversees the Park Authority and various departments that make up the provision of Health, Housing, and Human Services in Fairfax County. He has more than two decades of experience as a county employee, starting as a budget analyst in the Department of Management and Budget. Mr. Leonard spent the ten years prior to his current appointment serving as the Director of the Department of Neighborhood and Community Services. In that role, he led the considerable change management effort required for the consolidation of two existing county departments into one department, an effort that resulted in considerable savings. Mr. Leonard earned a bachelor's degree in sport management and a master's degree in public administration, both from West Virginia University.

Rachel O'Dwyer Flynn, Deputy County Executive, was appointed on January 22, 2019, by the Board of Supervisors. Ms. Flynn oversees the Department of Public Works and Environmental Services, the Department of Transportation, the Department of Code Compliance, Land Development Services, and the Department of Planning and Development. Ms. Flynn has 35 years of experience in both private and public organizations as an architect, urban planner, director of planning/building/economic development and real estate development executive. Before her appointment as Deputy County Executive, Ms. Flynn was the director of design management, planning and entitlements at Google, and from 2016-2018, she was the vice president of FivePoint Communities. Previously, Ms. Flynn served as the director of the Department of Planning and Building for the City of Oakland, California, from 2013-2016; the director of planning for Otak International in Abu Dhabi from 2011-2012; the director for the Department of Community Development for the City of Richmond from 2006-2011; and the director of the Department of Community Planning and Development for the City of Lynchburg from 1998-2006. Ms. Flynn has led efforts to develop award-winning master plans and city-wide general plans throughout her career. She has been honored with numerous awards from civic and professional organizations for implementing successful and complex plans, progressive environmental initiatives and innovative GIS/technology

programs. Ms. Flynn holds a bachelor's degree in architecture and a master's degree in engineering management from Catholic University and a master's in public administration from Harvard University. Ms. Flynn is a licensed architect and a member of the American Institute of Architects.

Elizabeth D. Teare was appointed County Attorney by the Fairfax County Board of Supervisors effective July 1, 2016. Prior to her appointment, Ms. Teare served as the Deputy County Attorney for the Land Use and Environmental Law Section of the Fairfax County Attorney's Office from 2012 through 2016. From 2009 through 2012, she served as a Senior Assistant County Attorney and from 2000 to 2008 as an Assistant County Attorney. Prior to her tenure with the Fairfax County Attorney's Office, Ms. Teare was an associate attorney with a law firm known at that time as Surovell, Jackson, Colten & Dugan, P.C., in Fairfax, Virginia, from 1992 to 2000. She also worked as an Assistant Attorney General in Richmond, Virginia, in a temporary position from 1991 to 1992. Ms. Teare clerked for the Honorable Rosemarie Annunziata, who was then a Fairfax County Circuit Court Judge, from 1990 to 1991. Ms. Teare has been appointed by the Supreme Court of Virginia to serve on the faculty of the Virginia State Bar's Harry L. Carrico Professionalism Course. In addition, she has lectured on land use and environmental law related issues for the Fairfax County Bar Association and the Local Government Attorneys of Virginia. Ms. Teare received a Bachelor of Arts degree from Sweet Briar College, magna cum laude with high honors in English, in 1986. In 1990, Ms. Teare received her juris doctorate degree, cum laude, from the Washington and Lee University School of Law and was admitted to the Virginia State Bar later that year.

Christina C. Jackson was appointed Fairfax County's Chief Financial Officer (CFO) effective September 13, 2021. Prior to assuming the duties of CFO, Ms. Jackson served as Director of the Department of Management and Budget of the County since July 2019 and served as Deputy Director from November 2015. Ms. Jackson received her bachelor's degree in Public Policy Studies and Political Science from Duke University and a Master of Public Affairs degree from the University of North Carolina at Greensboro. Ms. Jackson joined the Fairfax County Department of Management and Budget in December 2003 as a budget analyst.

Philip A. Hagen was appointed Director of the Department of Management and Budget for Fairfax County, effective November 19, 2022. Prior to his appointment, Mr. Hagen joined the Fairfax County Department of Management and Budget in November 2010 as a budget analyst and served as Deputy Director from October 2019. Mr. Hagen received his bachelor's degree in Finance from the University of Florida and a Master of Public Administration degree from George Mason University.

Christopher J. Pietsch was appointed Director of Finance for Fairfax County effective December 30, 2013. From 2003 until his appointment as Director of Finance, Mr. Pietsch served as the Director of the Fairfax County Internal Audit Office. Prior to that, Mr. Pietsch spent 16 years working in bank auditing as well as governmental auditing with the Commonwealth. Mr. Pietsch is a graduate of James Madison University, Harrisonburg, Virginia, with a degree in Finance. In addition, he is a Certified Public Finance Officer, a Certified Internal Auditor and a Certified Bank Auditor.

County Employees

As of July 2022, the School Board of Fairfax County, Virginia (the "School Board"), supported 25,570 full time equivalent positions. The County supported 12,312 full time equivalent positions in activities funded directly or supported by the General Fund and 1,392 full time equivalent positions employed in activities not supported by the General Fund, principally the County's Integrated Sewer System (the "Integrated Sewer System").

During the 2020 legislative session, the Virginia General Assembly voted to provide localities and local school boards with the ability to collectively bargain with some public employees if permitted by the adoption of a local ordinance or resolution. The legislation was subsequently signed by the Governor with an amendment making this legislation effective May 1, 2021. Over several months, through its Personnel Committee, the Board received a presentation about the framework of collective bargaining under the newly enacted authority, discussed collective bargaining, and was presented with draft collective bargaining ordinances for its consideration. Consistent with Virginia law, the Board held a public hearing on the collective bargaining ordinance, and it was adopted on October 19, 2021.

Among other things, the ordinance prescribes the process by which an employee organization can be elected and certified as the exclusive bargaining representative for all employees in a bargaining unit. There are three recognized collective bargaining units per the County collective bargaining ordinance: Fire and Emergency Medical Services, Police, and General Government. Per the ordinance, negotiations with a collective bargaining unit must commence no later than July 1 and conclude by October 15 of any year where an agreement is sought to be effective at the beginning of the next fiscal year.

On November 15, 2022, the International Association of Fire Fighters Local 2068 was certified as the exclusive representative of all employees in the Fire and Emergency Medical Services bargaining unit. Negotiations between the County and Local 2068 resulted in a tentative agreement, which must be ratified in accordance with the union's governing procedures.

The Southern States Police Benevolent Association was certified as the exclusive bargaining representative for the Police bargaining unit. Negotiations between the County and the SSPBA resulted in a tentative agreement on all but two articles, which went to arbitration as provided under the collective bargaining ordinance. The arbitrator found for the SSPBA on one article and for the County on the second article. The tentative agreement must be ratified in accordance with the SSPBA's governing procedures.

In addition to ratification of the tentative agreements, to be enforceable the ordinance also requires a fiscal impact study by the Department of Management and Budget as well as a resolution adopted by the Board of Supervisors, no later than the last day of December 2023, specifying its good faith commitment to appropriate funding necessary for the County to meet its obligations under the tentative agreements. The resolution would remain subject to actual appropriation by the Board.

The Fairfax County Public Schools has separately established its own collective bargaining framework for its employees. In March 2023, the School Board approved a collective bargaining resolution, granting employees the right to collectively negotiate terms and conditions of employment as a bargaining unit. Positions are assigned to one of the following bargaining units: Administrative and Supervisors, Licensed Instructional, and Operations. Employee organizations (unions/associations) seeking certification to become exclusive representatives must become eligible to be included in an election ballot and demonstrate 30% or more employee support.

GOVERNMENT SERVICES

Reflecting its urban character, Fairfax County provides a comprehensive range of public services characteristic of its form of government under Virginia law and its integral position within the Washington metropolitan area. The following subsections describe principal governmental services and services performed in conjunction with other governmental entities.

General Government Administration

The County government center complex is located in the Fairfax Center area and is accessible by U.S. Routes 50 and 29, near Interstate Highway 66. The 675,000 square foot government center houses core County services and agencies. Three adjacent County office buildings provide an additional 760,000 square feet of space and house primarily human services, community development and public safety agencies and departments of the County. The County also occupies a 135,000 square foot governmental center for delivery of County services in the southeast part of the County, and has six remote governmental centers throughout the County. The centers provide office space for members of the Board of Supervisors, personnel, police, and building inspectors, and provide meeting rooms for community activities.

In June 2022, the International City/County Management Association (“ICMA”) announced that it had awarded its Certificate of Excellence to Fairfax County for the 13th consecutive year. The County is among only 31 jurisdictions across the nation being recognized for their superior efforts and results in performance measurement and management with this award – the organization’s highest level of recognition – from the ICMA Center for Performance Measurement™ (“CPM”). The Certificate of Excellence is the highest of CPM’s three levels of recognition, and pays special tribute to the County’s efforts in identifying and reporting to the public key outcome measures and surveying of residents and employees, as well as the pervasiveness of performance measurement in the County’s culture.

Fairfax County’s Annual Comprehensive Financial Report for the fiscal year ended June 30, 2021, received the Certificate of Achievement for Excellence in Financial Reporting for the 44th year from the Government Finance Officers Association (“GFOA”). Fairfax County has also earned GFOA’s Distinguished Budget Presentation Award for the past 37 years. This award represents the highest form of recognition in governmental budgeting and reflects the commitment of the governing body and staff to meet the highest principles of public budgeting. The Association of Public Treasurers of the United States and Canada (“APT”) has awarded the County certification for its investment policy every year since 1998, confirming that the County meets the high public investment standards set forth by the Association. Written investment policies submitted to the APT received vigorous peer team review for conformity with principles of sound investment management, careful public stewardship, and adoption of the profession’s best practices.

Public Schools

Fairfax County Public Schools (“FCPS”) is the largest educational system in the Commonwealth and the tenth largest school system nationwide, ranked by enrollment. The system is directed by a twelve-person School Board elected by County residents to serve four-year terms. A student representative with a one-year term participates in the School Board’s discussions but does not vote. Because the School Board is not empowered to levy taxes or to incur indebtedness, the operating costs of FCPS are provided by transfers to the School Board from the General Fund of the County and the federal and Commonwealth governments (see “FINANCIAL INFORMATION – General Fund Summary” herein). Capital construction funding for FCPS facilities is provided primarily by the sale of general obligation bonds of the County.

The FCPS system is a high-quality system offering a variety of programs. There is a strong academic program for college-bound students. More than 85% of FCPS graduates self-reported plans to enroll in post-secondary educational programs. In addition to the traditional academic curriculum, the Thomas Jefferson High School for Science and Technology provides a four-year college preparatory program for students who have a strong interest and high aptitude in mathematics, science, computer science, engineering, or related professional fields. The school is designated as one of the Governor’s

magnet schools for science and technology, and students from other Northern Virginia counties are admitted on a tuition-paying basis.

FCPS also offers an extensive program for students pursuing opportunities in technical careers, with courses in business, health occupations, industrial technology, marketing, trade and industrial, and family and consumer sciences studies. In addition, there are special programs offered for gifted children and for students with disabilities spanning ages 2 through 21. FCPS also provides an extensive adult education program offering basic education courses and general education, vocational, and enrichment programs.

As of FY 2023, the School Board operates 192 schools and 7 special education centers:

Fairfax County Public Schools

<u>Type of School</u>	<u>Number of Public Schools</u>
Elementary School	142
Middle School	23
High School	22
Secondary School ¹	3
Alternative High School	2
Special Education Center	<u>7</u>
Total	199

Source: Fairfax County Public Schools FY 2023 Approved Budget

¹ Grades 7-12.

The number of students attending Fairfax County Public Schools increased overall between FY 2014 and FY 2022. Enrollment for FY 2022 was 189,596. FY 2023 approved enrollment is 178,394 students, a decrease of 5,501 students over the FY 2014 enrollment.

Fairfax County Public Schools Enrollment

<u>Fiscal Year</u>	<u>Number of Public School Students</u>	<u>% Change</u>
2014	183,895	-
2015	185,914	1.10%
2016	185,979	0.03
2017	186,842	0.46
2018	188,403	0.84
2019	187,521	(0.47)
2020	188,355	0.44
2021	190,634	1.21
2022	189,596	(0.54)
2023	178,394	(5.91)

Source: Fairfax County Public Schools FY 2023 Approved Budget

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The average per pupil expenditures based on FY 2023 budget operating costs for several Washington metropolitan area jurisdictions are as follows:

Washington Metropolitan Area Per Pupil Expenditures

<u>Jurisdiction</u>	<u>Per Pupil Expenditures</u>
Arlington County	\$23,521
Falls Church City	22,826
Alexandria City	20,777
Fairfax County	18,772
Loudoun County	18,719
Montgomery County (Md.)	18,054
Manassas City	15,755
Prince William County	15,406
Manassas Park City	13,546

Source: FY 2023 Washington Area Boards of Education Guide

Note: Data not available for Prince George's County.

Of the Advanced Placement (AP) tests taken by FCPS students in 2021, 57% rated a score of 3 or above (on a grading scale of 1 to 5). In 2021, 33,610 AP tests were given, a decrease of 13% from 2017. Students who score a 3 or above on at least three AP exams are recognized by the College Board as AP Scholars; the total number of FCPS students recognized as AP Scholars decreased from 6,428 in 2017 to 5,725 in 2021.

For the 2020-2021 school year, FCPS' average SAT score was 1201, compared with the Virginia average of 1156 and the national average of 1060.

Public Works

The Department of Public Works and Environmental Services ("DPWES") provides essential management, professional engineering, design, and construction services in support of the construction of roads, sidewalks, trails, storm drainage, sewers, street lights, bus shelters, and public facilities (except schools, housing, and parks). DPWES is also responsible for the acquisition of land for, and timely construction of, public facilities projects contained in bond referenda questions approved by the voters of Fairfax County. See "DEBT ADMINISTRATION – Bond Referenda Authorization" herein.

The County's wastewater system provides sewer service to residents and businesses through a system of approximately 3,250 miles of sewer lines, 63 pumping stations, 57 metering stations and one treatment plant owned and operated by the County. Wastewater generated in the County is treated at one County-owned treatment facility (Noman M. Cole, Jr., Pollution Control Plant), four inter-jurisdictional treatment facilities (District of Columbia Water and Sewer Authority's Blue Plains Facility, and plants operated by the Upper Occoquan Sewage Authority, Arlington County, and Alexandria Renew Enterprises), and one private treatment facility (Harbor View Wastewater Treatment Plant). The County's treatment capacity in the six facilities totals 156.5 million gallons per day ("mgd"). In addition, the County has purchased 1.0 mgd from the Loudoun County Sanitation Authority and 0.1 mgd of capacity from the Prince William County Service Authority for future flow needs in the southern portion of the County. In July 2019, the County sold 0.5 mgd of its allocation at the Upper Occoquan Sewage Authority to the City of Manassas.

The County's stormwater management program is managed on a comprehensive watershed basis and consists of regulatory compliance, dam safety and facility rehabilitation, stream and water quality, emergency and flood control, conveyance system rehabilitation, contributory funding requirements, and operating support. The stormwater system has multiple projects and initiatives underway in support of the County's environmental priorities.

DPWES manages and operates the I-95 Sanitary Landfill located on approximately 500 acres in the southern portion of the County. This facility is operated on a "special fund" basis, which utilizes tipping fees to pay for the operation and capital expenditures of the landfill. Since January 1, 1996, the landfill has been dedicated to the disposal of ash generated primarily by the incineration of municipal solid waste at the Arlington/Alexandria Energy-from-Waste Facility and the I-95 Energy/Resource Recovery Facility ("E/RRF") located in Fairfax County. On older portions of the landfill, the County has initiated closure activities, which involve placing a synthetic or low permeability soil cap over the closed section of the landfill along with installation of landfill gas extraction wells and leachate collection systems. Capping activity has been completed on approximately 260 acres of the site. The closure project is a multi-phase construction project to continue through the remaining life of the facility. The County has established reserves for this purpose and has met the financial assurance requirements established by the Virginia Department of Environmental Quality regarding closure and post-closure care. Additional landfill requirements, whether debris or municipal solid waste, are met through separate contracts.

The E/RRF, which is operated by Covanta Fairfax, Inc., burns solid waste delivered to the facility from the County, other local governments, and merchants. The facility has a dependable electric capacity rating of 63 megawatts for sale to Dominion Virginia Power, although it has the ability to generate over 80 megawatts. Fairfax County and the Fairfax County Solid Waste Authority, which was created by the County, entered into a service contract in August 1987 with Ogden Martin Systems of Fairfax (now Covanta Fairfax, Inc.), under which Covanta Fairfax, Inc., was obligated to design, construct, operate, and maintain a 3,000 ton per day resource recovery facility at the I-95 Landfill Site. On April 11, 2014, the County and Covanta Fairfax, Inc. entered into a Waste Disposal Agreement ("WDA") that became effective on February 2, 2016, and had an initial five-year term that has since been extended to February 1, 2026. Under the WDA, the County's delivery commitment is 650,000 tons (as may be adjusted under the terms of the WDA). During FY 2021, the E/RRF processed 688,305 tons of material.

Water Supply Service

Fairfax Water ("FW") provides retail water service to residents of Fairfax County and the cities of Fairfax and Falls Church. In addition, FW supplies water for resale, principally in the City of Alexandria, Loudoun County, Prince William County, Fort Belvoir, Towns of Vienna and Herndon. The average total retail and wholesale population served by FW is estimated at 2,000,000 persons. FW, which operates the largest water system in the Commonwealth of Virginia, was established by the Board of Supervisors in 1957 to develop a comprehensive, County-wide water supply system through the acquisition of existing systems and the construction of new facilities. FW is an independent body administered by a ten-member board appointed by the Board of Supervisors. FW finances its capital improvements through the issuance of revenue bonds that are not backed by the full faith and credit of the County but principally repaid by revenues derived from charges for services rendered. Effective April 1, 2022, FW's basic retail water charge is \$3.46 per 1,000 gallons, plus a quarterly service charge (effective April 1, 2022, \$14.95 for most single family homes and townhouses). To pay for treatment and pumping capacity which is used only during periods of high demand, FW also levies a peak use charge of an additional \$3.85 per 1,000 gallons (effective April 1, 2022), on customers who exceed their winter quarter consumption by 6,000 gallons or 30%, whichever is greater. There also are fees for initial connection to the system and for opening, closing, or transferring an account.

FW uses three sources of water supply (Occoquan and Potomac Rivers and the Washington Aqueduct), operates associated treatment, transmission, storage, and distribution facilities, and provides service to approximately 281,000 retail accounts in Fairfax County, with an average daily consumption of about 166 million gallons per day (“mgd”). The combined maximum daily capacity of the supply and treatment facilities is 376 mgd, which is sufficient to meet current demand.

Under an agreement with the Board of Supervisors, FW annually submits a 10-year capital improvement program which is reviewed and approved by the Board of Supervisors as part of the County’s total capital improvement program. FW’s 10-year Capital Improvement Program for FY 2022-2031 includes projects totaling \$962,599,000.

Environmental Initiatives

In July 2019, the County launched its Office of Environmental and Energy Coordination (“OEEC”) to advance environmental and energy priorities. The creation of the OEEC reflects the County’s commitment to environmental and sustainability initiatives. The Sustainability Initiatives Report for Fiscal Year 2020 provides an overview of many of the projects and programs in support of the targets, goals and policies adopted by the Board of Supervisors. Additional information regarding OEEC, including its targets, goals, and policies, can be found at <https://www.fairfaxcounty.gov/environment-energy-coordination/>.

On July 13, 2021, the Board of Supervisors adopted a new greenhouse gas emissions reduction goal through the Carbon Neutral Counties Declaration. Led by Fairfax County, the Carbon Neutral Counties Declaration provides a mechanism for counties across the country to commit to operational emissions reductions. By signing the declaration, Fairfax County pledged to be energy carbon neutral by 2040, work with state and federal counterparts to advance this goal and to ensure it is implemented equitably.

Also on July 13, 2021, the Board of Supervisors adopted an update to the Fairfax County Operational Energy Strategy (“OES”), which includes an overarching goal of carbon neutrality. To significantly reduce the fossil fuel usage and resulting carbon emissions of County government operations, the updated OES sets ambitious goals across eleven focus areas and provides examples of supporting actions that can be taken to help achieve these reductions. All County buildings that begin design after July 13, 2021, will be designed in compliance with the OES. The full OES can be found on the County’s website at:

https://www.fairfaxcounty.gov/environment-energy-coordination/sites/environment-energy-coordination/files/assets/documents/2022%20ff%20sustainability%20report_508.pdf

In addition, the Board of Supervisors and School Board formed the Joint Environmental Task Force, or JET, with the mission of joining the political and administrative capabilities of the county and the school system to proactively address climate change and environmental sustainability. The JET issued its Final Report in October 2020 with an overarching recommendation of energy carbon neutrality by 2040 and supporting recommendations in the areas of energy, transportation, waste and recycling, and workforce development. In October 2020, the Board of Supervisors accepted the JET’s Final Report and directed staff to begin work on an implementation plan.

On November 1, 2022, the Board of Supervisors adopted Resilient Fairfax, the County’s first climate adaptation and resilience plan. Resilient Fairfax focuses on climate effects, with the goal of helping Fairfax County adapt to increasing climate hazards experienced locally. There are 48 strategies in the Resilient Fairfax plan, including 18 prioritized strategies. These strategies are organized into four

main pillars: Integrated Action Planning, Climate Ready Communities, Resilient Infrastructure and Buildings, and Adaptive Environments. The plan includes detailed implementation roadmaps for each of the 18 prioritized strategies.

Transportation

General

Fairfax County is served by various highway, rail, and air transportation facilities. The Capital Beltway (Interstate Highways 95 and 495), Interstate Highways 395 and 66 and the Dulles Toll Road provide access to all parts of the Washington metropolitan area and major surface transportation corridors along the eastern seaboard. The Washington Metropolitan Area Transit Authority (“WMATA”) Metrorail system provides area residents with one of the largest and most modern regional transit systems in the world.

Two major airports serve the County with daily national and international service. Washington Dulles International Airport (“Dulles Airport”), located along the County’s western boundary, is also the site of a designated Foreign Trade Zone. Ronald Reagan Washington National Airport, located a few miles east of the County, is accessible by Interstate Highways 66 and 395. In 1987, control of these facilities was transferred by a 50-year lease from the federal government to the Metropolitan Washington Airports Authority (“MWAA”), a public authority created by inter-jurisdictional compact between the Commonwealth and the District of Columbia. In June 2003, the lease was extended to 2067.

Ground transportation receives significant attention from the County, primarily in an effort to relieve traffic congestion along the major arterials leading to Washington, D.C., and also to facilitate cross-County movement, connecting established and developing centers of commerce and industry. Recent efforts have included increased local funding for highway improvements, establishment of transportation improvement districts, creation of County transit systems, continued participation in WMATA, and other improvements which encourage increased use of Metrorail, bus services, and carpooling. The County also participates in a regional commuter rail system to expand transportation services available to County residents. In Virginia, the Commonwealth is generally responsible for highway construction and maintenance. However, highway improvement needs in Fairfax County far exceed the highway revenues available from the Commonwealth.

Since 1993, funding for County transportation projects has been received from Commonwealth bond financing, Federal Highway Reimbursement Anticipation Notes, Commonwealth general funds, fuel tax collections, County bond financing, Northern Virginia Transportation Authority tax collections and other revenue sources. A few of the many projects supported by these funding sources have included the Fairfax County Parkway, the County’s share of capital costs for the WMATA’s Metrorail system, the Dulles Toll Road, and improvements to U.S. Route 1, U.S. Route 29, I-66, I-95, I-495, the Fairfax County Parkway, State Route 7 and State Route 28.

Metro Transit System

Since 1970, Fairfax County and the other major political subdivisions in the Washington, D.C., metropolitan area have contracted with WMATA to finance, construct and operate a 103-mile Metrorail subway and surface rail transit system. Funding for the construction of the Metrorail system has come from direct Congressional appropriations and by direct local contributions. Five Interim Capital Contributions Agreements between WMATA and the participating political jurisdictions were executed to fully fund and complete the original 103-mile adopted regional system. In July 2014, 11.5 miles of the Silver Line extension were completed and began operation. On November 15, 2022, an additional 11.6

miles were added to the system with completion of Phase II of the Silver Line, with new tracks connecting downtown Washington, D.C., to Washington Dulles International Airport and the terminus in Loudoun County.

WMATA's Board of Directors periodically adopts a Capital Improvement Plan ("CIP"), which prioritizes and maintains the existing capital plant and rolling stock of the Metrobus and Metrorail systems. The regional counter-parties to WMATA periodically agree to updated funding agreements regarding their portion of capital priorities and infrastructure renewal projects. The County issues bonds as the primary source of the County's share of WMATA's CIP.

In 2018, the Virginia General Assembly adopted legislation to provide annual dedicated funding sources to WMATA to address long-term capital needs. Revenue sources previously dedicated to the Northern Virginia Transportation Authority for the Transient Occupancy Tax and Grantor's Tax, in addition to redirecting two statewide revenue sources (state recordation tax currently used to pay bonds from the Northern Virginia Transportation District Fund and motor vehicle rental tax revenues), have been redirected to WMATA. Also, a price floor on the regional gas tax was established to provide further dedicated funds to WMATA.

The County's operating assistance to WMATA is funded from the General Fund, gasoline tax receipts, and State aid. Fairfax County's share of the bus and rail operating subsidies for FY 2014-FY 2023 are shown in the following table:

**Fairfax County WMATA Operating Subsidies
(Millions of Dollars)**

Fiscal Year	Bus Operations ^{1,2}	Rail Operations ¹	ADA Para-transit ¹	Less State Aid ³	Less Gas Tax Receipts ⁴	Adjustments and Interest Applied	Net General Fund
2014	\$52.118	\$34.952	\$13.351	\$63.893	\$23.274	\$4.119	\$9.135
2015	53.349	39.271	13.367	69.971	24.501	1.974	9.541
2016	57.820	46.666	13.661	91.867	17.262	0.168	8.850
2017	63.200	42.186	13.262	91.247	15.841	0.701	10.859
2018	63.732	58.237	13.417	106.977	16.631	0.874	10.904
2019	63.106	62.230	14.884	108.403	18.407	1.039	12.371
2020	65.273	70.136	20.803	95.546	18.287	1.292	41.087
2021	56.894	75.706	20.188	83.314	7.522	0.300	61.652
2022	62.089	67.381	23.334	57.444	7.751	0.000	87.609
2023	79.728	63.349	20.028	99.088	20.000	0.000	44.017

Sources: Fairfax County Department of Transportation and Department of Management and Budget

¹ The amounts shown for operating subsidies represent actual disbursements in those years. Adjustments based on final WMATA annual audited figures are incorporated in the fiscal year in which the credit for an overpayment was applied or a debited amount was paid rather than the fiscal year in which the credit or debit was earned. Fiscal Years 2014-2022 are actual amounts, and Fiscal Year 2023 is an estimate.

² Includes other service enhancements.

³ Virginia law permits the use of State aid for transportation to fund transit program operating costs in addition to transit program capital costs.

⁴ A 2% retail gasoline tax is dedicated to mass transit costs in those Northern Virginia jurisdictions covered by the Northern Virginia Transportation Commission ("NVTC"). The receipts from this tax are paid to NVTC, which then allocates these funds to participating jurisdictions for payment of transit operating, capital and debt service costs.

Tax Districts

Transportation improvement districts provide another source of funding for transportation improvements in the County. The County, together with Loudoun County, a neighboring jurisdiction, formed the Route 28 Highway Transportation Improvement District (the “Route 28 District”) in 1987 to accelerate highway improvements proposed by the Commonwealth to State Route 28. State Route 28 runs approximately parallel to the County’s western border and connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate Highway 66 in western Fairfax County. The initial improvements, which consisted of expanding State Route 28 from two to six lanes, with additional turning lanes, are now complete. State Route 28 provides access to Washington Dulles International Airport, as do the Dulles Access Road and the Dulles Toll Road, both of which connect the Capital Beltway to Dulles Airport. Such improvements were financed from proceeds of a special improvements tax (the “Route 28 Special Improvements Tax”) collected from owners of real property zoned for commercial and industrial use in the Route 28 District and bonds issued by the Fairfax County Economic Development Authority (the “EDA”) secured by the Route 28 Special Improvements Tax collections.

In 2001, the Virginia General Assembly enacted legislation permitting the creation of one or more special transportation taxing districts located between the West Falls Church Metrorail station and the Dulles Airport area to provide a means of financing an extension of rail service in the Dulles Corridor. The structure of any such district is modeled after the existing Route 28 District. In February 2004, pursuant to a petition submitted by landowners representing a majority of the assessed value of property zoned for commercial or industrial use in the Tysons and Reston commercial districts, the Board of Supervisors formed the Phase I Dulles Rail Transportation Improvement District (the “Phase I District”) to provide funds to support the County’s share of Phase I of a proposed expansion of the Metrorail system to Dulles Airport and beyond (“Phase I”). Funds for financing the County’s \$400 million share of the Phase I expansion of the Metrorail system are provided from a real estate tax levy on all property zoned for commercial and industrial use in the Phase I District (the “Phase I Special Improvements Tax”). In December 2013, the County provided to MWAA its required \$400 million share for the Phase I Project from the proceeds of the Phase I Special Improvements Tax and from bonds issued by the EDA secured by the Phase I Special Improvements Tax collections. Metrorail service for Phase I began in July 2014.

Phase II of the Silver Line expansion of the Metrorail system (“Phase II”) opened for service on November 15, 2022, completing the 23-mile line to Dulles Airport and beyond into Loudoun County. In October 2009, the County received a valid petition to form another special tax district comprised of the Reston-Herndon-Dulles commercial districts to provide \$330 million toward the County’s portion of the Phase II financing. The Phase II tax district was approved by the Herndon Town Council on November 11, 2009, and by the Fairfax County Board of Supervisors on December 7, 2009. On May 9, 2014, the United States Department of Transportation (“USDOT”) approved an application of the County to receive loans in the aggregate principal amount of up to \$403,274,894 plus capitalized interest to fund County obligated Phase II project costs (the “TIFIA Loan”). The TIFIA Loan closed on December 17, 2014. As of June 30, 2022, the outstanding balance on the TIFIA Loan, including accrued interest, was \$459,779,624. On November 17, 2022, the County prepaid \$38,464,783 of the TIFIA Loan principal and prepaid an additional \$27,700,000 of TIFIA Loan principal on October 2, 2023.

County Transit Systems

Within the County, the Fairfax Connector System provides feeder bus service to Metrorail Stations. The Fairfax Connector operates 91 routes to 17 Metrorail Stations, which include the Dunn Loring, Crystal City, Franconia-Springfield, Huntington, McLean, Pentagon, Pentagon City, Spring Hill, Tysons, Van Dorn Street, Vienna, West Falls Church, Wiehle-Reston East, Reston Town Center, Herndon, Innovation Center, and Dulles Airport stations. Private contractors operate and maintain the

service and have the responsibility to employ and supervise all transit personnel, while the Board of Supervisors maintains control and approves all policies for bus service such as routes and service levels, fare structures, and funding assistance. The Fairfax Connector System is supported from General Fund and fare box revenues. FY 2022 actual results also include support of \$11.9 million from State aid. The Fairfax Connector carried approximately 4.6 million passengers in FY 2021. FY 2022 ridership is projected to be approximately 5.3 million, and FY 2023 ridership is anticipated to be approximately 7.1 million. Fairfax Connector System expenditures totaled approximately \$127.0 million in FY 2022, and are projected to be \$173.8 million in FY 2023, including capital expenditures. The County runs three permanent maintenance and garage facilities for the Fairfax Connector System, with bus operations management provided by a third-party contractor.

Commuter Rail

Fairfax County is a member of the Northern Virginia Transportation Commission and, in cooperation with the Potomac and Rappahannock Transportation Commission, is a participating jurisdiction in the operation of the Virginia Railway Express (“VRE”) commuter rail service. As of July 2022, the service consisted of eight peak period trips from south of the County in Spotsylvania County to north of the County in the District of Columbia and six peak trips that run from west of the County in the City of Manassas to north of the County in the District of Columbia. Under a Master Agreement among VRE’s participating jurisdictions, the County is to contribute to capital, operating, and debt service costs of the VRE on a pro rata basis according to its share of ridership. The County’s share of the FY 2022 commuter rail operating and capital budget is \$6.4 million.

Parks, Recreation and Libraries

Fairfax County provides a variety of recreational, educational, and cultural activities and services. In FY 2021, the Fairfax County Public Library system (the “Library System”) made more than 8.9 million loans and recorded more than 3.1 million visits to its 23 branches, and reported more than 2.3 million user visits to its web site, reduced as a result of the COVID-19 pandemic from the prior fiscal year’s 10.9 million loans, 4.5 million visits and 3.0 million user visits to its web site. The Library System offers free events and activities, including puppet shows for toddlers, story time for school-aged children, book discussion groups for teens, author visits for adults, and English conversation classes for English for Speakers of other Languages customers (or new arrivals). The Library System also makes library services available and accessible to people who have disabilities or are homebound.

The Department of Neighborhood and Community Services provides a variety of recreational, community, and human services for County residents. These services include senior adult programs and centers, therapeutic recreation services for individuals with disabilities, a variety of youth programs including recreational activities at youth centers, community-based recreational opportunities, support for Fairfax County’s various volunteer sports councils and leagues, and a variety of volunteer opportunities.

Fairfax County also operates an extensive park system that provides a variety of recreational activities and facilities. Under the direction of a 12-member Park Authority Board appointed by the Board of Supervisors, the Fairfax County Park Authority (“FCPA”) works with constituents, government leaders and appointees to implement Park Authority Board policies, preserve and protect natural and cultural resources, and facilitate the development of park and recreation programs and facilities. FCPA oversees operation and management of a 23,632-acre County park system with 420 parks, nine recreation centers, eight golf courses, an ice skating rink, 225 playgrounds, 667 public garden plots, five nature centers, three equestrian facilities, 452 FCPS athletic fields, 52 synthetic turf fields, 260 Park Authority-owned athletic fields, 81 historic sites, two waterparks, a horticultural center, and more than 334 miles of trails. In FY 2021, FCPA welcomed 13.8 million visitors to 420 parks, groomed fields for more than 200

youth and adult sports organizations, improved its 334-mile trail system, and worked to control non-native invasive plants, promote native species and preserve woodlands and green open spaces.

FCPA charges fees for the use of certain park facilities including the recreation and fitness centers, classes, camps, programs and golf courses, which are operated on a cost recovery basis, and represent approximately 60% of FCPA's funding. The remaining operating funds are appropriated by the Board of Supervisors from the County's combined general fund, providing the main operating funds for natural and cultural preservation and protection, administrative tasks, general access parks, planning and development, and park maintenance and operations. User fees do not cover the cost of new development of facilities, land acquisition, or the major renovation of existing facilities. These improvements are funded primarily through revenue bonds and general obligation bonds. General obligation bonds are primarily used for the renovation of existing facilities.

The NOVA Parks (formerly the Northern Virginia Regional Park Authority), an independent entity in which the County participates, operates 33 parks covering approximately 12,000 acres throughout Northern Virginia including the County. NOVA Parks is continually in the process of completing, acquiring, developing, or expanding its regional park facilities.

Community Development

The Fairfax County Redevelopment and Housing Authority ("FCRHA") was established in 1966 to meet low and moderate income family housing needs. It owns or administers housing developments in Fairfax County with staff and funding provided from County, federal, Commonwealth, and private sources. As of August 2022, the FCRHA owns or operates 101 properties, which are comprised of over 4,000 apartments, townhouses, senior retirement homes, assisted living facilities, and specialized housing units. The FCRHA also owns other specialized housing such as mobile home pads and beds in group homes. The FCRHA also administers 5,368 federal Housing Choice Vouchers and Rental Assistance Demonstration-Project Based Vouchers. In FY 2022, more than 17,000 people were served through the FCRHA's major affordable housing programs: the Housing Choice Voucher (HCV) and the Rental Assistance Demonstration-Project-Based Voucher (RAD-PBV) assistance programs and the Fairfax County Rental Program (FCRP). In FY 2022, the average income of households served in these programs was approximately \$18,872, or 17% of Area Median Income for a family of two (the average size of the households served). This meets HUD's definition of "extremely low income."

The FCRHA has provided various financing resources to developers to help create or preserve privately owned multifamily developments. The FCRHA has issued fixed-rate bonds for 48 multifamily financings totaling approximately \$690 million. The Board of Supervisors adopted the Countywide and Tysons Workforce Dwelling Unit Administrative Policy Guidelines (the "WDU Policies") in 2007 and 2010, respectively. In February 2021, the Board of Supervisors approved an amendment to the WDU Policies to lower the eligibility threshold of the committed rental units from the previous limit of 120 percent of the Area Median Income ("AMI") to households earning between 60 and 80 percent of AMI.

The WDU Policies were designed to encourage the development of rental and for-sale units affordable to households with a wide range of income throughout the County. The WDU Policies provide a proffer-based incentive system that encourages the voluntary development of WDUs in the County's high-density areas in exchange for a "density bonus" in these areas consistent with its Comprehensive Plan. The current WDU Policies create between 8 to 20 percent of total new units as WDUs for households earning up to 120 percent of AMI and allow a maximum density bonus of up to 20 percent. As of January 5, 2023, the WDU Policies have produced approximately 2,013 WDUs (1,940 rental and 73 for-sale).

In 2019, the Board established a WDU Policy Task Force to evaluate the WDU Policies to ensure the WDUs provided would enable housing affordability in the County. The WDU Policy Task Force presented its policy recommendations to the Board in June 2020. In July 2020, the Board authorized consideration of a Comprehensive Plan Amendment based on the WDU Policy Task Force’s policy recommendations. The Board approved the Comprehensive Plan Amendment on February 23, 2021.

Other County services include efforts to increase local employment opportunities by encouraging and retaining business and industrial development through the County’s EDA. On July 1, 2007, the County established an Office of Community Revitalization and Reinvestment (“OCR”). The mission of the OCR is to facilitate strategic redevelopment and investments within targeted commercial areas of the County that align with the community vision, and improve the economic viability, appearance and function of those areas. Among other initiatives, the OCR is charged with working with property owners and the community to facilitate interest and participation in commercial development activities, and to develop public/private partnerships that further the County’s revitalization, redevelopment, and reinvestment efforts. As part of the FY 2020 Adopted Budget Plan, OCR and the Department of Planning and Zoning were merged into the newly created Department of Planning and Development.

Health and Welfare

The County provides services designed to protect, promote, and improve the health and welfare of Fairfax County citizens through a decentralized human services program. Based on individual needs, County human service centers define a comprehensive assistance plan that utilizes the services provided by all County departments. The County operates human service centers in locations convenient to residents to provide financial, medical, vocational, and social services. The Fairfax-Falls Church Community Services Board (“CSB”) is responsible for planning, organizing, and providing services to individuals who have a mental illness, intellectual disability, or a substance use disorder. The CSB provides state mandated services to assist, improve, and maximize the potential of individuals affected by these conditions and strengthen their capacity for living self-determined, productive, and valued lives. The CSB is part of the Fairfax County Human Services System providing its services at many sites throughout the County, including seven community mental health centers, several outpatient sites, a detoxification center, group homes, consumer-operated drop-in centers, and several specialized residential treatment sites.

The County also provides subsidized day care programs for older adults and children of low-income families, two special needs centers that serve emotionally disturbed or physically challenged children, and group homes for youth with serious emotional disturbances. Residential treatment services are also offered in the areas of substance abuse as well as substance abuse outpatient and specialized day treatment programs. Vocational and residential programs are also available for adults with intellectual disabilities and serious mental illness.

Financial assistance and social services are available to eligible residents. For low-income families and individuals, the Department of Family Services (“DFS”) administers federal, Commonwealth, and local programs, such as public assistance, employment and training, and subsidized child care, as well as programs targeted to at-risk children, such as child abuse prevention, Child Protective Services, Foster Care and Adoption, and services purchased under the Comprehensive Services Act. For older adults, DFS also administers programs that include federal funds granted to localities, Commonwealth funds and additional support from the County. The federal and state governments partially reimburse DFS for the cost of administering the programs based on an annual allocation to the County as well as program costs. DFS operates the County’s School-Age Child Care (“SACC”) program in 139 centers located in 136 Fairfax County public schools, one FCPS community building, one County recreation center, and one County community center. Approximately 11,000 children participate in

before-and-after-school SACC programs during the school year and in full-day programs in the summer and during school vacations. Since FY 1986, the County has provided a comprehensive County transportation service, Fastran, for qualified elderly, disabled, and low-income persons. Transportation is provided by bus, van, or cab on a door-to-door basis to County programs, medical care, grocery stores, and other destinations.

COVID-19 Matters

COVID-19, a respiratory disease caused by a new strain of coronavirus, first detected in China and since spread across the world, was declared a pandemic by the World Health Organization on March 11, 2020. The COVID-19 (Coronavirus) pandemic quickly and significantly changed the economic outlook across the country and the world, including within the County. On March 12, 2020, the Governor declared a state of emergency in the Commonwealth. Following such declaration, the Governor imposed a range of restrictions designed to mitigate the spread of COVID-19, including physical distancing, teleworking and universal mask-wearing requirements. In the spring of 2021, the Governor lifted many of the restrictions previously imposed. As of June 30, 2021, the state of emergency expired.

Throughout the pandemic, the County carefully and conservatively managed its financial position using multiple strategies. For example, in Spring 2020, County agencies were requested to defer all non-critical expenditures for the remainder of FY 2020 and all revenue categories were closely monitored. Additional budget reviews with the Board of Supervisors Budget Committee were added to the calendar to implement and enact changes, as needed, and to appropriate the funds received from federal stimulus acts. Additionally, the County identified savings that were set aside in a new General Fund Pandemic Reserve.

The financial and operating data contained herein are as of the dates and for the periods indicated, a portion of which were prior to the outbreak of the COVID-19 pandemic. Such financial and operating data have not been updated to reflect any potential impacts of the COVID-19 pandemic on the County's general economic and financial condition.

County Stimulus Funding

As of September 2023, the County has received, or is anticipated to receive, \$795.4 million, which includes the \$200.2 million from the Coronavirus Aid, Relief, and Economic Security ("CARES") Act Coronavirus Relief Fund ("CRF"), \$102.1 million anticipated as a result of approved FEMA reimbursements, \$270.2 million in grants and other awards outlined below, and \$222.9 million anticipated through the America Rescue Plan Act ("ARPA"). In addition, Fairfax County Public Schools (FCPS) has been awarded funding of \$326.5 million. In total, stimulus funds provided to the County and FCPS total \$1.12 billion.

The Coronavirus Relief Fund was for expenses incurred between March 1, 2020, and December 31, 2021. The full allocation of \$200.2 million was fully expended and the final report was submitted to the U.S. Department of Treasury in October 2022. This stimulus funding was expended to the following areas: Relief Initiative to Support Employers (RISE) Grant program to small businesses and non-profits, the County's public health response and contact tracing program, support for County residents requiring assistance for basic needs, medical isolation program for vulnerable residents, support for County small businesses and non-profits, costs related to personal protective equipment and enhanced sanitation practices, expenses related to expanded telework options for County employees, and support for the towns of Herndon, Vienna, and Clifton.

The County has submitted and has been approved for reimbursements totaling \$102.1 million through FEMA. County expenses incurred were for personal protective equipment, plexiglass, disinfectant, non-congregate sheltering, cleaning supplies, mass vaccination expenses, communications expenses and employee COVID-19 testing.

The County has also been awarded \$270.2 million in grants and other awards to support pandemic response efforts. Notable funding allocations were provided to the following areas. The County received notification from WMATA of \$26 million in funding from the Federal Transit Administration (FTA) through the CARES act to support the County's Connector bus transit system. The Virginia Department of Health provided the County approximately \$66.7 million to support the County's contact tracing program, COVID-19 testing, support for community health workers, and the hiring of additional County epidemiologists. Funding of \$25.3 million was awarded from the Child Care Stabilization Grant Fund through ARPA in support of the School-Age Child Care program, the Employee Child Care Center, and the Lee District Preschool and Spring Hill Preschool. The County also received notification that it has been awarded \$71.6 million in Emergency Rental Assistance to aid households unable to pay rent and utilities due to COVID-19. The \$80.6 million balance of funding covers a number of County areas including support for low-income housing, utility payment relief, public safety personnel, and workforce development.

Additionally, the County received \$222.9 million in additional direct federal assistance through ARPA. On June 8, 2021, the Board of Supervisors approved the \$111.5 million appropriation of the first tranche of funding received through the ARPA Coronavirus State and Local Fiscal Recovery Funds (CSLFRF). The second tranche of \$111.4 million was received on June 9, 2022, and was included for appropriation by the Board of Supervisors as part of the FY 2022 Carryover Review. Allowable uses of ARPA funds include the response efforts and revenue losses incurred as a result of COVID-19. The County has developed a spending plan which includes expenses relating to public health response, small business assistance, workforce development, affordable housing investments, and Fairfax County Park Authority support. The deadline to spend these funds is December 31, 2024, and cannot be used to offset revenue losses resulting from tax rate reductions or to make pension plan payments.

The Fairfax County Public Schools has been awarded funding of \$326.5 million. This includes \$294.3 million in Elementary and Secondary School Emergency Relief (ESSER) Funds from the United States Department of Education and \$32.2 million from the Governor's allocation of federal CARES money to assist public schools in Virginia.

County staff continue to provide periodic stimulus funding reports to the Board of Supervisors and abide by all federal reporting requirements.

Judicial Administration

Fairfax County's court system is one of the most sophisticated systems in Virginia in its use of advanced case management techniques and rehabilitation programs. The County uses automated systems to support case docketing and record retrieval, electronic filing and imaging in the land recordation process, juror selection, service of notices and subpoenas, and the processing of criminal and traffic warrants and collecting delinquent tax obligations.

The County has undertaken rehabilitation efforts through the Juvenile and Domestic Relations District Court and the Office of the Sheriff. These efforts include work training programs and counseling services for both adult and juvenile offenders. Additionally, residential treatment services are provided for juvenile offenders, and a work release program is provided for offenders confined in the County's Adult Detention Center.

Public Safety

A number of agencies share responsibility for public safety in Fairfax County. The Police Department, which is responsible for law enforcement, has an authorized strength of 1,524 police officers and 324 civilian personnel, with 11 positions supported by grant funding, effective July 1, 2022. The Police Department is accredited by the Virginia Law Enforcement Professional Standards Commission, which signifies the Police Department's compliance with standards that are specific to Virginia law enforcement operations and administration. The commanders of the eight police district stations located throughout the County have considerable latitude to tailor their operations to provide police services in ways most responsive to the needs of their respective communities, including community policing endeavors. The department has specialized units that operate as both standing (staffed full time) and non-standing units (staffed as needed), including the Helicopter Division, which operates two helicopters to provide support to general police operations, traffic monitoring, emergency medical evacuation, and rescue support; the Criminal Intelligence Unit, which provides an effective response to organized criminal activity including terrorist-related, gang, and bias crimes; the Gang Unit, which provides regional leadership directed at combating gang crime through prevention and enforcement initiatives; and the Language Skills Support Unit, which serves to bridge the gap in the diverse cultures in the community by providing language support for the successful resolution of major criminal investigations.

Over the past 10 years, the County has maintained one of the lowest rates of serious crimes among jurisdictions in the Washington metropolitan area and among comparable suburban jurisdictions throughout the United States. Additionally, the Police Department has continually attained a clearance rate for violent crimes such as murder, rape, and robbery far above the national averages for such offenses. At the same time, Fairfax County has maintained one of the lowest per capita costs for police services of all the local jurisdictions in the Washington metropolitan area.

Fire and rescue services are provided by 1,441 paid uniformed personnel, 188 paid civilian support personnel, and approximately 300 operational volunteers as of July 1, 2022. The County operates 38 fire and rescue stations. The department operates various specialty units, including paramedic engine companies, a hazardous materials response unit, a technical rescue operations team, an arson canine unit, and a water rescue team whose members are certified in swift water rescue. The department also supports regional, national, and international emergency response operations through maintaining and supporting the Urban Search and Rescue Team ("US&R"). US&R operates under the auspices of the Department of Homeland Security for domestic responses and is sponsored by the United States Agency for International Development/Office of Foreign Disaster Assistance for international deployments. In addition to emergency response, the department provides various non-emergency services.

The Office of Emergency Management serves as the County's focal point for emergency preparedness and internal and external coordination to respond to natural, technological, and terrorist-related emergencies. Employees provided emergency management services for Fairfax County, including the Towns of Clifton, Herndon and Vienna. Major areas of focus include emergency management planning and policy, the County-wide emergency training and exercise program, public preparedness and education, and enhancement of response and recovery capabilities.

Certain Other Policies and Planning Documents

Cybersecurity

The County's Information Security Office (ISO) develops Information Technology (IT) Security Policy in accordance with County policies, standards and laws, and provides information security

consultation and guidance to County agencies and departments. The ISO also conducts incident response, manages enterprise security devices and applications, and acts on incidents and violations.

The County's IT Security Policy defines the minimum-security requirements of Fairfax County Government IT Assets, including the managerial, operational, and technical protection requirement and controls to ensure the confidentiality, integrity, and availability of County IT assets; and compliance with requirements of applicable federal, state, and local law and County policies and regulations. The IT Security Policy applies to all County agencies, all existing and future implementations of information systems, communications, other technology and the internet of the Fairfax County Government.

The County maintains a comprehensive cyber insurance coverage policy.

One Fairfax Policy

The County adopted its One Fairfax Policy on November 21, 2017. The One Fairfax Policy defines expectations for consideration of racial and social equity, and in particular, meaningful community involvement when planning, developing, and implementing policies, practices, and initiatives. It provides a framework to advance equity in alignment with the County's stated visions and priorities. It helps the County and school leaders to look intentionally, comprehensively, and systematically at barriers that may be creating gaps in opportunity. It establishes shared definitions, focus areas, processes, and organizational structure. The One Fairfax Policy identifies 17 areas of focus to promote equity including community and economic development, housing, education, environment, and transportation.

Countywide Strategic Plan

The County adopted its Countywide Strategic Plan on October 5, 2021. The Strategic Plan establishes a framework to prioritize and integrate the elements that matter most to the County residents, and to find new and innovative ways to provide outstanding services, in an agile, responsive, and equitable manner. Throughout the Countywide Strategic Plan, the following themes continuously emerge: Access, Innovation, Affordability, Collaboration and Engagement, Placemaking and Sustainability.

The Board of Supervisors adopted the Ten Community Outcome Areas that represent the issues of greatest importance to the Fairfax County community as elements of the Strategic Plan. These Ten Community Outcome Areas were based on extensive community input over an 18-month outreach period. The County's Ten Community Outcome Areas include: Cultural and Recreational Opportunities, Economic Opportunity, Effective and Efficient Government, Empowerment and Support for Residents Facing Vulnerability, Environment, Health, Housing and Neighborhood Livability, Lifelong Education and Learning, Mobility and Transportation, and Safety and Security.

The County adopted a set of Indicators of Community Success and Proposed Strategies for each of the Ten Community Outcome Areas. The County intends to establish baseline data and measure progress over the next 10-20 years, using a set of metrics. More information regarding the Countywide Strategic Plan, including the Strategic Plan annual report, can be found on the County's website at: <https://www.fairfaxcounty.gov/strategicplan/>

Financial Policies

Information relating to certain material County financial policies is set out under the caption "FINANCIAL INFORMATION – Financial Policies" below.

ECONOMIC FACTORS

Economic Development

Economic development activities of the County are carried out through the Fairfax County Economic Development Authority (“EDA”), whose nine commissioners are appointed by the Board of Supervisors. EDA promotes Fairfax County as a premier location for business start-up, relocation and expansion, and capital investment. It works with new and existing businesses to help identify their facility and site needs and assists in resolving County-related issues and provide other business assistance. Pursuant to its enabling legislation, EDA encourages investment in the County with tax-exempt conduit revenue bond financing.

The total inventory of office space in the County was estimated at over 119.0 million square feet as of year-end 2021. At that time, construction activity totaled approximately 2.1 million square feet. The direct vacancy rate for the office market was 16.0 percent as of year-end 2021. Including sublet space, the office vacancy rate was 17.0 percent.

The base of technology-oriented companies, particularly in computer software development, computer systems integration, telecommunications, and Internet-related services, has served as a magnet for the expansion and attraction of business and professional services. Government contractors, as well as diversified business and financial services, have added to the demand for prime office space in a number of key employment centers throughout the County.

Overall employment increased 2.6 percent in 2021 after a pandemic related decline of 4.9 percent in 2020 and an increase of 1.6 percent in 2019. For 2021, employment in the County increased by 15,603. Federal civilian employment in the County makes up 4.3 percent of the total jobs in the County. Federal employment increased by 8.2 percent in 2021. By percentage, the largest increase was in the Leisure and Hospitality sector where employment increased 8.4 percent in 2021 after decreasing 27.1 percent in 2020. County General Fund Revenue increased 3.4 percent in FY 2022 as the County’s economy continued to recover from the pandemic. Real estate tax receipts rose 1.6 percent while current personal property tax receipts increased 7.4 percent. Current business professional and occupational license (“BPOL”) tax revenue increased 7.6 percent. The combined consultant and business license categories, which represent almost 44 percent of total BPOL receipts and include federal contractors, increased 5.2 percent over the FY 2020 level. The remaining categories increased a combined 9.6 percent. Sales tax receipts rose 15.1 percent over the FY 2021 level.

There are over 120 hotels in the County, totaling over 18,800 hotel rooms. Hotel development parallels commercial construction in terms of diversity of concept and design with a variety of product and service mixes (all-suites, business meeting facilities, and leisure facilities) in the marketplace.

Improvements to the County’s transportation system, including increased service levels at Washington Dulles International Airport, helped increase corporate activities dependent on immediate access to travel throughout the region, country, and world. The Metrorail service extension (the Silver Line) from the East Falls Church station, through Tysons through Dulles Airport, to Route 772 in Loudoun County will continue to help foster economic growth.

The Board of Supervisors and the County actively support revitalization and redevelopment throughout the County, particularly in its more mature business areas. Many enhancements have been made to the residential and commercial neighborhoods in Annandale, Bailey Crossroads/Seven Corners, the Lake Anne section of Reston, the Springfield and McLean central business districts, Merrifield, and the Richmond Highway corridor in the southeastern portion of the County. A number of capital

improvement projects and other construction in process or already completed have improved the appearance and quality of life of these communities.

The most notable area of redevelopment in the County, Tysons – Fairfax County’s “downtown” – is undergoing a transformative land-use replanning effort. Spurred by the Metrorail expansion project, the County is working to set the stage for Tysons’s evolution into a more urban-scale, pedestrian-friendly environment, with more housing, recreation and open space in addition to more-dense office and retail development. Tysons currently has over 38.5 million square feet of office, retail, and other commercial space and is behind only downtown Washington’s Central Business District and the East End submarkets in the entire Washington D.C. metropolitan area in total office inventory, and has 15.1 million square feet of residential space. Now that the Metrorail expansion through Tysons and beyond has been completed, it is expected that Tysons will continue to have significant growth in population, employment and commercial, retail and residential space over the next several decades. County staff, in cooperation with private participants, created a 501(c)(6) membership organization known as the Tysons Partnership in January 2011. The Tysons Partnership provides a comprehensive approach to tasks that include marketing and branding, transportation, urban design/planning, public facilities and community amenities and finance. On January 8, 2013, the Board of Supervisors established, by ordinance, the Tysons Transportation Service District No. 1 (the “Tysons Service District”) to provide transportation infrastructure and transit services within Tysons. As the governing board of the Tysons Service District, the Board of Supervisors is empowered to levy and collect a tax on any property within Tysons Service District’s boundaries to finance the transportation infrastructure and transit services projects. The tax rate of \$0.04 per \$100 of assessed value was adopted by the Board of Supervisors as part of the FY 2014 Adopted Budget Plan, and this rate remained unchanged as part of the FY 2015 Adopted Budget. However, in the FY 2016 Adopted Budget Plan, the tax rate increased one cent from \$0.04 to \$0.05 per \$100 of assessed value. The tax rate has remained unchanged at \$0.05 per \$100 of assessed value from FY 2017 through the FY 2023 Adopted Budget Plans.

Employment

As of the second quarter of 2022, there were more than 40,000 payroll business establishments (units) including global, corporate and regional headquarters, technology firms, sales and marketing offices, and business services located in Fairfax County, employing over 616,000. Local businesses create employment in diversified areas like computer software development and systems integration, technical services, management consulting, government contracting, Internet-related services, wholesale and retail trade, and financial services.

The following table presents data on the average number of payroll establishments and employment by major industry classification in Fairfax County as of the second quarter of 2022.

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**Businesses and Employment by Industry
Fairfax County, Virginia¹**

<u>Industrial Classification</u>	<u>Number of Establishments</u>	<u>Average Payroll Employment for Quarter</u>
Agriculture, Forestry, Fishing and Hunting	18	89
Mining, quarrying, and oil and gas extraction	12	71
Utilities	28	1,258
Construction	2,463	24,390
Manufacturing	496	5,080
Wholesale Trade	1,119	14,140
Retail Trade	2,550	48,346
Transportation and Warehousing	425	10,551
Information	973	22,498
Finance and Insurance	1,725	24,964
Real Estate and Rental and Leasing	1,856	9,735
Professional and Technical Services ²	10,808	159,725
Management of Companies and Enterprises	396	23,675
Administrative and Waste Services	2,160	46,019
Educational Services	750	10,581
Health Care and Social Assistance	4,525	63,520
Arts, Entertainment, and Recreation	456	7,836
Accommodation and Food Services	2,356	40,619
Other Services except Public Administration	5,622	18,765
Unclassified	1,118	2,145
Federal Government, all industries	139	25,884
State Government, all industries	36	9,641
Local Government, all industries	<u>86</u>	<u>46,855</u>
Total	40,117	616,387

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, Fairfax County, second quarter of 2022

¹ Excludes self-employed business owners.

² The Professional and Technical Services category includes professional and technical services, health care and social assistance, management services, educational services, accommodation and food services, arts, entertainment and recreation, administrative and waste services, and membership organizations and trade associations.

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The following is a list of the 10 largest private, base sector (non-retail) employers as of January 2023. Companies are alphabetized in their size category.

Largest Private Employers in Fairfax County

5,000-10,000+ Employees

<u>Company Name</u>	<u>Type of Business</u>
Amazon	Professional, Technical Services
Booz Allen Hamilton*	Professional, Technical Services
Capital One*	Financial Services
Federal Home Loan Mortgage*	Financial Services
Inova Health System*	Health Care Services
SAIC*	Professional, Technical Services

1,000-4,999 Employees

<u>Company Name</u>	<u>Type of Business</u>
General Dynamics*	Professional, Technical Services
The MITRE Corporation*	Professional, Technical Services
Navy Federal Credit Union*	Financial Services
Peraton*	Professional, Technical Services

Sources: Virginia Works, Virginia Employment Commission LMI, and Fairfax County Economic Development Authority, second quarter of 2022. Some companies may report jobs out of Fairfax County location but jobs may be located elsewhere. Companies are in alphabetical order within ranges.

*Company with headquarters in Fairfax County.

A list of the top ten new or expanded office projects within the County announced in 2021 is shown below:

New or Expanded Commercial Projects

<u>Name of Company</u>	<u>Type of Business</u>	<u>Projected New/Additional Employment</u>
Peraton	Information technology	1,200
Guidehouse	Consulting	920
Qualtrics	Digital Media	400
Avantus Federal	Information technology	302
Kreative Technologies	Information technology	296
Alpha Omega Integration	Information technology	154
RIVA Solutions	Information technology	136
Appian	Information technology	135
TekMasters	Information technology	100
StarKist (Korea)	Manufacturing	83

Source: Fairfax County Economic Development Authority

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Unemployment in the County has historically been, and continues to be, well below the national average, even in challenging economic times. The following table shows the average annual unemployment rate in Fairfax County as compared to Virginia and national averages over the past decade.

Average Annual Unemployment Rates

Calendar Year	Fairfax County	Virginia	United States
2013	4.4%	5.7%	7.4%
2014	4.2	5.2	6.2
2015	3.6	4.4	5.3
2016	3.2	4.0	4.9
2017	3.0	3.8	4.4
2018	2.4	3.0	3.9
2019	2.3	2.8	3.7
2020	5.8	6.2	8.1
2021	3.5	3.9	5.3
2022 ¹	2.5	2.9	3.7

Sources: U.S. Bureau of Labor Statistics; data are not seasonally adjusted. Virginia Employment Commission

¹ The calendar year 2022 data represents the average unemployment rate from January 1, 2022, to October 31, 2022.

According to the Bureau of Labor Statistics, the average total number of jobs in the County was 616,495 in the second quarter of 2022. Self-employed persons are not included in these counts. The following table presents total covered employment in recent years:

Covered Employment¹

Second Quarter	Covered Employment in Fairfax County	% Change
2013	595,638	-
2014	588,507	(1.20%)
2015	596,878	1.42
2016	603,348	1.08
2017	610,318	1.16
2018	619,796	1.55
2019	630,536	1.73
2020	576,733	(8.53)
2021	604,959	4.89
2022	616,495	1.91

Source: U.S. Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment Wages

¹ Covered employment means employees covered by state and federal unemployment laws.

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Construction Activity

The following table includes data for residential and commercial construction activity in the County:

Fiscal Year	Building Permits				Estimated Housing Units Started
	Residential Properties		Industrial and Commercial Properties		
	Number ¹	Estimated Value (000s)	Number ¹	Estimated Value (000s)	
2013	10,610	\$509,957	3,907	\$710,488	1,930
2014	10,469	895,638	5,054	660,063	4,154
2015	10,320	529,104	4,714	475,241	2,580
2016	10,268	616,151	4,844	496,006	2,961
2017	10,885	800,375	4,609	710,078	3,872
2018	11,243	659,928	4,836	743,057	3,982
2019	11,360	875,437	4,650	597,232	2,855
2020	9,005	959,102	6,711	820,010	3,657
2021	13,424	1,467,800	3,359	627,943	5,587
2022	13,499	1,154,965	3,556	605,491	2,612

Sources: Building permits provided by Fairfax County Land Development Services, and estimated housing units started provided by the Weldon Cooper Center for Public Service, University of Virginia

¹ Includes new and alteration/repair permits issued. Does not include trade permits issued.

Housing

As reported in January 2023, single-family detached housing units represented 46.1% of the total housing units within Fairfax County in 2022. Single-family attached housing accounted for 24.2%, and multi-family housing made up the remaining 29.6% in 2022. The median market value of all owned housing units, including condominiums, in Fairfax County in 2022 was estimated by the Department of Management and Budget to be \$648,270.

Housing Units by Type of Structure

	1990		2000		2010		2022	
	No.	%	No.	%	No.	%	No.	%
Single-Family:								
Detached ¹	163,029	53.9	181,591	50.6	191,873	48.4	196,663	46.1
Attached ²	67,306	22.3	87,171	24.3	98,972	25.0	103,369	24.2
Multi-Family ³	<u>72,129</u>	<u>23.8</u>	<u>90,198</u>	<u>25.1</u>	<u>105,541</u>	<u>26.6</u>	<u>126,380</u>	<u>29.6</u>
Total	<u>302,464</u>	<u>100.0</u>	<u>358,960</u>	<u>100.0</u>	<u>396,386</u>	<u>100.0</u>	<u>426,412</u>	<u>100.0</u>

Sources: U.S. Bureau of the Census, U.S. Census of Housing (1990-2000) and 2010 and 2022 data from Fairfax County Department of Management and Budget. The 1990, 2000 and 2010 estimates do not include housing units located in Fort Belvoir.

¹ Single-Family detached includes all single-family homes and mobile homes.

² Single-Family attached includes duplexes, townhouses, and multiplex units.

³ Multi-Family includes condominiums, apartments and other units in structures with a common entryway.

The average sale price of housing units within the County, comparing October 2021 with October 2022, is listed below:

Average Sale Price Housing Units

<u>Type of Structure</u>	<u>October 2022</u>	<u>October 2021</u>	<u>% change</u>
All Homes	\$742,196	\$753,581	-1.5%
Detached Homes	991,124	1,034,460	-4.2
Attached Homes	492,167	464,577	5.9

Source: Fairfax County Department of Management and Budget Economic Indicators – November 2022

Colleges and Universities

Seventeen institutions of higher education are located in Fairfax County: George Mason University, ITT Technical Institute, Marymount University, Missouri State University (Department of Defense Studies), Northern Virginia Community College, Potomac College, Stratford University, Strayer University, Trine University (Reston Education Center), University of Fairfax, University of North America, University of Phoenix, University of Virginia-Northern Virginia Center, Virginia International University, Virginia Polytechnic Institute, Washington Bible College – Capital Bible Seminary, and Westwood College. The Northern Virginia Center is a satellite location for University of Virginia and Virginia Tech degree programs in the County. George Mason University, with an enrollment of more than 33,000 students, offers over 200 degree and certificate programs. The Northern Virginia Community College serves more than 76,000 students in credit courses and non-credit workforce and professional development programs at six campuses and two centers throughout Northern Virginia. American University, George Washington University, Catholic University, and Virginia Commonwealth University also operate programs in the County's secondary schools and on military installations within the County.

Cultural Amenities

Wolf Trap Farm Park for the Performing Arts, a cultural facility internationally renowned for its ballet, symphony, concert, and opera offerings, and the only national park for the performing arts in the U.S., is located in north-central Fairfax County. Nearly 300 cultural organizations – theater and opera companies, music and dance groups, community arts centers, festivals, and other activities – are based in and around the County. The County also assists in supporting the Fairfax Symphony, an internationally recognized orchestra that provides a variety of musical programs and outreach services to County residents. Other well-known attractions in the County include Mount Vernon, the home of George Washington; Woodlawn Plantation, George Washington's wedding gift to his nephew; Gunston Hall, home of George Mason, author of the U.S. Bill of Rights and the first Constitution of Virginia; and the National Museum of the United States Army at Fort Belvoir. The region also boasts professional baseball, basketball, football, ice hockey, and soccer.

DEBT ADMINISTRATION

Statement of Bonded Indebtedness

Pursuant to the Constitution of Virginia and the Public Finance Act (Code of Virginia of 1950, §15.2-2600 et seq.), a county in Virginia is authorized to issue general obligation bonds secured by a pledge of its full faith and credit. For the payment of such bonds, the Board of Supervisors of the County is required to levy, if necessary, an annual ad valorem tax on all property in the County subject to local taxation.

As of June 30, 2022, the County had outstanding the following amounts of general obligation bonds:

<u>Purpose</u>	<u>Total General Obligation Bonds</u>
School	\$1,518,387,100
General Government	<u>896,597,900</u>
Total General Obligation Bonded Indebtedness ¹	<u>\$2,414,985,000</u>

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

¹ See "Debt Administration – Debt Service on Tax Supported Debt Obligations" herein for outstanding debt service as of January __, 2024.

The County does not rely upon short-term borrowings to fund operating requirements. The County has never defaulted in the payment of either principal or interest on any general obligation indebtedness.

Limits on Indebtedness

There is no legal limit on the amount of general obligation bonded indebtedness that Fairfax County can at any time incur or have outstanding. However, all such indebtedness must be approved by voter referendum prior to issuance. Since 1975, the Board of Supervisors has established as a financial guideline a self-imposed limit on the average annual amount of bond sales. In May 2018, the Board of Supervisors increased the bond sale target to \$1.5 billion over a 5-year period, or an average of \$300 million annually, with the flexibility to expand to a maximum of \$325 million based on market conditions and/or priority needs in any given year. On December 7, 2021, the Board of Supervisors approved an additional increase to the County's bond sale limits from \$300 million to \$400 million with the County and the Schools each receiving an additional \$50 million. This increase was the result of a recommendation from a yearlong Joint Board of Supervisors and School Board Capital Improvement Committee that concluded its work in fall 2021. Applicable updates to the County's Ten Principles of Sound Financial Management with respect to these revised bond sale limits were included as part of the FY 2023 budget process. The actual amount of bond sales will be determined by the standard annual review of construction funding requirements and municipal bond market conditions.

The Board of Supervisors also has imposed limits which provide that the County's long-term debt should not exceed 3% of the total market value of taxable real and personal property in the County. The limits also provide that annual debt service should not exceed 10% of annual Combined General Fund disbursements. These limits may be changed by the Board of Supervisors, and they are not binding on future Boards of Supervisors of the County.

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Bond Referenda Authorization

The following chart presents by purpose Fairfax County’s authorized but unissued general obligation bond indebtedness as of January __, 2024, assuming the issuance of the Bonds:

<u>Authorized Purpose</u>	<u>Principal Amount Authorized but Unissued as of January __, 2024</u>
School Improvements	\$519,260,000
Public Safety Facilities	249,610,000
Transportation Improvements and Facilities	101,380,000
Parks and Park Facilities	127,070,000
Human Services Facilities	136,900,000
Library Facilities	<u>90,000,000</u>
Total	<u>\$1,224,220,000</u>

Source: Fairfax County Department of Management and Budget

Other Tax Supported Debt Obligations

The Board of Supervisors of the County directly or indirectly appoints all or a portion of the governing body of several legally independent local and regional authorities that provide services to the County and its constituents. Such authorities include those that issue revenue bonds that are not general obligations of the County and issue debt supported directly or contingently by appropriations of tax revenues by the County. The full faith and credit of the County are not pledged to secure such bonds.

Beginning in 1996, the Fairfax County Redevelopment and Housing Authority (“FCRHA”) has issued \$42,460,000 of revenue bonds in seven series to finance the construction or renovation of five community center buildings, two adult day health care centers, one Head Start facility and one senior center. The County was obligated by the terms of triple net lease agreements or payment agreements with FCRHA to pay amounts equal to debt service on FCRHA’s bonds. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of funds for such purpose. The coincidental terms of the various bonds, lease agreements and payment agreements extend to May 1, 2029. On March 10, 2010, the EDA issued \$43,390,000 revenue bonds (Six Public Facilities Projects) (the “2010 Bonds”) and provided a portion of the proceeds of the 2010 Bonds to the County to enable the County pursuant to its lease agreements with FCRHA to purchase five facilities financed from FCRHA bond issuances in 1996, 1998, 1999 and 2004. FCRHA used the funds provided by the County to redeem or defease the four series of bonds that financed the applicable facilities. On September 13, 2017, the original series issued by FCRHA in 2003 financing a head start facility was fully redeemed.

In July 2000, the Fairfax County Board of Supervisors entered into a Master Development Agreement with a private developer to finance and construct a 135,000 square foot government center in the southeastern region of the County. In November 2000, \$29,000,000 of Certificates of Participation (“Certificates” or “COPs”) were issued, secured by a triple net lease on the property between the developer and the County. The County was obligated by the terms of the lease agreement to pay an amount equal to the debt service on the Certificates. The County accepted the government center as substantially complete in February 2002. A portion of the proceeds of EDA’s 2010 Bonds were provided to the County to enable the County to exercise an option to purchase the government center (the “South County Government Center Purchase”). The purchase price provided by the County was used to defease

the COPs. The County is obligated by the terms of a contract with the EDA to pay amounts equal to debt service on the EDA's 2010 Bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. In April 2019, the EDA issued Refunding Revenue Bonds, Series 2019 to refund the EDA's 2010 Bonds for debt service savings. The Series 2019 Bonds and the related contract extend to April 2032, which is no change from the 2010 Bonds.

In June 2003, EDA issued \$70,830,000 of Revenue Bonds (Laurel Hill Public Facilities Project), backed by a contract with the County. Approximately \$55,300,000 of the bonds were allocable to the financing of a new public secondary school in the southern part of the County and \$15,530,000 of the bonds were allocable to the financing of a new 18-hole public golf course in the southern part of the County. The County is obligated by the terms of a contract with EDA to pay amounts equal to debt service on EDA's bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the bonds and the contract extend to June 2033. In April 2012, EDA issued its \$47,745,000 Revenue Refunding Bonds (Laurel Hill Public Facilities Projects), Series 2012A to refund a portion of the bonds issued in 2003. In November 2021, EDA issued \$53,475,000 Fairfax County Facilities Revenue Refunding Bonds Series 2021C (County Facilities Projects) (Federally Taxable), to advance refund certain outstanding maturities of the 2012A Laurel Hill Public Facilities Project Bonds, 2014 County Facilities Project Bonds, and 2017B County Facilities Projects Refunding Bonds. In June 2022, the Series 2012A Bonds were redeemed as a whole.

On January 27, 2005, EDA issued \$60,690,000 of Revenue Bonds (School Board Central Administration Building Project Phase I) (the "School Board Building Bonds"), backed by a contract with the County. The bonds were issued to finance the purchase of certain property, including an existing office building thereon, the purchase of certain land adjacent thereto and the improvement of the existing building for use by the School Board as an administration building. The County is obligated by a contract with EDA to pay amounts equal to debt service on the School Board Building Bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the School Board Building Bonds and the contract extend to April 2035. In June 2014, EDA issued \$170,690,000 Fairfax County Facilities Revenue and Refunding Bonds Series 2014A (County Facilities Projects) to refund a portion of the School Board Building Bonds. In November 2021, EDA issued \$110,485,000 Fairfax County Facilities Revenue Refunding Bonds Series 2021D (County Facilities Projects) (Federally Taxable), to advance refund certain outstanding maturities of the 2014A County Facilities Projects Bonds.

On December 27, 2005, the Fairfax County Park Authority ("FCPA") issued two promissory notes in the aggregate amount of \$12,900,000 for the purpose of providing a portion of the purchase price of a conservation easement for preservation purposes on an approximately 41-acre parcel of land, and options to purchase certain land. This land is known as "Salona," a historic site within the County. The County is obligated by the terms of a contract with FCPA to pay amounts sufficient to pay the principal and interest installments on the promissory notes when due. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the promissory notes and contract extend to December 2025.

On November 28, 2007, FCRHA issued \$105,485,000 Bond Anticipation Notes (Affordable Housing Acquisition) Series 2007B (the "Series 2007B Notes"). The Series 2007B Notes were issued for the purpose of providing a portion of the funds required for the purchase of a multi-family rental housing complex located in Annandale, Virginia. In 2008, FCRHA issued bond anticipation notes to refinance the Series 2007B Notes. On August 20, 2009, FCRHA issued its Revenue Bonds (Affordable Housing Acquisition) Series 2009 in the aggregate amount of \$94,950,000 (the "Series 2009 Bonds") to pay a

portion of the principal amount of the 2008 outstanding bond anticipation notes. A portion of the principal amount of the 2008 bond anticipation notes, and the interest due on such notes, was paid from money set aside to promote affordable housing. On August 13, 2019, FCRHA issued its Revenue Refunding Bonds (Wedgewood Affordable Housing Acquisition) Series 2019 in the aggregate amount of \$61,795,000 (the “Series 2019 Bonds”) to refund a portion of the principal amount of the Series 2009 Bonds outstanding. The County is obligated by the terms of a payment agreement with FCRHA, subject to the appropriation of funds for the purpose, to pay amounts equal to the interest on and the principal of the Series 2019 Bonds. The coincidental terms of the Series 2019 Bonds and the related payment agreement extend to October 2039.

In July 2011, EDA issued \$99,430,000 of Revenue Bonds (Wiehle Avenue Metrorail Station Parking Project) (the “2011 Wiehle Bonds”). The bonds were issued to finance a portion of the costs of construction of a public parking facility to serve the Wiehle Avenue Metrorail Station that was constructed as part of the extension of Washington Metropolitan Area Transit Authority’s Metrorail System in the Dulles Corridor. The County is obligated by contract with EDA to pay amounts equal to debt service on the 2011 Wiehle Bonds. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the bonds and the contract extend to August 2034. On May 5, 2020, EDA issued \$62,285,000 of Revenue Refunding Bonds (Wiehle Avenue Metrorail Station Parking Project), Series 2020 (the “2020 Wiehle Bonds”), to refund for debt service savings all of the 2011 Wiehle Bonds maturing on or after August 1, 2021.

In May 2012, EDA issued \$65,965,000 of Fairfax County Facilities Revenue Bonds, Series 2012A (Community Services Facilities Projects) (the “2012 EDA Bonds”), backed by a contract between the County and EDA. The bonds were issued to finance the improvement of certain properties to be used by the County as a mental health facility and as a neighborhood community center. The County is obligated by a contract with EDA to pay amounts equal to debt service on such bonds. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the bonds and the contract extend to March 2042. In August 2017, EDA issued its 2017B County Facilities Projects Refunding Bonds (hereinafter defined) to refund certain outstanding maturities of the 2012 EDA Bonds. In November 2021, EDA issued \$13,865,000 Fairfax County Facilities Revenue Refunding Bonds Series 2021B (County Facilities Projects), to current refund all of the outstanding maturities of the 2012A Bonds.

In November 2013, the County issued an \$11,085,000 special subfund revenue bond (the “2013 VRA Bond”) to Virginia Resources Authority (“VRA”). In return for issuing the 2013 VRA Bond, VRA provided the County with a portion of the proceeds realized from its autumn 2013 pooled financing bond transaction. The 2013 VRA Bond was issued to finance renovations to a complex that serves as a senior housing and assisted living facility, a senior center and an adult day health care center in the County. The County is obligated by a contract with VRA to pay amounts equal to the debt service on the 2013 VRA Bond. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the 2013 VRA Bond and the contract extend to October 2033.

In June 2014, EDA issued \$170,690,000 of Fairfax County Facilities Revenue and Refunding Bonds Series 2014A (County Facilities Projects) (the “2014A County Facilities Projects Bonds”). The 2014A County Facilities Projects Bonds were issued to provide funds to finance the costs of the construction of a building to serve as a public safety facility for the County and the construction of a related parking garage, to refund and redeem prior to their respective maturities certain outstanding School Board Building Bonds and to capitalize interest on a portion of the Series 2014A County Facilities Projects Bonds. The County is obligated by a contract with EDA to pay amounts equal to debt service on

such bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the Series 2014A County Facilities Projects Bonds and the contract extend to October 2034. In November 2021, EDA issued \$110,485,000 Fairfax County Facilities Revenue Refunding Bonds Series 2021D (County Facilities Projects) (Federally Taxable), to advance refund certain outstanding maturities of the 2014A County Facilities Projects Bonds.

In June 2014, EDA issued \$30,175,000 of Fairfax County Facilities Revenue Bonds Series 2014 B (Federally Taxable) (County Facilities Projects) (the "2014B County Facilities Projects Bonds, and together with the 2014A County Facilities Projects Bonds, the "2014 County Facilities Projects Bonds") to provide funds to permanently finance the leasehold acquisition from LAF, LLC, of the Workhouse Arts Center located in the southeastern corner of the County, for a price sufficient to enable the lessee to retire all of its indebtedness relating to the Workhouse Arts Center. The County leased the 55-acre site and existing historic structures of the Lorton Correctional Complex to the lessee in 2006, and the lessee incurred over \$50 million in debt through EDA to finance improvements to convert the Complex into a center for visual and performing arts. The County plans to provide for the continuation of the existing educational and cultural programs at the Center, while the County conducts a study of the optimum uses of and develops plans for further improvements to the Center. The County is obligated by a contract with EDA to pay amounts equal to debt service on such bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the 2014B County Facilities Projects Bonds and the contract extend to October 2033. In November 2021, EDA issued \$53,475,000 Fairfax County Facilities Revenue Refunding Bonds Series 2021C (County Facilities Projects) (Federally Taxable), to advance refund certain outstanding maturities of the 2012A Laurel Hill Public Facilities Project Bonds, 2014 County Facilities Project Bonds, and 2017B County Facilities Projects Refunding Bonds.

On December 17, 2014, EDA entered into a loan agreement with the United States Department of Transportation and obtained a Transportation Infrastructure Financing and Innovation Act ("TIFIA") loan in the principal amount up to \$403,274,894 (plus capitalized interest). Proceeds from the TIFIA loan are being used to finance the County's share of Phase II of the Silver Line Metrorail expansion. The County is obligated by a contract with the EDA to pay amounts equal to debt service on the TIFIA loan. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The terms of the TIFIA loan provide for repayment to begin October 1, 2023, and end April 1, 2046. As of June 30, 2022, the outstanding balance on the TIFIA Loan, including accrued interest, was \$459,779,624. On November 17, 2022, the County prepaid \$38,464,783 of the TIFIA Loan principal, and on October 1, 2023, the County prepaid \$27,700,000 of the TIFIA Loan principal.

In August 2017, EDA issued \$19,060,000 of Fairfax County Facilities Revenue Bonds Series 2017 A (County Facilities Projects) (Federally Taxable) (the "2017A County Facilities Projects Bonds") and \$31,150,000 of Fairfax County Facilities Revenue Refunding Bonds Series 2017 B (County Facilities Projects) (the "2017B County Facilities Projects Refunding Bonds" and together with the 2017A County Facilities Projects Bonds, the "2017 County Facilities Projects Bonds"). The 2017A County Facilities Projects Bonds were issued to finance the costs of the construction and improvement of certain property to be used by the County as an adult day care facility, child day care centers and a senior center or for other County approved purposes. The 2017B County Facilities Projects Refunding Bonds were issued to refund certain outstanding maturities of the 2012 EDA Bonds. The County is obligated by a contract with EDA to pay amounts equal to debt service on the 2017 County Facilities Projects Bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the 2017 County Facilities Projects Bonds and the contract extend to October 2037. In November 2021, EDA issued \$53,475,000 Fairfax County

Facilities Revenue Refunding Bonds Series 2021C (County Facilities Projects) (Federally Taxable), to advance refund certain outstanding maturities of the 2012A Laurel Hill Public Facilities Project Bonds, 2014 County Facilities Project Bonds, and 2017B County Facilities Projects Refunding Bonds.

In November 2021, EDA issued \$74,605,000 Fairfax County Facilities Revenue Bonds Series 2021A (County Facilities Projects) (Green Bonds), to finance the construction and improvement of certain property to be used as a consolidated public works complex for the County's stormwater and wastewater divisions. The County is obligated by a contract with EDA to pay amounts equal to debt service on the Series 2021A (County Facilities Projects) (Green Bonds).

In November, 2023, EDA issued \$41,350,000 of Fairfax County Facilities Revenue Bonds Series 2023 (Tysons Community Center Project) (Federally Taxable) (the "2023 Tysons Community Center Bonds"). The 2023 Tysons Community Center Bonds were issued to provide short-term interim financing for the costs of the acquisition, construction and improvement of a public community center to be located at Dominion Square in Tysons, Virginia, and known as the Tysons Community Center. The County is obligated by a contract with EDA to pay amounts equal to debt service on the 2023 Tysons Community Center Bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose, if and to the extent that provision for payment is not made from the proceeds of long-term or further interim financing or other sources sufficient to pay the principal of and interest on the 2023 Tysons Community Center Bonds. The final maturity of the 2023 Tysons Community Center Bonds is October 1, 2024.

Lease Commitments and Contractual Obligations

The County leases certain real estate, equipment, and sewer facilities under various long-term lease agreements. In addition, pursuant to contracts with Arlington County, the Alexandria Sanitation Authority, the District of Columbia, and the Upper Occoquan Sewage Authority, the County is obligated to share the capital costs and associated debt service of certain facilities.

In February 1990, the Northern Virginia Transportation Commission ("NVTC") issued \$79.4 million of bonds to finance certain costs associated with the establishment of commuter rail services (the Virginia Railway Express) in the area of Northern Virginia bordering Washington, D.C. Fairfax County has joined with other jurisdictions through a Master Agreement to bear certain costs associated with operating the rail service as well as servicing the debt issued by NVTC. The Master Agreement requires that the County's governmental officers charged with preparing its annual budget include an amount equal to its share of the costs of the Virginia Railway Express. Each jurisdiction's share is determined by a formula set out in the Master Agreement. Fairfax County's share of this cost was \$1.7 million in FY 2022. An additional \$23 million in NVTC commuter rail revenue bonds were issued in early 1997 to purchase new rail coaches. Debt service on the bonds is being funded predominantly by Commonwealth and federal funds and VRE revenues.

On October 29, 2003, EDA issued \$33,375,000 transportation contract revenue bonds to provide \$30,000,000 to the Commonwealth Transportation Board ("CTB") for construction of certain interchanges on Route 28 in the Route 28 Highway Transportation District, which is partly in Fairfax County and partly in Loudoun County. On August 26, 2004, EDA issued \$57,410,000 transportation contract revenue bonds to provide an additional \$60 million for construction of additional interchanges. The bonds issued in 2003 and 2004 financed the construction of six interchanges. In March 2007, EDA issued \$41,505,000 transportation contract revenue bonds to finance a portion of the costs of constructing an additional four interchanges in the Route 28 Highway Transportation District. In July 2008, EDA issued \$51,505,000 transportation contract revenue bonds (the "2008 Bonds") to finance additional costs of constructing the additional four interchanges on Route 28. See also the discussion of taxes levied by

the County in the Route 28 Highway Transportation Improvement District, located partly in the County, to pay debt service on CTB and EDA bonds in “GOVERNMENT SERVICES – Transportation – Tax Districts” herein. In May 2012, EDA issued its Transportation Contract Revenue Refunding Bonds (Route 28 Project), Series 2012A (the “2012 Bonds”), to refund a portion of the bonds issued in 2003 and 2004 and in August 2016 EDA issued bonds to refund all of the outstanding bonds issued in March 2007 and a portion of the outstanding bonds issued in July 2008. The 2008 Bonds were redeemed on April 1, 2018. On February 17, 2022, EDA issued its Transportation Contract Revenue Refunding Bonds (Route 28 Project) Series 2022A, to defease or redeem all of the outstanding 2012 Bonds. On October 18, 2023, EDA defeased a portion of the Series 2016 Bonds in the principal amount of \$6,035,000.

On May 26, 2011, EDA issued \$205,705,000 Transportation District Improvement Revenue Bonds (Silver Line Phase I Project) Series 2011 which provided \$220 million to provide a portion of the financing for the expansion of Metrorail of approximately 11.5 miles of rail line through the County’s primary urban center, Tysons to Reston. On October 10, 2012, EDA issued an additional \$42,390,000 Transportation District Improvement Revenue Bonds (Silver Line Phase I Project) Series 2012 to provide \$48,400,000 for this purpose. Debt service on the bonds is paid from a special improvements tax levied by the County on commercial and industrial use property located in the Phase I Dulles Rail Transportation Improvement District within the County. On March 16, 2016, EDA issued \$173,960,000 Transportation District Improvement Revenue Refunding Bonds (Silver Line Phase I Project) Series 2016 which refunded a portion of the outstanding bonds issued in 2011 and 2012. On May 18, 2021, the County defeased certain outstanding maturities of the Series 2016 Bonds in a principal amount of \$11,190,000.00. On April 1, 2020, the County defeased a portion of the Series 2016 Bonds in a principal amount of \$17,495,000, and on May 17, 2022, the county defeased a portion of the Series 2016 Bonds in a principal amount of \$4,780,000. In April 2020, the Series 2011 and 2012 Bonds were fully redeemed.

On June 9, 2011, the Mosaic District Community Development Authority (the “CDA”) issued \$46,980,000 Revenue Bonds, Series 2011A, and the CDA issued in July 2011 an additional \$18,670,000 Revenue Bonds, Taxable Series 2011A-T (collectively, the “CDA Bonds”). Proceeds from the CDA Bonds were used to finance certain public infrastructure improvements within the Mosaic District Community Development Authority District (the “Mosaic District”) to support a mixed-use development to be constructed within the Mosaic District. The CDA Bonds are payable primarily from certain incremental real estate tax revenues collected by the County in the District and certain special assessments imposed and collected by the County within the Mosaic District. The payment of incremental real estate tax revenues and special assessments, as applicable, by the County to the CDA to be used for debt service payments on the CDA Bonds is subject to appropriation by the County. On December 3, 2020, the CDA issued \$55,650,000 Revenue Refunding Bonds, Series 2020A and Series 2020A-T, which refunded all of the prior CDA Bonds.

On March 8, 2017, EDA issued \$69,645,000 Fairfax County Metrorail Parking System Project Revenue Bonds Series 2017 (“Parking System Revenue Bonds”) to provide funds to finance the construction of parking facilities to be owned and operated by the County, that will be located adjacent to WMATA’s Herndon and Innovation Center Metrorail Stations to be constructed as part of Phase II of the Silver Line extension of Metrorail. Debt service on the Parking System Revenue Bonds is payable from the proceeds of net parking revenues collected from customers of parking facilities controlled by the County at certain WMATA Metrorail stations in the County and from certain surcharge revenues collected from customers of certain parking facilities controlled by WMATA.

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Debt Service on Tax Supported Debt Obligations

Total principal and interest payments on the County's outstanding tax supported debt obligations, including general obligation bonds (other than the Series 2024A Bonds described in this Preliminary Official Statement) and other tax supported debt obligations, are presented in the following table as of January __, 2024, assuming the issuance of the Bonds:

Fiscal Year Ending June 30	General Obligation Bonds		Other Tax Supported Debt Obligations		Total³
	Principal	Interest¹	Principal	Interest	
2024	\$24,510,000	\$43,655,525	\$1,915,000	\$7,355,663	\$77,436,188
2025	221,335,000	81,313,699	68,625,000 ²	15,951,735	387,225,434
2026	210,975,000	72,294,329	27,807,500	12,970,012	324,046,841
2027	203,075,000	63,919,112	27,965,000	12,042,847	307,001,959
2028	190,725,000	56,069,915	28,500,000	11,087,279	286,382,194
2029	178,175,000	48,855,703	29,070,000	10,095,787	266,196,490
2030	167,080,000	42,168,325	29,565,000	9,094,889	247,908,214
2031	152,550,000	36,265,135	30,145,000	8,106,482	227,066,617
2032	143,580,000	30,971,169	30,715,000	7,085,102	212,351,271
2033	132,800,000	26,005,352	29,565,000	6,025,514	194,395,866
2034	121,675,000	21,620,950	29,220,000	5,004,248	177,520,198
2035	107,675,000	17,720,197	27,225,000	3,991,287	156,611,484
2036	95,815,000	14,166,409	12,055,000	3,233,010	125,269,420
2037	86,360,000	10,939,000	12,570,000	2,719,656	112,588,656
2038	74,945,000	8,026,600	12,810,000	2,191,289	97,972,889
2039	63,965,000	5,562,100	12,080,000	1,612,900	83,220,000
2040	53,230,000	3,585,575	12,690,000	993,650	70,499,225
2041	42,500,000	2,145,600	8,285,000	510,700	53,441,300
2042	29,715,000	1,101,650	8,625,000	172,500	39,614,150
2043-2053 ³	16,090,000	321,800	-	-	16,411,800
Total ²	<u>\$2,316,775,000</u>	<u>\$586,708,145</u>	<u>\$439,432,500</u>	<u>\$120,244,550</u>	<u>\$3,463,160,195</u>

Source: Fairfax County Department of Management and Budget

¹Does not reflect anticipated payments by the United States Treasury with respect to the County's Public Improvement Bonds Series 2009E (Federally Taxable - Build America Bonds).

²Includes the \$41,350,000 principal amount of EDA's 2023 Tysons Community Center Bonds, which are expected to be refinanced at or prior to their maturity date of October 1, 2024. See "-- Other Tax Supported Debt Obligations."

³Totals may not add due to rounding.

Sewer Revenue Bonds

Beginning in 1986, the County has issued several series of bonds under the General Bond Resolution for the benefit of the County's sewage collection, treatment and disposal systems (collectively, the "System"), including \$104,000,000 Sewer Revenue Bonds, Series 1996 (the "1996 Bonds") issued to provide funds for paying a portion of the costs of certain additions, extensions and improvements to the System. The County also issued \$94,005,000 Sewer Revenue Refunding Bonds, Series 2004 (the "2004 Bonds") on October 14, 2004, to provide funds, with other available funds, to refund the \$91,430,000 of the County's outstanding 1996 Bonds that were scheduled to mature on and after July 15, 2007. On June 17, 2009, the County issued \$152,255,000 Sewer Revenue Bonds, Series 2009 (the "2009 Bonds") to provide funds to finance capital improvements for the benefit of the System as well as for the purchase of additional wastewater capacity for the benefit of the County. On August 8, 2012, the County issued

\$90,710,000 Sewer Revenue Bonds, Series 2012 (the “2012 Bonds”) to provide funds to pay a portion of capital improvement costs allocable to the County at certain wastewater treatment facilities that are owned by, or that provide service to, the County which were required by the Commonwealth’s Department of Environmental Quality to reduce the total nitrogen discharge to newly required limits, the purchase of additional capacity at certain wastewater treatment facilities for the benefit of the County and the costs of certain additions, extensions and improvements to the County’s sewage collection, treatment and disposal systems. On April 16, 2014, the County issued \$61,755,000 Sewer Revenue Refunding Bonds, Series 2014 to refund the outstanding 2004 Bonds. In addition, on May 12, 2016, the County issued \$164,450,000 Sewer Revenue Refunding Bonds, Series 2016A to refund the outstanding 2009 Bonds that were scheduled to mature on and after July 15, 2019, and a portion of the outstanding 2012 Bonds that were scheduled to mature on and after July 15, 2021. On June 28, 2017, the County issued \$85,785,000 Sewer Revenue Bonds to provide funds to pay the costs of certain additions, extensions and improvements to the County’s sewage collection, treatment and disposal systems, paying capital improvement costs allocable to the County at certain wastewater treatment facilities that provide service to the County and, if necessary purchasing additional capacity at certain wastewater treatment facilities for the benefit of the County. On June 9, 2021, the County issued its \$191,990,000 Sewer Revenue Bonds, Series 2021A, and its \$24,210,000 Sewer Revenue Refunding Bonds, Series 2021B. On November 23, 2021, the County delivered to EDA its Subordinate Sewer Revenue Bond, Series 2021A in the principal amount of \$20,055,000, representing the wastewater system’s obligation to reimburse the County for its allocable share of the capital cost of a new consolidated public works complex for the County’s stormwater and wastewater divisions.

Wastewater treatment capacity and services are also provided to the Integrated Sewer System pursuant to contracts with Arlington County, the Alexandria Renew Enterprises (“ARE”), DC Water, and the Upper Occoquan Sewage Authority (“UOSA”), whereby the County is obligated to share the capital costs and associated debt service of certain facilities. The County’s obligations to such entities are payable solely from the revenues of the Integrated Sewer System on a basis, under the General Bond Resolution, subordinate to its sewer revenue bonds, and are not general obligations of the County.

The County has entered into a service agreement with ARE (the “ARE Service Agreement”) that obligates the County for 60% of the cost of capacity of the ARE wastewater treatment plant and a joint use system, including debt service on ARE bonds issued for ARE system improvements where the County does not otherwise provide for its share of the capital cost of such improvements. The County’s share of previous upgrades was \$200 million. In 2002, the County obtained a loan from the Virginia Water Facilities Revolving Fund (the “Fund”) administered by the Virginia Resources Authority in the amount of \$50 million to pay its 60% share of the capital costs associated with certain improvements being made by ARE to its wastewater treatment plant in Alexandria, Virginia. The County issued to the Fund a “local bond” as a Subordinate Obligation, payable from money in the Subordinate Obligations Subfund under the Bond Resolution, in evidence of its obligation to repay the 20-year loan. The local bond was fully repaid in February 2022. The County expects to provide the balance of its share of the costs of ARE’s improvement project from other borrowings and available Integrated Sewer System funds.

The ARE Service Agreement requires the County to pay its share of capital and operating costs of Joint Use Facilities. On October 6, 2020, the City of Alexandria, Virginia Sanitation Authority and the County signed a memorandum of understanding (the “MOU”) regarding Cost Share for the RiverRenew project. RiverRenew, which includes multiple projects consisting of a new tunnel system and upgrades to Alexandria’s wastewater treatment facility, is the largest infrastructure initiative in the history of Alexandria. The MOU memorializes the agreement of the parties with respect to the cost allocation methodology for construction and operating of joint use facilities elements of the RiverRenew project, as well as the County’s capacity rights in the new facilities. The County’s current estimate of its obligations under the RiverRenew project is approximately \$58 million.

UOSA issued regional sewer system revenue refunding bonds in November 2013, May 2013, February 2007, and November 2004 to refund certain of its outstanding bonds. In 2010 and 2007, UOSA issued \$85.2 million and \$119.7 million, respectively, of Regional Sewer System Revenue Bonds, of which the County's share of the par amount of such debt is \$34.1 million and \$53.9 million, respectively, to finance the cost of certain capital improvements. In fiscal year 2012, UOSA entered into two loans to fund costs related to an energy service project and phase 1 of a nutrient compliance improvement project, respectively. In fiscal years 2014, 2015 and 2016, UOSA refinanced bonds issued in 2007. As of June 30, 2022, the County's share of UOSA's outstanding debt was \$220.9 million.

The debt service on the County's outstanding sewer revenue bonds, its subordinated sewer revenue bond payable to the Virginia Water Facilities Revolving Fund evidencing a loan for a portion of the County's costs associated with the ARE improvement project, and its subordinated obligations payable for capacity under its contract with UOSA, at June 30, 2022, is reflected in the following table:

Fiscal Year Ending June 30	Sewer Revenue Bonds		Other Sewer Debt Service Obligations^{1,2}	
	Principal	Interest	UOSA³	Total⁴
2023	\$12,320,000	\$21,163,256	\$20,587,563	\$54,070,820
2024	16,100,000	20,460,481	20,588,059	57,148,540
2025	16,935,000	19,634,606	20,590,401	57,160,008
2026	17,765,000	18,819,156	21,066,138	57,650,294
2027	18,595,000	18,016,106	21,195,114	57,806,221
2028	19,405,000	17,202,281	21,188,479	57,795,761
2029	20,195,000	16,421,081	21,193,260	57,809,342
2030	15,070,000	15,665,981	9,025,928	39,761,909
2031	15,845,000	14,893,106	9,032,593	39,770,699
2032	16,655,000	14,080,606	8,954,727	39,690,333
2033	17,465,000	13,277,681	8,886,175	39,628,856
2034	18,215,000	12,526,581	8,719,400	39,460,981
2035	18,965,000	11,775,128	8,651,150	39,391,278
2036	19,755,000	10,984,538	8,649,448	39,388,986
2037	20,045,000	10,170,775	8,650,649	38,866,424
2038	20,870,000	9,345,450	6,800,090	37,015,540
2039	21,735,000	8,478,375	8,718,146	38,931,521
2040	23,345,000	7,606,400	8,719,376	39,670,776
2041	15,055,000	6,866,225	3,039,468	24,960,693
2042-2052	<u>144,855,000</u>	<u>32,525,600</u>	<u>12,704,525</u>	<u>190,085,125</u>
Total ⁴	<u>\$489,190,000</u>	<u>\$299,913,416</u>	<u>\$256,960,691</u>	<u>\$1,046,064,107</u>

Source: Fairfax County Department of Public Works and Environmental Services

¹ Excludes debt service on the Subordinate Sewer Revenue Bond, Series 2021A, issued to EDA to reflect the financing costs of the portion of the new consolidated public works complex for use by the County's wastewater division. See "-- Sewer Revenue Bonds" above.

² The County has fully repaid its subordinated sewer revenue bond issued to the Virginia Water Facilities Revolving Fund evidencing the County's obligation to repay loans made to the County by Virginia Resources Authority, as administrator of the Fund.

³ Based on the County's share of scheduled UOSA debt service. Does not reflect any anticipated payments by the United States Treasury on outstanding UOSA Build America Bonds.

⁴ Totals may not add due to rounding.

Debt Ratios

The following data show trends in the relationship of the general obligation bond indebtedness of the County to the estimated market value of taxable property in the County and to its estimated population and the trend of general obligation debt service requirements as a percentage of General Fund disbursements.

Trend of Debt as a Percentage of Estimated Market Value of Taxable Property (in 000s)

<u>Fiscal Year</u> <u>Ended June 30</u>	<u>Bonded Indebtedness¹</u>	<u>Estimated</u> <u>Market Value²</u>	<u>Percentage</u>
2014	\$2,766,717	\$224,369,644	1.23%
2015	2,770,822	236,403,666	1.17
2016	2,750,573	244,397,085	1.13
2017	2,766,149	251,724,115	1.10
2018	2,768,103	256,260,725	1.08
2019	2,740,658	265,195,976	1.03
2020	2,768,513	274,815,955	1.01
2021	2,819,718	283,959,357	0.99
2022	2,847,733	292,983,675	0.97
2023 ³	3,149,849	312,043,233	1.01

Sources: Fairfax County Annual Comprehensive Financial Reports FY 2014-2022 and Department of Finance

¹Bonded Indebtedness included herein differs from the data shown in Tables 3.1, 3.2 and 3.4 of the Statistical Section of the County's Annual Comprehensive Financial Report based on the treatment of bond premium and discounts. In the Annual Comprehensive Financial Report, Bonded Indebtedness represents principal outstanding plus unamortized premium (minus unamortized discount). In the table above, Bonded Indebtedness is based on outstanding principal without adjustment for unamortized premium or discount. The total includes General Obligation Bonds and other tax supported debt payable from the General Fund including the County's obligation to make payments with respect to "– Other Tax Supported Debt Obligations."

²Estimated market value is based on recorded values as of January 1 of the prior fiscal year, and reflects the original book value and does not reflect any adjustments made during the fiscal year.

³Estimate from the FY 2023 Adopted Budget Plan per the Fairfax County Department of Management and Budget.

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Estimated Debt Per Capita

Fiscal Year Ended June 30	Bonded Indebtedness (in 000s)¹	Estimated Population (in 000s)²	Bonded Indebtedness Per Capita	Fairfax County Per Capita Income³	Estimated Debt Per Capita as Percentage of Per Capita Income
2014	\$2,766,717	1,138	\$2,431	\$71,752	3.39%
2015	2,770,822	1,142	2,426	75,007	3.23
2016	2,750,573	1,139	2,415	74,923	3.22
2017	2,766,149	1,143	2,420	75,978	3.19
2018	2,768,103	1,153	2,401	78,376	3.06
2019	2,740,658	1,167	2,348	82,441	2.85
2020	2,768,513	1,172	2,362	86,141	2.74
2021	2,819,718	1,170	2,410	88,971	2.71
2022 ⁴	2,847,733	1,170	2,434	88,971	2.74
2023 ⁴	3,149,849	1,170	2,692	88,971	3.03

Sources: Fairfax County Annual Comprehensive Financial Report FY 2022 and Department of Finance

¹Bonded Indebtedness included herein differs from the data shown in Tables 3.1, 3.2 and 3.4 of the Statistical Section of the County's Annual Comprehensive Financial Report based on the treatment of bond premium and discounts. In the Annual Comprehensive Financial Report, Bonded Indebtedness represents principal outstanding plus unamortized premium (minus unamortized discount). In the table above, Bonded Indebtedness is based on outstanding principal without adjustment for unamortized premium or discount. The total includes General Obligation Bonds and other tax supported debt payable from the General Fund including the County's obligation to make payments with respect to "– Other Tax Supported Debt Obligations."

²U.S. Census Bureau, 2010 Decennial Censuses, U. S. Census Bureau Annual Estimates of the Resident Population: April 1, 2014, to July 1, 2020. 2021, 2022 and 2023 estimates are not yet available.

³Source: Bureau of Economic Analysis (BEA), U.S. Department of Commerce, and Fairfax County Department of Management and Budget 2014-2022 Estimates. The Cities of Fairfax and Falls Church were not included.

⁴Estimate from the FY 2023 Adopted Budget Plan per the Fairfax County Department of Management and Budget.

Debt Service Requirements as a Percentage of General Fund Disbursements (in 000s)

Fiscal Year Ended June 30	Debt Service Requirements¹	General Fund Disbursements	Percentage
2014	\$295,451	\$3,637,841	8.12%
2015	313,969	3,729,625	8.42
2016	323,859	3,860,655	8.39
2017	313,389	4,005,845	7.82
2018	337,077	4,112,554	8.20
2019	345,310	4,300,484	8.03
2020	332,257	4,449,865	7.47
2021	325,402	4,545,902	7.16
2022 ²	331,034	4,750,272	6.97
2023 ²	355,236	4,774,035	7.44

Sources: Fairfax County Annual Comprehensive Financial Report FY 2022 and Department of Finance

¹The Debt Service Requirements include total principal and interest payments on the County's outstanding tax supported debt obligations, including all debt listed under the heading "– Other Tax Supported Debt Obligations."

²Estimate per the FY 2023 Adopted Budget Plan via the Fairfax County Department of Management and Budget. Fiscal year property taxes are levied on prior year assessments.

Underlying Bonded Indebtedness

The following table shows the underlying bonded indebtedness of towns within the boundaries of Fairfax County as of June 30, 2022:

Town of Vienna ¹	General Obligation Bonds	\$61,691,000
Town of Herndon ¹	General Obligation and Public Improvement Notes	<u>10,075,428</u>
Total Underlying Bonded Indebtedness		<u>\$71,766,428</u>

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

¹ Underlying Bonded Indebtedness for Fiscal Year 2022 included herein differs from the data shown in Tables 3.1, 3.2 and 3.4 of the Statistical Section of the County's Annual Comprehensive Financial Report based on the treatment of bond premium and discounts. In the Annual Comprehensive Financial Report, Bonded Indebtedness represents principal outstanding plus unamortized premium (minus unamortized discount). In the table above, Bonded Indebtedness is based on outstanding principal without adjustment for unamortized premium or discount.

This underlying bonded indebtedness are obligations of the respective towns only and are not obligations of Fairfax County.

The bonds, notes and other obligations of Fairfax Water, the Fairfax County Park Authority, the Fairfax County Industrial Development Authority, the Fairfax County Economic Development Authority, the Fairfax County Redevelopment and Housing Authority, the Northern Virginia Health Center Commission, the Northern Virginia Transportation Commission, and the Mosaic District Community Development Authority are not obligations of the County.

TAX BASE DATA

Fairfax County annually reassesses over 363,000 parcels of real property employing a computer assisted mass reassessment program for both residential and non-residential properties. The County uses a statistic called the coefficient of dispersion (the "Coefficient of Dispersion"), which measures the uniformity of assessment to sale ratios among properties. The lower the coefficient of dispersion, the more uniform the assessment. The overall Coefficient of Dispersion in Fairfax County for tax year 2020 (FY 2021) was 3.2%, and the assessment to sales price ratio was 0.953. A Coefficient of Dispersion of 15% is considered good by professional assessing standards. The County falls into the excellent category, indicating a high degree of assessment uniformity and equity.

The assessed value for FY 2023 of the real estate tax base, as reported for calendar year 2022 assessments in the main tax book for Fairfax County, increased by 8.57% from the prior year.

The data in the following five tables are presented to illustrate trends and characteristics of the assessed value of real and personal property which are major sources of County-derived revenue.

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Assessed Value of All Taxable Property¹

<u>Fiscal Year</u>	<u>Real Property</u>	<u>Personal Property</u>	<u>Total</u>
2014	\$205,045,008,994	\$16,420,356,751	\$221,465,365,745
2015	216,832,912,747	16,518,808,610	233,351,721,357
2016	224,411,716,328	16,895,179,934	241,306,896,262
2017	231,350,805,374	17,451,767,407	248,802,572,781
2018	235,919,724,142	17,592,325,499	253,512,049,641
2019	244,472,458,923	17,884,347,499	262,356,806,422
2020	253,272,215,743	18,535,851,732	271,808,067,475
2021	262,970,803,833	18,019,575,722	280,990,379,555
2022 ²	269,902,036,298	19,348,037,055	289,250,073,353
2023 ²	291,451,380,600	20,591,852,642	312,043,233,242

Sources: Fairfax County Department of Tax Administration and Department of Management and Budget. All years included figures for the Public Service Corporation. All Public Service Corporation real property assessments are required under Virginia law to be made at 100% of estimated market value annually by the State Corporation Commission.

¹ Figures are net of exonerated assessments and tax relief for the elderly and disabled.

² Estimate from the FY 2023 Adopted Budget Plan per Fairfax County Department of Management and Budget. Fiscal year property taxes are levied on prior year assessments.

**Tax Rates per \$100 Assessed Value
(Fiscal Year)**

Tax Category	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Real Estate – Regular and Public Service	\$1.085	\$1.09	\$1.09	\$1.13	\$1.13	\$1.15	\$1.15	\$1.15	\$1.14	\$1.11
Personal Property – Regular	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57
Personal Property – Public Service	1.085	1.09	1.09	1.13	1.13	1.15	1.15	1.15	1.14	1.11
Personal Property – Machinery and Tools	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	2.00
Personal Property – Development	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57
Personal Property – Mobile Homes	1.085	1.09	1.09	1.13	1.13	1.15	1.15	1.15	1.14	1.11
Personal Property – Special ¹	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Sources: Fairfax County Adopted Budget Plans, FY 2014-FY 2023

¹ Includes vehicles specially equipped for the handicapped, privately owned vans used for van pools, vehicles belonging to volunteer fire and rescue squad members, vehicles owned by auxiliary police and reserve deputy sheriffs, certain property of homeowners associations, antique cars, aircraft, including flight simulators, and motor vehicles owned by qualified elderly or disabled individuals, and boats.

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**Commercial-Industrial Percentage of the
Total Assessed Value of Real Property¹**

<u>Fiscal Year²</u>	<u>Percent (%)³</u>
2014	19.96
2015	19.01
2016	18.67
2017	18.89
2018	19.12
2019	19.43
2020	19.66
2021	19.72
2022	18.17
2023	17.00

Source: Fairfax County Department of Tax Administration

¹ Assessed values are reported by State of Virginia Land Use Codes. Vacant land is defined according to zoning classification.

² Fiscal year property taxes are levied on prior year assessments.

³ Includes the Towns of Vienna, Herndon and Clifton.

The following data show the assessed value of real property of the 25 largest holders of real property in the County as of January 1, 2022.

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**Top 25
Holders of Real Property in Fairfax County
As of January 1, 2022**

Rank	Property Owner	Property Type	Total Assessment¹
1	Tysons Corner Property Holdings LLC	Tysons Corner Regional Shopping Mall	\$1,699,011,940
2	Capital One Bank	Office	728,828,370
3	Inova Health Care Services	Health Care	595,313,110
4	Washington Gas Light Company	Public Utility	470,050,706
5	Reston Corporate Center LP	Commercial & Retail	469,560,970
6	PS Business Parks LP	Industrial Parks	423,359,630
7	Reston Town Center Property LLC	Commercial & Retail	422,572,160
8	Camden Summit Partnership LP	Apartments	422,255,950
9	PR Springfield Town Center LLC	Springfield Town Center	393,606,500
10	Federal Home Loan Mortgage Corporation	Office	381,356,520
11	Tysons Galleria LLC	Commercial & Retail	363,705,610
12	Coresite Real Estate 12100	Office	350,731,050
13	Mitre Corporation	Office	346,548,520
14	Fairfax Company of Virginia LLC	Fair Oaks Mall	324,439,200
15	South of Market LLC	Office	314,303,750
16	Home Properties Mount Vernon LLC	Apartments and Office	267,217,540
17	Tamares 7950 Owner LLC	Office	254,305,030
18	Tysons Corner Office I LLC	Office	253,166,610
19	Reston VA II FGF LLC	Office	253,128,950
20	WashReit Riverside Apartments LLC	Apartments	231,025,860
21	COPT Stonecroft LLC	Office	228,540,370
22	Home Properties Orleans Village LLC	Apartments	227,360,420
23	PP Avnir Investors LLC	Office	218,994,340
24	Boro I Office The LLC	Office	210,172,280
25	JBG/Reston Executive Center LLC	Office, Apartments & Retail	206,489,470
Total			\$10,056,044,856

Source: Fairfax County Department of Tax Administration, January 1, 2022, tax rolls

¹As of January 1, 2022, the assessed value of the real property of the 25 largest holders of real property in the County represented 3.45% of the total assessed value of all real property in Fairfax County, excluding tax-exempt properties. January 1, 2022, assessments generate tax revenue in FY 2023.

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**Real and Personal Property
Tax Levies and Tax Collections**

Fiscal Year	Total Levy¹	Current Collections²	% of Total Levy Collected³	Collection of Delinquent Taxes	Total Current & Delinquent Taxes⁴	% of Total Levy & Delinquent Taxes
2014	\$2,789,010,004	\$2,776,199,493	99.54	\$21,735,390	\$2,797,934,883	100.32
2015	2,932,029,373	2,926,228,317	99.80	23,425,378	2,949,653,695	100.60
2016	3,027,718,274	3,019,636,276	99.73	21,161,598	3,040,797,874	100.43
2017	3,218,263,071	3,206,288,719	99.63	25,396,075	3,231,684,794	100.42
2018	3,274,550,619	3,266,018,208	99.74	25,377,255	3,291,395,463	100.51
2019	3,430,013,545	3,420,685,498	99.73	27,120,935	3,447,806,433	100.52
2020	3,554,208,059	3,540,095,440	99.60	29,312,937	3,569,408,377	100.43
2021	3,658,781,457	3,641,518,792	99.53	23,787,231	3,665,306,023	100.18
2022	3,744,425,601	3,719,041,139	99.32	23,100,952	3,742,142,091	99.94
2023	3,963,320,959	3,940,515,718	99.42	25,366,095	3,965,881,813	100.06

Sources: Fairfax County Department of Management and Budget and Department of Tax Administration

¹The total levy is the levy for General Fund real and personal property taxes and does not include the property tax levy for Special Revenue Funds, e.g. for refuse collection and community centers.

²Current collections do not include tax collections for the Special Revenue Funds or payments in lieu of taxes. As a result of revised accounting procedures, the collection of penalty and interest payments for late payments of current taxes is included in the collection of current taxes rather than under the collection of back taxes.

³The percentage of levy is not the collection rate since current collections also include penalty and interest payments for late payments of current taxes.

⁴FY 2014 through FY 2021 from Fairfax County Annual Comprehensive Financial Reports; FY 2022 and FY 2023 are estimates per the FY 2023 Adopted Budget Plan via the Department of Management and Budget and Department of Tax Administration.

Section 58.1-3916 of the Code of Virginia authorizes Fairfax County, pursuant to Section 4-10-1 of the County Code, to impose a penalty of 10% for failure to pay taxes when due, with interest to be due on such taxes and penalty following the day such taxes are due at the rate of 10% per annum the first year and at the greater of 10% per annum and the rate established pursuant to Section 6621 of the Internal Revenue Code for the second and subsequent years of delinquency.

FINANCIAL INFORMATION

Five-Year Summary of Revenues, Expenditures and Fund Balances for the General Fund

The financial data shown in the following table represent a summary for the five fiscal years ended June 30, 2022, of the revenues, expenditures, and fund balances accounted for in the County's General Fund.

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	Fiscal Year Ended				
	2018	2019	2020	2021	2022
REVENUES					
Taxes	\$3,589,886,690	\$3,747,031,873	\$3,875,613,475	\$3,987,017,016	\$4,124,173,610
Permits, fees, and licenses	52,723,373	55,876,219	54,006,590	57,091,315	59,623,124
Intergovernmental	355,433,536	358,732,841	418,199,405	492,467,179	420,838,030
Charges for services	82,679,276	85,564,413	72,748,807	37,731,261	57,300,241
Fines and forfeitures	15,227,392	15,223,620	12,289,139	6,294,096	8,258,033
Use of money and property	47,076,323	75,360,724	67,158,752	25,774,719	19,712,105
Recovered costs	9,234,813	10,573,978	7,586,746	8,502,496	7,739,784
Gifts, donations, and contributions	<u>1,221,172</u>	<u>1,352,426</u>	<u>1,994,833</u>	<u>612,547</u>	<u>663,933</u>
Total revenues	<u>\$4,153,482,575</u>	<u>\$4,349,716,094</u>	<u>\$4,509,597,747</u>	<u>\$4,615,490,629</u>	<u>\$4,698,308,860</u>
EXPENDITURES					
Current:					
General government administration	\$154,169,910	\$165,860,066	\$196,985,197	\$204,608,479	\$179,535,837
Judicial administration	57,378,283	60,449,751	62,189,796	61,256,531	67,398,758
Public safety	683,701,748	712,268,123	721,459,588	734,927,745	762,223,533
Public works	93,472,087	95,769,815	90,578,294	93,498,804	76,378,773
Health and welfare	398,899,103	412,322,298	430,321,393	378,540,159	399,379,528
Community development	64,198,596	67,543,752	69,654,301	88,912,424	106,855,793
Parks, recreation, and cultural	38,349,375	40,003,747	40,154,412	38,033,431	44,475,067
Intergovernmental:					
Community development	11,360,629	11,424,718	13,698,538	67,192,619	12,727,791
Parks, recreation, and cultural	34,155,180	35,656,948	35,316,698	37,909,623	40,387,304
Education - for Public Schools	1,980,106,487	2,067,345,801	2,149,231,439	2,156,536,123	2,185,874,587
Capital outlay:					
General government administration	14,037,641	21,822,724	17,997,369	23,472,494	26,641,908
Judicial administration	295,988	88,925	105,483	116,469	740,353
Public safety	2,055,229	2,385,861	2,563,235	1,721,862	2,571,769
Public works	31,250	216,212	39,018	86,002	83,029,734
Health and welfare	864,435	404,267	227,738	2,590,446	1,461,599
Community development	95,076	75,194	85,833	27,083	137,312
Parks, recreation, and cultural	4,063,338	4,091,628	4,369,355	4,374,410	5,690,186
Debt service:					
Principal retirement	866,604	876,157	885,815	895,579	12,946,009
Interest and other charges	<u>58,919</u>	<u>49,366</u>	<u>39,708</u>	<u>29,944</u>	<u>1,011,614</u>
Total expenditures	<u>\$3,538,159,878</u>	<u>\$3,698,655,353</u>	<u>\$3,835,903,210</u>	<u>\$3,894,730,227</u>	<u>\$4,009,467,455</u>
Revenues over (under) expenditures	\$615,322,697	\$651,060,741	\$673,694,537	\$720,760,402	\$688,841,405
Transfers in	16,440,411	6,753,319	13,276,664	7,139,163	20,330,481
Transfers out	(574,394,290)	(601,828,488)	(613,961,660)	(651,171,626)	(740,804,424)
Leases	-	-	-	-	83,387,391
Total other financing sources (uses)	<u>(\$557,953,879)</u>	<u>(\$595,075,169)</u>	<u>(\$600,684,996)</u>	<u>(\$644,032,463)</u>	<u>(\$637,086,552)</u>
Net change in fund balances	57,368,818	55,985,572	73,009,541	76,727,939	51,754,853
Beginning Fund Balance	421,455,453	478,824,271	534,809,843	607,819,384	684,547,323
Ending Fund Balance	<u>\$478,824,271</u>	<u>\$534,809,843</u>	<u>\$607,819,384</u>	<u>\$684,547,323</u>	<u>\$736,302,176</u>

Source: Fairfax County Annual Comprehensive Financial Reports for the fiscal years ended June 30, 2018-2022, Exhibit A-3 - Statement of Revenues, Expenditures, and Changes in Fund Balances for Governmental Funds.

Financial Policies

The Board of Supervisors has been guided by long-standing financial policies and guidelines in the conduct of financial management. The governing statement of financial policy is contained within the Ten Principles of Sound Financial Management (“Ten Principles”). Adopted by the Board of Supervisors in 1975 and amended as needed to address changing economic conditions and management practices, the Ten Principles have been reaffirmed and have guided each succeeding Board of Supervisors to establish strong fiscal management tools and practices. The Ten Principles provide for the integration of land use planning with capital and operating budgets; establish guidelines for the development of annual balanced budgets; stress the importance of maintaining positive cash balances; establish firm not to exceed limits to debt ratios; provide guidance on cash management, internal controls, and performance measurement; provide guidelines restricting the proliferation of underlying debt and use of moral obligation financing; and encourage the development of a diversified economy within the County.

In 1982, the Board of Supervisors adopted a financial policy requiring maintenance of a “Managed Reserve” in the General Fund beginning on July 1, 1982, at a level not less than 2% of General Fund disbursements. This Managed Reserve has been incorporated in the budget each fiscal year. This Managed Reserve was implemented to provide for temporary financing of unforeseen needs of an emergency nature and to permit orderly adjustment to changes resulting from termination of revenue sources through actions of other governmental bodies. In 1985, the Board of Supervisors adopted a policy on appropriations during quarterly budget reviews, which provides that non-recurring revenues should be used for either capital expenditures or other non-recurring expenditures and that quarterly review adjustments are not to exceed 2% of the General Fund disbursements. In addition, on September 13, 1999, the Board of Supervisors established a Revenue Stabilization Fund with a goal of reaching 3% of General Fund disbursements. As of the FY 2006 Third Quarter Review, the Revenue Stabilization Fund was fully funded at 3% of General Fund disbursements. This reserve is designed to address ongoing requirements in years of significant economic downturn. Criteria for withdrawals from the Revenue Stabilization Fund include (1) projected revenues must reflect a decrease of greater than 1.5% from the current fiscal year estimate, (2) withdrawals must not exceed one-half of the fund balance in any fiscal year, and (3) withdrawals must be used in combination with spending cuts or other measures.

From time to time the Board of Supervisors has amended the Ten Principles in order to address changing economic conditions and management practices. Changes adopted on April 21, 2015, reflect the Board’s commitment to increasing the County’s reserve policies and to continue to strengthen the County’s financial position. The Managed Reserve target was increased from 2% to 4% of General Fund disbursements and the Revenue Stabilization Fund target was increased from 3% to 5% of General Fund Receipts. In addition, an Economic Opportunity Reserve was established to stimulate economic growth and will provide for strategic investment opportunities that are identified as priorities by the Board of Supervisors. This reserve is fully funded at 1% of total General Fund disbursements. Funding for this reserve only occurs after the Managed Reserve and the Revenue Stabilization Fund are fully funded at their new levels of 4% and 5%, respectively. As of the FY 2023 Adopted Budget Plan, the Managed Reserve fully is fully funded at \$191.9 million (4%) and the Revenue Stabilization Fund is fully funded at \$241.1 million (5%). Also, the Economic Opportunity Reserve is now fully funded at \$48.4 million (1%).

Other policies and tools that have been designed to enhance the impact of the Ten Principles include annual adoption of budgetary guidelines, formal establishment of various expenditure, revenue, and special purpose reserves, capital improvement planning guidelines, policies for risk management, guidelines for acceptance of grant awards, and planning for information technology. Various tools in active use by the County include the annual budget, the Capital Improvement Program, revenue and

financial forecasts, and management initiatives such as a performance measurement program, a pay-for-performance management system, workforce planning, and various information technology initiatives.

Certain Financial Procedures

Description of Funds

The County's annual audited financial statements include the funds administered by the Board of Supervisors and the School Board. The accounts of the County are organized on the basis of funds, each of which is considered to be a separate accounting entity. The transactions in each fund are accounted for by providing a separate set of self-balancing accounts which comprise its assets, liabilities, fund balance, revenues, and expenditures.

Budgetary Procedure

The County has no legal authority to borrow in anticipation of future years' revenues, except by the issuance of bonds or bond anticipation notes.

Prior to the beginning of each fiscal year, the Board of Supervisors adopts a budget plan consisting of contemplated expenditures and estimated revenues for such fiscal year. On the basis of the adopted budget plan, the Board of Supervisors appropriates funds for the expenditures, and establishes tax rates sufficient to produce the revenues, contemplated in the budget plan.

The annual budgeting process for a fiscal year begins in the first quarter of the previous fiscal year with the submission by agency directors of budget requests to the Department of Management and Budget. During the second quarter, budget requests are reviewed and meetings between the County Executive, Deputy County Executives, and agency directors are held to discuss agency requests. Upon receipt of the preliminary budget of the School Board in the third quarter, the County Executive prepares an initial budget for submission to the Board of Supervisors and proposes tax rates sufficient to produce revenues needed to meet expenditures contemplated in the initial budget. After work sessions with the Board of Supervisors and public hearings on the proposed budget, changes are made and the final budget is adopted. Tax rates are established prior to the beginning of the fiscal year for which the budget is prepared.

During the fiscal year, quarterly reviews of revenue and expenditures are undertaken by the County Department of Management and Budget. On the basis of these reviews, the Board of Supervisors revises appropriations as needed or desired.

Investment Management Policy

The County's Division of Investments and Cash Management operates under the direction of the Investment Committee comprised of the Chief Financial Officer, Director of the Department of Management and Budget, the Director of the Department of Finance, the Director of the Department of Tax Administration, and the Deputy Director of the Department of Finance. Guided by a formal investment policy, the Committee continually reviews the County's investment policies and strategies and monitors daily investment activity.

During FY 2022, the County's average portfolio size (which includes investments in the General Fund, Special Revenue Funds, and Enterprise Funds) was approximately \$4.3 billion. The funds are invested in U.S. Treasury obligations, obligations of the Federal Home Loan Mortgage Corporation, Federal Home Loan Banks, Federal Farm Credit Bank, and Fannie Mae, bankers' acceptances,

commercial paper (rated A1/P1 or higher), negotiable and non-negotiable and insured certificates of deposit, money market mutual funds limited to government obligations, corporate notes, bank notes, and other investments permitted under Virginia law for these purposes.

The County's investment policy, which governs the pooled cash, and general obligation bond proceeds, portfolios prohibits investment in instruments generally referred to as derivatives, and the County does not employ leverage in its investments.

The Association of Public Treasurers of the United States and Canada has awarded the County a certification for its investment policy each year since 1998. To achieve certification, an investment policy must establish standards recognized in the profession as fostering prudent management of public funds.

General Fund Revenues, Expenditures, Transfers and Beginning Fund Balance

The General Fund is maintained by the County to account for revenue derived from Countywide ad valorem taxes, other local taxes, licenses, fees, permits, charges for services, certain revenue from federal and State governments, and interest earned on invested cash balances of the General Fund and Capital Project Funds. General Fund expenditures and transfers include the costs of general County government, transfers to the School Operating Fund to pay the local share of operating Fairfax County Public Schools, and transfers to the Debt Service and Capital Projects Funds to pay debt service on County general obligation bonds and for certain capital improvement projects.

General Fund Summary

Shown below are the County's revenues, expenditures, transfers, and beginning fund balance of the General Fund for FY 2018 through FY 2022:

General Fund Revenues, Transfers In, and Beginning Fund Balance

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
General Property Taxes	\$3,062,962,780	\$3,218,786,090	\$3,339,797,219	\$3,437,912,778	\$3,528,543,616
Other Local Taxes	526,923,910	528,245,783	535,816,256	549,104,238	595,629,994
Permits, fees, and licenses	52,723,373	55,876,219	54,006,590	57,091,315	59,623,124
Intergovernmental	355,433,536	358,732,841	418,199,405	492,467,179	420,838,030
Charges for Services and Recovered Costs	91,914,089	96,138,391	80,335,553	46,233,757	65,040,025
Fines and Forfeitures	15,227,392	15,223,620	12,289,139	6,294,096	8,258,033
Use of money and property	47,076,323	75,360,724	67,158,752	25,774,719	19,712,105
Miscellaneous	1,221,172	1,352,426	1,994,833	612,547	663,933
Transfers In	16,440,411	6,753,319	13,276,664	7,139,163	20,330,481
Beginning Fund Balance	<u>421,455,453</u>	<u>478,824,271</u>	<u>534,809,843</u>	<u>607,819,384</u>	<u>684,547,323</u>
Total	<u>\$4,591,378,439</u>	<u>\$4,835,293,684</u>	<u>\$5,057,684,254</u>	<u>\$5,230,449,176</u>	<u>\$5,403,186,664</u>

Source: Fairfax County Annual Comprehensive Financial Reports for FY 2018-2022

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General Fund Expenditures and Transfers Out

	2018	2019	2020	2021	2022
Transfer to School Operating Fund	\$1,980,019,600	\$2,067,259,207	\$2,149,116,697	\$2,156,422,211	\$2,185,761,166
Costs of General County Government	1,688,569,596	1,766,730,529	1,833,362,498	1,885,524,035	1,973,865,167
Transfer to Debt Service Funds	335,166,178	340,433,977	329,741,798	329,222,805	328,435,654
Transfer to Capital Project Funds	50,689,799	51,062,674	39,119,032	47,919,734	109,081,314
Transfer to Metro Construction and Operations Fund	13,557,955	20,695,098	43,950,424	43,950,424	43,950,424
Other Transfers	<u>44,551,040</u>	<u>54,302,356</u>	<u>54,574,421</u>	<u>82,862,640</u>	<u>109,178,154</u>
Total	<u>\$4,112,554,168</u>	<u>\$4,300,483,841</u>	<u>\$4,449,864,870</u>	<u>\$4,545,901,849</u>	<u>\$4,750,271,879</u>

Source: Fairfax County Annual Comprehensive Financial Reports for FY 2018-2022

Revenues

The following is a discussion of the General Fund revenue structure.

General Property Taxes – An annual ad valorem tax is levied by the County on the assessed value of real and tangible personal property located within the County as of January 1 preceding the fiscal year in which such tax is due. The personal property tax on motor vehicles that acquire situs within the County or have title transferred on or after January 2 is prorated on a monthly basis. Real property and personal property are assessed at 100% of fair market value. Real property taxes are due on July 28 and December 5 of the fiscal year in which they are levied. The payment date for personal property taxes is October 5. The penalty for late payment is 10% of the amount due, and interest on delinquent taxes and penalties accrues at a rate of 1% per annum for real estate taxes and 5% per annum for personal property taxes. In cases of property on which delinquent taxes are not paid within three years, the County may sell the property at public auction to pay the amounts due. There is no legal limit at the present time on the property tax rates that may be established by the County. Property taxes (including delinquent payments, penalties, and interest) accounted for 75.1% of total General Fund revenues in FY 2022. However, this percentage does not include the reimbursement from the Commonwealth of Virginia for a portion of the personal property tax. Including the reimbursement reflected in Intergovernmental revenue, the percentage of revenue from property taxes in FY 2022 was 79.6%. A description of the Commonwealth's plan to reduce personal property taxes follows.

During its 1998 Special Session, the General Assembly of Virginia enacted legislation to reduce personal property taxes applicable to individually owned motor vehicles. The reduction, which applies to the first \$20,000 in assessed value, was scheduled to be phased in over a five-year period. The legislation states that the Commonwealth will reimburse local governments for the revenue lost from the reduction in personal property tax collections. In fiscal years subsequent to the legislation personal property taxes paid by citizens steadily reduced until such reduction equaled 70% in 2002. Due to Commonwealth budget constraints, the 2003 Virginia General Assembly temporarily froze the tax reduction at 70%. The 2005 General Assembly revised this measure further to limit its tax relief payments to all localities to a total of \$950 million per tax year beginning with 2006 (fiscal year 2007). The County's fixed share of the \$950 million is \$211,313,944, as determined by its share of the total payments made to all localities by

the Commonwealth during calendar years 2004 and 2005 for tax year 2004 (fiscal year 2005). The County's total personal property tax collections for FY 2022 were \$686.0 million, comprised of \$474.7 million paid by taxpayers and \$211.3 million reimbursed by the Commonwealth of Virginia as Intergovernmental Revenue.

Other Local Taxes – The County levies various other local taxes, including a 1% local sales tax (collected by the Commonwealth and remitted to the County), a tax on consumer utility bills based on consumption for gas and electric services and a 5% communications sales tax which is imposed on the charge for or sale of communications services. Also included in this category are a cigarette tax of \$0.30 per pack, property recordation taxes, an automobile license tax, and various businesses, professional, and occupational licenses taxes. These taxes accounted for 12.7% of total General Fund revenues in FY 2022.

Permits, Privilege Fees, and Licenses – The County requires that licenses or permits be obtained in order to perform certain activities in the County and that fees be paid for services provided by certain County departments. These revenues represented 1.3% of total General Fund revenues for FY 2022.

Fines and Forfeitures – The sources of revenue in this category include court fines and penalties from the Circuit Court and the General District Court and court fines, costs from the Juvenile and Domestic Relations District Court and fines for traffic violations, misdemeanors, and felonies. In addition, the County receives revenues from parking violations as authorized under the County Code. Revenues in this category represented 0.2% of General Fund revenues in FY 2022.

Use of Money and Property – The principal sources of revenue to the General Fund from the use of money and property are interest on General Fund and Capital Project Fund investments and minor amounts of revenue from the sale and lease of County equipment and property. These revenues represented 0.4% of General Fund revenues in FY 2022.

Charges for Services and Recovered Costs – The principal sources of revenue to the General Fund from charges for services are County Clerk fees, school age child care fees, recreation fees, publication sales and various other services for which the County charges a fee. Revenues in this category represented 1.4% of General Fund revenues in FY 2022.

Intergovernmental Revenue – Intergovernmental revenue is comprised of revenue from the Commonwealth, revenue from the federal government, and revenue from local government. Revenues in this category represented 9.0% of General Fund revenues in FY 2022. This percentage includes the revenue that the County receives from the Commonwealth as reimbursement for the County's personal property tax. Each revenue source within intergovernmental revenue is described below.

Revenue from the Commonwealth – The County is reimbursed by the Commonwealth for a portion of shared expenses, including certain expenditures for social services, the sheriff's office, courts, the Office of the Commonwealth Attorney, and other constitutional offices. Additionally, the County receives a share of the net profits from the State Alcoholic Beverage Control Board's liquor sales and state contributions to assist in meeting law enforcement expenditures. As mentioned in the section concerning General Property Taxes, the Commonwealth also reimburses the County for a portion of its personal property tax on vehicles. Including the reimbursement for the County's personal property tax, revenues from this category represented 6.7% of total General Fund revenues in the fiscal year ended June 30, 2022. Excluding this reimbursement, revenue from this category represented 2.2% of General Fund revenue in FY 2022. The County receives a significant amount of additional State aid in support of Public School operations. These revenues are credited directly to the School Operating and School Lunch Funds, however, and are not reflected in the General Fund.

Revenue from the Federal Government – The principal sources of categorical federal aid to the General Fund are federal grant money supporting human service programs such as supplemental nutrition, temporary assistance for needy families, foster care, adoption assistance, and medical assistance for clients of the Department of Family Services. This revenue category represented 2.1% of General Fund revenues in FY 2022.

Revenue from Local Government – The principal sources of local government revenues are reimbursement from the Public Schools System for school nurses and reimbursement from the Park Authority for the debt service. This revenue category represented 0.2% of General Fund revenues in FY 2022.

Miscellaneous Revenues – The sources of revenue in this category include the sale of land and buildings, contract rebates, and other miscellaneous sources. These revenue sources accounted for 0.01% of General Fund revenue in FY 2022.

Expenditures and Transfers

The following is a discussion of the major classifications of General Fund expenditures and transfers.

Transfer to School Operating Fund – The County transfers money from the General Fund to the School Operating Fund to pay the County's share of the costs of operating public schools in Fairfax County. This transfer represented approximately 46.0% of total disbursements from the General Fund in the fiscal year ended June 30, 2022. The transfer to the School Operating Fund was approximately 67.1% of total receipts of the School Operating Fund. Other revenues credited directly to the School Operating and School Lunch Funds include revenue from the Federal Government, the Commonwealth, the City of Fairfax (representing tuition of students residing in the City of Fairfax who attend Fairfax County schools), and other revenue derived locally from sale of textbooks, school lunches, etc.

Costs of General County Government – The County pays the costs of general County government from the General Fund. These costs include expenditures for general government administration, judicial administration, public safety, public works, health and welfare, parks, recreational and cultural programs, and community development. This classification was approximately 41.6% of total General Fund disbursements in FY 2022.

Transfer to Debt Service Fund – The County transfers from the General Fund to the Debt Service Fund amounts sufficient to pay principal and interest on outstanding County and School debt including general obligation bonds and EDA and FCRHA revenue bonds. Transfers to the Debt Service Fund represented 6.9% of total General Fund disbursements in FY 2022. Fairfax County Public Schools (FCPS) transfers from its operating fund to the County's Debt Service Fund an amount sufficient to pay principal and interest on the applicable portion of the 2014A and 2021D County Facilities Projects Bonds.

Transfer to Capital Project Funds – The County transfers money from the General Fund to the Capital Project Funds to pay the cost of certain capital improvements. The General Fund transfer to the Capital Project Funds (except for the General Fund transfer for Fairfax County's obligations to WMATA, which is discussed below) represented 2.3% of total General Fund disbursements in FY 2022.

Transfer to Metro Construction and Operations Fund – The County is a member jurisdiction of WMATA and as such has agreed to make certain capital contributions in support of the construction by WMATA of a rail transit system to serve the Washington metropolitan area (which includes the County) and to pay a portion of the deficit incurred by WMATA in the operation of its bus system and rail system.

The County generally has used bond proceeds to fund its capital contributions to WMATA and has transferred money from the General Fund to pay its share of the bus and rail operating subsidies. The General Fund transfer to the Metro Construction and Operations Fund to pay the County's share of the system's operating subsidies represented 0.9% of total General Fund disbursements in FY 2022. See the subsection herein entitled "GOVERNMENT SERVICES – Transportation" for a more complete discussion of the County's obligations with respect to WMATA.

Other Transfers – The County transfers money from the General Fund to other funds for a variety of purposes. The General Fund transfer to other funds includes transfers to the County Transit Systems, Information Technology, Aging Grants and Programs, Community-Based Funding Pool, Housing Programs for the Elderly, Health Benefits Trust, and Equipment Management and Transportation Agency. Transfers to other funds were 2.3% of total General Fund disbursements in FY 2022.

Transfer to Revenue Stabilization Fund – Beginning in FY 2000, the County began setting aside money in the General Fund for a Revenue Stabilization Fund to address significant revenue reductions during severe, prolonged economic downturns. The Revenue Stabilization Fund represented 32.3% of the total fund balance in the General Fund as of June 30, 2022.

FY 2024 Budget

On May 9, 2023, the Board of Supervisors approved the FY 2024 Adopted Budget Plan. This budget was based on total revenues of \$5.11 billion, which is an increase of 7.00 percent over the FY 2023 Adopted Budget Plan. Residential equalization increased 6.97 percent and commercial equalization increased 1.65 percent, resulting in an overall 6.59 percent increase in real estate values. The County's real estate tax rate was reduced from \$1.11 per \$100 of assessed value to \$1.095 per \$100 of assessed value. The Board of Supervisors also provided relief from rising car values, with respect to the Personal Property Tax, by reducing the vehicle assessment ratio from 100 percent to 90 percent of trade-in value.

FY 2024 General Fund Adopted Disbursements total \$5.11 billion, which is a 6.99 percent increase above the FY 2023 Adopted Budget Plan. County support to Fairfax County Public Schools is equal to \$2.64 billion, which is a 6.02 percent increase over the FY 2023 Adopted Budget Plan, and 52.2 percent of FY 2024 Disbursements. Also, funding provided for a 5.44 percent market rate adjustment and performance increases for all County employees. Updated projections through September 2023 are consistent with the FY 2024 Adopted Budget Plan.

FY 2025 Budget

On November 28, 2023, the Fairfax County Board of Supervisors and Fairfax County Public Schools Joint Budget Committee is scheduled to receive an initial forecast for the FY 2025 Budget. The County Executive is scheduled to present the FY 2025 Advertised Budget Plan to the Board of Supervisors on February 20, 2024.

CAPITAL IMPROVEMENT PROGRAM

In connection with the County's adopted comprehensive land use plan, the Fairfax County Planning Commission annually prepares and submits to the Board of Supervisors a capital improvement program ("CIP") for the ensuing five-year period. The CIP is designed to balance the need for public facilities as expressed by the County's land use plan with the fiscal capability of the County to provide for those needs.

The CIP is an integral element of the County’s budgeting process. The five-year document serves as a general planning guide for the construction of general purpose, school and public utility projects in the County. The CIP is updated and approved by the Board of Supervisors each year. This annual review process prompts careful attention to the development of reliable capital expenditure and revenue estimates and the timely scheduling of bond referenda.

In connection with the CIP process, the Board of Supervisors has adopted certain policy guidelines for the development and financing of the CIP. These guidelines include self-imposed restrictions on the issuance of general obligation bonds designed to keep General Fund supported debt service expenditures less than 10% of total Combined General Fund disbursements, and to maintain the ratio of bonded indebtedness to the market value of taxable property in the County at a level less than 3.0%.

The Board of Supervisors continues to review the County’s debt program in light of current fiscal conditions and capital needs. Currently, general obligation bond sales for new money projects are limited to \$400 million per year. The CIP for fiscal years 2023-2027 (along with estimates for fiscal years 2028 to 2032) was approved by the Board of Supervisors on April 26, 2022. The County program includes new construction, renovation and renewal of school facilities, parks, housing development, revitalization, storm water management, public safety and courts, libraries, human services, solid waste, sewers, and transportation. Significant capital construction activity from FY 2023-2032 totaling \$11 billion is anticipated for the County, in addition to \$0.99 billion in regional parks and water supply projects that are undertaken within the County to benefit County residents but not managed or funded directly by the County. The total capital construction activity to be financed by the County totals \$12 billion from FY 2023-2032.

As part of the 2020 legislative session, the Virginia General Assembly voted to provide localities the authority to require that, for construction contracts paid for, in whole or in part, with funds of the locality, “bidders, offerors, contractors, and subcontractors” must “pay wages, salaries, benefits, and other remuneration to any mechanic, laborer, or worker employed, retained, or otherwise hired to perform services in connection with the public contract at the prevailing wage rate.” For purposes of the Virginia Code, the prevailing wage rate is determined by the Commonwealth’s Commissioner of Labor and Industry “on the basis of applicable prevailing wage rate determinations made by the U.S. Secretary of Labor under the provisions of the Davis-Bacon Act.” The Board’s Legislative Committee received a presentation about the prevailing wage at its March 16, 2021, and October 26, 2021, meetings. At the December 7, 2021, Board of Supervisors meeting, County staff presented a draft prevailing wage ordinance for discussion. On January 25, 2022, the Board held a public hearing on, and then adopted, the prevailing wage ordinance.

RETIREMENT SYSTEMS

Fairfax County administers four separate public employee retirement systems that provide pension benefits for various classes of County employees: Fairfax County Employees’ Retirement System (“ERS”), Fairfax County Police Officers Retirement System (“PORS”), Fairfax County Uniformed Retirement System (“URS”), and the Educational Employees’ Supplemental Retirement System of Fairfax County (“ERFC”). In addition, professional employees of the Fairfax County Public Schools participate in a plan sponsored and administered by the Virginia Retirement System (“VRS”).

The Fairfax County retirement systems investments are managed by independent professional investment managers. Investments in derivatives are not made for speculative purposes but may be used by investment managers to gain access to markets, to reduce risk, or to reduce transaction costs.

In fiscal year 2015, the County implemented GASB No. 68, Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27. GASB Statement No. 68 establishes the standards for accounting and reporting employee pension plans including the recognition and measurement of liabilities, deferred inflows and outflows, expenses and expenditures. The tables below are presented in conformity with GASB Statement No. 68.

As of June 30, 2021, membership in the reporting entities' plans consisted of the following:

Description	Primary Government			Component Unit – Public Schools
	ERS	PORS	URS	
Retirees and beneficiaries receiving benefits	10,247	1,261	1,518	13,338
Terminated employees entitled to, but not yet receiving, benefits	2,394	73	97	5,783
Deferred Retirement Option Plan participants	753	82	128	N/A
Active employees	14,015	1,335	1,909	22,329

Source: Fairfax County Annual Comprehensive Financial Report for FY 2022

Fairfax County Employees' Retirement System (ERS)

Plan Description

The Fairfax County Employees' Retirement System (ERS) is a legally separate single-employer defined benefit pension plan established under the Code of Virginia which covers only employees of the reporting entity. The plan covers full-time and certain part-time employees of the reporting entity who are not covered by other plans of the reporting entity or the VRS. This is the only plan that provides pension benefits to both the primary government and component units. The balances have been allocated in the financial statements as follows: County 69.7 percent including business type activities, FCPS 25.2 percent, EDA 0.4 percent, FCRHA 1.6 percent, FCPA 3.1 percent of all totals.

Benefit provisions are established and may be amended by County ordinances. All benefits vest at five years of creditable service. Members who were hired before January 1, 2013, had the option to elect to join Plan A or Plan B, and members who were hired on or after January 1, 2013, may elect to join Plan C or Plan D. Members who were hired on or after July 1, 2019, are automatically enrolled in Plan E. To be eligible for normal retirement, an individual must meet the following criteria: (a) attain the age of 65 with five years of service, (b) for Plans A and B, attain the age of 50 with age plus years of service being greater than or equal to 80, or (c) for Plans C, D, and E, attain the age of 55 with age plus years of service being greater than or equal to 85. The normal retirement benefit is calculated using average final compensation (i.e., the highest 78 consecutive two week pay periods or the highest 36 consecutive monthly pay periods) and years (or partial years) of creditable service at date of termination. For Plans A, B, C, and D, if normal retirement occurs before Social Security benefits are scheduled to begin, an additional monthly benefit is paid to retirees. Plan E eliminates the pre-Social Security Supplement; however, there is a cost-neutral Early Age Option for employees who retire prior to full retirement age under Social Security. The plan provides that unused sick leave credit may be used in the calculation of average final compensation by projecting the final salary during the unused sick leave period. Those who commenced employment on or after January 1, 2013, may not use more than 2,080 hours of accrued sick

leave toward service credit for retirement or entry into the Deferred Retirement Option Program (“DROP”). The benefit for early retirement is actuarially reduced and payable at early termination.

On December 4, 2018, the Fairfax County Board of Supervisors voted to approve changes to ERS, for employees hired on or after July 1, 2019, who will participate in a new plan. The changes include eliminating the pre-Social Security Supplement and eliminating the one-time 3 percent calculated retirement annuity increase from the plan. Changes also include the addition of a cost-neutral Early Age Option for employees who retire prior to full retirement age under Social Security.

Effective July 1, 2005, a DROP was established for eligible members of the ERS. Members who are eligible for normal service retirement are eligible to participate in this program. DROP provides the ability for an employee to retire for purposes of the pension plan, while continuing to work and receive a salary for a period of three years. During the DROP period, the pension plan accumulates the accrued monthly benefit into an account balance identified as belonging to the member. The account balance is credited with interest in the amount of 5.0 percent per annum, compounded monthly. The monthly benefit is calculated using service and final compensation as of the date of entry in DROP, with increases equal to the annual COLA adjustment provided for retirees.

Funding Policy

All contribution requirements for ERS are established and may be amended by County ordinances, including member contribution rates. Plan A and Plan C require member contributions of 4.0 percent of compensation up to the maximum Social Security wage base and 5.33 percent of compensation in excess of the wage base. Plan B, Plan D, and Plan E require member contributions of 5.33 percent of compensation.

The County is required to contribute at an actuarially determined rate; the rate for the year ended June 30, 2022, was 28.88 percent of annual covered payroll. The employer contribution made during the measurement period of the liability was \$227,846,281. The FY 2022 employer contribution totaled \$229,114,059.

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Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

ACFR Reporting Year Measurement Date June 30 of prior year	2022
Total Pension Liability	
Service cost	\$108,644
Interest	427,327
Changes in benefit terms	-
Differences between expected and actual experience	(43,616)
Changes of assumptions	233,720
Benefit payments, including refunds of member contributions	(357,332)
Net change in total pension liability	368,743
Total pension liability – beginning	5,961,066
Total pension liability – ending	\$6,329,809
Plan Fiduciary Net Position	
Contributions – employer	227,846
Contributions – member	39,914
Net investment income	1,096,260
Benefit payments, including refunds of member contributions	(357,332)
Administrative expense	(2,519)
Net change in plan fiduciary net position	1,004,169
Plan fiduciary net position – beginning	4,142,063
Plan fiduciary net position – ending	\$5,146,232
Net pension liability – ending	\$1,183,577
Plan fiduciary net position as a percentage of the total pension liability	81.3%
Covered employee payroll	\$803,691
Net pension liability as a percentage of covered employee payroll	147.3%

Source: Fairfax County Annual Comprehensive Financial Report for FY 2022

Administration

There are ten members of the ERS Board of Trustees. Four members are appointed by the Board of Supervisors. Three members are elected representing the following groups: County employees, Schools employees, and retired employees. The Fairfax County Director of Human Resources and the Director of Finance serve as ex-officio members of the board, along with an appointee from the Fairfax County Public Schools system.

Professional Services

An independent auditor and actuary are hired to provide service to the fund.

Fairfax County Police Officers Retirement Systems (PORS)*Plan Description*

The Fairfax County Police Officers Retirement System (“PORS”) is a legally separate single-employer defined benefit pension plan established under the Code of Virginia. The plan covers County police officers who are not covered by other plans of the reporting entity or the VRS and former Park Police officers who elected to transfer to the PORS from the Uniformed Retirement System effective January 22, 1983.

Benefit provisions are established and may be amended by County ordinances. All benefits vest at five years of creditable service. Based on sworn in date, individuals were enrolled in Plan A, Plan B or Plan C. To be eligible for normal retirement, an individual must meet the following criteria: for Plan A (if

sworn in before December 31, 2012) attain the age of 55 or have completed 25 years of creditable service (20 years of creditable service if sworn in prior to July 1, 1981); for Plan B (sworn on or after January 1, 2013) and for Plan C (sworn on or after July 1, 2019) attain the age of 55 or have completed 25 years of creditable service. The normal retirement benefit is calculated using average final compensation and years (or partial years) of creditable service at date of termination. The plan provides that unused sick leave credit may be used in the calculation of average final compensation by projecting the final salary during the unused sick leave period. For Plan B and Plan C, individuals may not use more than 2,080 hours of accrued sick leave toward service credit for retirement or DROP entry. For Plan C, individuals are not eligible for the one-time 3 percent calculated retirement annuity increase from the plan. To be eligible for early retirement, the employee must have 20 years of creditable service (does not apply if sworn in before July 1, 1981). The benefit for early retirement is actuarially reduced and payable at early termination.

Effective October 1, 2003, a DROP was established for eligible members of the PORS. Members who are eligible for normal service retirement are eligible to participate in this program. DROP provides the ability for an employee to retire for purposes of the pension plan, while continuing to work and receive a salary for a period of three years. During the DROP period, the pension plan accumulates the accrued monthly benefit into an account balance identified as belonging to the member. The account balance is credited with interest in the amount of 5.0 percent per annum, compounded monthly. The monthly benefit is calculated using service and final compensation as of the date of entry in DROP, with increases equal to the annual COLA adjustment provided for retirees.

Funding Policy

All contribution requirements for PORS are established and may be amended by County ordinances, including member contribution rates. Member contributions were based on 8.65 percent of compensation at June 30, 2022.

The County is required to contribute at an actuarially determined rate; the rate for the year ended June 30, 2022, was 46.04 percent of annual covered payroll. The employer contribution made for the measurement period of the liability was \$50,348,130. The FY 2022 employer contribution totaled \$52,066,100.

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Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

ACFR Reporting Year Measurement Date June 30 of prior year	2022
Total Pension Liability	
Service cost	\$32,981
Interest	133,441
Differences between expected and actual experience	20,396
Changes in assumptions	55,913
Benefit payments, including refunds of member contributions	(89,580)
Net change in total pension liability	153,151
Total pension liability – beginning	1,851,587
Total pension liability – ending	\$2,004,738
Plan Fiduciary Net Position	
Contributions – employer	\$50,348
Contributions – member	14,688
Net investment income	432,834
Benefit payments, including refunds of member contributions	(89,580)
Administrative expense	(666)
Net change in plan fiduciary net position	407,624
Plan fiduciary net position – beginning	1,400,565
Plan fiduciary net position – ending	\$1,808,189
Net pension liability – ending	\$196,549
Plan fiduciary net position as a percentage of the total pension liability	90.2%
Covered employee payroll	\$121,029
Net pension liability as a percentage of covered employee payroll	162.4%

Source: Fairfax County Annual Comprehensive Financial Report for FY 2022

Administration

There are seven members of the PORS Board of Trustees. Three members are appointed by the Board of Supervisors. Two members are active employee elected representatives, and one member is a retiree elected representative. The Fairfax County Director of Finance serves as an ex-officio member of the board.

Professional Services

Independent auditor, actuary and investment consultants are hired to provide service to the fund.

Fairfax County Uniformed Retirement System (URS)*Plan Description*

The Fairfax County Uniformed Retirement System (“URS”) is a legally separate single-employer defined benefit pension plan. The plan covers uniformed or sworn employees of the Fire and Rescue Department, Office of Sheriff, Park Police, helicopter pilots, and Animal Control Officers as well as non-administrative positions of the Department of Public Safety Communications who are not covered by other plans of the reporting entity or the VRS.

Benefit provisions are established and may be amended by County ordinances. All benefits vest at five years of creditable service. Employees hired before July 1, 1981, were enrolled in Plan A. Plan A members were given the opportunity to enroll in Plan B as of July 1, 1981, and to enroll in Plan C as of

April 1, 1997. From July 1, 1981, through March 31, 1997, all new hires were enrolled in Plan B. Plan B members were given the opportunity to enroll in Plan D as of April 1, 1997. From April 1, 1997, through December 31, 2012, all new hires were enrolled in Plan D. From January 1, 2013, forward, all new hires are enrolled in Plan E. From July 1, 2019, forward, all new hires are enrolled in Plan F. To be eligible for normal retirement an individual must meet the following criteria: (a) attain the age of 55 with six years of creditable service, or (b) complete 25 years of creditable service. The normal retirement benefit is calculated using average final compensation and years (or partial years) of creditable service at date of termination. Annual cost-of-living adjustments are provided to retirees and beneficiaries equal to the lesser of 4.0 percent or the percentage increase in the Consumer Price Index for the Washington Consolidated Metropolitan Statistical Area. The plan provides that unused sick leave credit may be used in the calculation of average final compensation by projecting the final salary during the unused sick leave period. Those enrolled in Plan E and Plan F may not use more than 2,080 hours of accrued sick leave toward service credit for retirement or DROP entry. For Plan F, individuals are not eligible for the one-time 3 percent calculated retirement annuity increase from the plan. In addition, Plan F eliminates the pre-Social Security Supplement; however, there is a cost neutral Early Age Option for employees who retire prior to full retirement age under Social Security. To be eligible for early retirement, employees must have 20 years of creditable service. The benefit for early retirement is actuarially reduced and payable at early termination.

Effective October 1, 2003, a DROP was established for eligible members of the URS. Members who are eligible for normal service retirement are eligible to participate in this program. DROP provides the ability for an employee to retire for purposes of the pension plan, while continuing to work and receive a salary for a period of three years. During the DROP period, the pension plan accumulates the accrued monthly benefit into an account balance identified as belonging to the member. The account balance is credited with interest in the amount of 5.0 percent per annum, compounded monthly. The monthly benefit is calculated using service and final compensation as of the date of entry in DROP, with increases equal to the annual COLA adjustment provided for retirees.

Funding Policy

All contribution requirements for URS are established and may be amended by County ordinances, including member contribution rates. Plan A requires member contributions of 4.0 percent of compensation up to the Social Security wage base and 5.75 percent of compensation in excess of the wage base. Plan B requires member contributions of 7.08 percent of compensation up to the Social Security wage base and 8.83 percent of compensation in excess of the wage base. Plan C requires member contributions of 4.0 percent of compensation. Plan D, Plan E, and Plan F require contributions of 7.08 percent of compensation.

The County is required to contribute at an actuarially determined rate; the rate for the year ended June 30, 2022, was 39.31 percent of annual covered payroll. The employer contribution made for the measurement period of the liability was \$69,464,042. The FY 2021 employer contribution totaled \$65,793,238.

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Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

ACFR Reporting Year Measurement Date June 30 of prior year	2022
Total Pension Liability	
Service cost	\$45,463
Interest	165,370
Differences between expected and actual experience	(4,253)
Changes in assumptions	60,742
Benefit payments, including refunds of member contributions	(119,190)
	<hr/>
Net change in total pension liability	148,132
Total pension liability – beginning	2,294,057
Total pension liability – ending	<hr/> \$2,442,189
Plan Fiduciary Net Position	
Contributions – employer	\$69,464
Contributions – member	12,980
Net investment income	440,347
Benefit payments, including refunds of member contributions	(119,190)
Administrative expense	(678)
	<hr/>
Net change in plan fiduciary net position	402,923
Plan fiduciary net position – beginning	1,762,103
Plan fiduciary net position – ending	<hr/> \$2,165,026
Net pension liability – ending	<hr/> \$277,163
Plan fiduciary net position as a percentage of the total pension liability	<hr/> 88.7%
Covered employee payroll	\$178,847
Net pension liability as a percentage of covered employee payroll	<hr/> 155.0%

Source: Fairfax County Annual Comprehensive Financial Report for FY 2022

Administration

There are eight members of the URS Board of Trustees. Three members are appointed by the Board of Supervisors. Three members are employee elected representatives comprised of two members from the Fire and Rescue Department, and one member from the Sheriff's Department. The Fairfax County Director of Finance and Director of Human Resources serve as ex-officio members of the board.

Professional Services

An independent auditor and actuary are hired to provide service to the fund.

Educational Employees' Supplementary Retirement System of Fairfax County (ERFC)*Plan Description*

The Educational Employees' Supplementary Retirement System of Fairfax County ("ERFC") is a legally separate single-employer retirement system established under the Code of Virginia. The ERFC covers all full-time educational and civil service employees who are employed by the Public Schools and who are not covered by other plans of the reporting entity. The ERFC 2001 is the retirement plan for members of the ERFC whose membership commenced on or after July 1, 2001.

Benefit provisions for ERFC and ERFC 2001 are established and may be amended by ERFC's Board of Trustees (ERFC Board) subject to approval by the School Board. All members are vested for benefits after five years of service. The ERFC benefit formula was revised effective July 1, 1988,

following changes to VRS, which ERFC has historically supplemented. The benefit structure is designed to supplement VRS and Social Security benefits to provide a level retirement benefit throughout retirement.

ERFC 2001 Tier 1 and Tier 2 have a stand-alone structure. Member contributions for ERFC and ERFC 2001 are made through an arrangement that results in a deferral of taxes on the contributions. Further details of member contributions may be found in Article III of the ERFC and ERFC 2001 Plan Documents.

ERFC and ERFC 2001 provide for a variety of benefit payment types. ERFC's payment types include Service Retirement, Reduced Service, Disability, Death-in-Service, and Deferred Retirement. ERFC 2001's payment types include Service Retirement, Death-in-Service, and Deferred Retirement. ERFC's minimum eligibility requirements for receipt of full benefits range from members attaining the age of 55 with 25 years of service to completing five years of service prior to age 65. The minimum eligibility requirements for full benefits for ERFC 2001 Tier 1 members are age 60 with five years of service or any age with 30 years of service. The minimum eligibility requirements for full benefits for ERFC Tier 2 members are full Social Security age with five years of service or age and service equal 90 (the rule of 90). Annual post-retirement cost-of-living increases are effective each March 31. Participants in their first full year of retirement from ERFC 2001 Tier 1 receive a 1.49 percent increase. Participants who retire on or after January 1 receive no cost-of-living increase that first March. Under ERFC 2001 Tier 2, the first cost-of-living increase will equal approximately half of the full amount. Thereafter, the full cost-of-living increase will equal 100 percent of the Consumer Price Index for all Urban Consumers for the Washington, D.C. metropolitan area for the period ending in November of each year, capped at 4%. Additional details regarding benefit payment types can be found in the actuarial valuation and the Plan Documents.

Funding Policy

All contribution requirements for ERFC plans are established and may be amended by the ERFC Board with the approval of the School Board. The requirements are based upon a fundamental financial objective of having rates of contribution that remain relatively level from generation to generation of employees. To determine the appropriate employer contribution rates and to assess the extent to which the fundamental financial objective is being achieved, ERFC has actuarial valuations prepared annually. Members are required to contribute 3 percent of annual salary. The employer is required to contribute at an actuarially determined rate which was 6.70 percent for fiscal year 2022. Employer contributions to the pension plan were \$111,119,456 and \$104,784,310 for the years ended June 30, 2022, and June 30, 2021, respectively.

The actuarial valuations are used to set the employer contribution rate for the two-year period beginning 18 months after the valuation date. As such, the December 31, 2019, valuation recommended that the contribution rate for the two-year period beginning July 1, 2021, to June 30, 2023, be increased from 6.44 percent to 6.70 percent.

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Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

ACFR Reporting Year Measurement Date June 30 of prior year	2022
Total Pension Liability	
Service cost	\$91,770
Interest	253,330
Changes of Benefit Terms	-
Differences between expected and actual experience	29,759
Changes of assumptions	(17,342)
Benefit payments, including refunds of member contributions	(191,266)
Net change in total pension liability	<u>166,251</u>
Total pension liability – beginning	<u>3,543,957</u>
Total pension liability – ending	<u>\$3,710,208</u>
Plan Fiduciary Net Position	
Contributions – employer	\$104,784
Contributions – member	48,934
Net investment income	720,739
Benefit payments, including refunds of member contributions	(191,266)
Administrative expense	(4,423)
Net change in plan fiduciary net position	<u>678,768</u>
Plan fiduciary net position – beginning	<u>2,593,384</u>
Plan fiduciary net position – ending	<u>\$3,272,152</u>
Net pension liability – ending	<u>\$438,056</u>
Plan fiduciary net position as a percentage of the total pension liability	<u>88.2%</u>
Covered employee payroll	\$1,627,086
Net pension liability as a percentage of covered employee payroll	<u>26.9%</u>

Source: Fairfax County Annual Comprehensive Financial Report for FY 2022

Administration

The Board is composed of seven members: three are appointed by the School Board, and three are elected by active ERFC members. The six combined Board members recommend someone who is not affiliated with FCPS for the seventh position, which is subject to approval by the School Board.

Professional Services

An independent auditor and actuary are hired to provide service to the fund.

Virginia Retirement Systems (VRS)*Plan Description*

FCPS contributes to VRS on behalf of its covered professional employees. VRS is a cost-sharing, multiple-employer retirement system, which administers two defined benefit plans and a hybrid plan that combines the features of a defined benefit plan and a defined contribution plan. These plans are administered by the Commonwealth and provide coverage for Commonwealth employees, public school board employees, employees of participating political subdivisions, and other qualifying employees. All full-time, salaried, permanent employees of VRS-participating employers are automatically covered under VRS. All employees hired after January 1, 2014, are automatically enrolled in the Hybrid Plan. Contributions made by members and participating VRS employers are invested to provide future retirement and disability benefits, annual cost of living adjustments, and death benefits to plan members and beneficiaries.

Funding Policy

The contribution requirement for active employees is governed by Section 51.1-145 of the Code, as amended, but may be affected as a result of funding provided to school divisions by the Virginia General Assembly. Employees are required to contribute 5.0 percent of their compensation toward their retirement. Each school division's contractually required contribution rate for the year ended June 30, 2022, was 16.62 percent of covered employee compensation. This rate was based on an actuarially determined rate from an actuarial valuation as of June 30, 2019. The actuarially determined rate, when combined with employee contributions, was expected to finance the costs of benefits earned by employee during the year, with an additional amount to finance any unfunded accrued liability. Based on the provisions of Section 51.1-145 of the Code, as amended, the contributions were funded at 100 percent of the actuarial rate for the year ended June 30, 2022. Employer contributions to the pension plan were \$275,534,721 and \$270,303,058 for the years ended June 30, 2022, and June 30, 2021, respectively.

Fairfax County Retirement Systems – Plan Revisions from the Board of Supervisors

As directed by the Board of Supervisors, the Fairfax County Department of Human Resources contracted with a benefits consultant to conduct a comprehensive retirement study. Based on the results of this study, the Board of Supervisors, as part of their mark-up of the FY 2013 Adopted Budget Plan on April 24, 2012, reaffirmed the County's commitment to a defined benefit plan model for current employees and for new hires. The Board also directed staff to prepare revisions to the Fairfax County Code to incorporate several modifications to the retirement systems, to apply only to new employees who are hired after January 1, 2013. These changes included increasing the minimum retirement age from 50 to 55 in the Employees' system, increasing the rule of 80 to the rule of 85 in the Employees' system, removing the pre-Social Security Supplement from DROP accounts in the Employees' system and the Uniformed system, and placing a cap on the use of sick leave for retirement purposes at 2,080 hours for all three retirement systems.

During 2017 and 2018, the Board of Supervisors again directed County staff to review its retirement plans. A retirement workgroup was established consisting of Board members and employee group representatives that included presentations and group discussions on retirement demographics, trends, potential benefit changes. Following a public hearing on December 4, 2018, the Board of Supervisors approved changes for new employees hired on or after July 1, 2019. These changes included the elimination of the Pre-Social Security supplement for the Employees' and Uniformed systems, and the elimination of a prior provision that increased the annual annuity calculation by 3 percent for the Employees, Uniformed, and Police Retirement plans.

Fairfax County – Other Post-Employment Benefits (OPEB)

Plan Description and Administration

The Fairfax County OPEB Plan (the Plan) is a single-employer defined benefit plan administered by Fairfax County. The Plan provides the opportunity to continue participation in medical/dental, vision, and life insurance benefits for eligible retirees and their spouses. The plan benefits correspond with benefits available to active employees. The benefit provisions are established and may be amended by the Board. Fiduciary oversight is provided by the members of the Deferred Compensation Board. The members of the Deferred Compensation Board are the CFO, Director of Finance, Director of Human Resources, Director of Management and Budget, and the Executive Director of the Retirement Agency. The Plan does not issue a stand-alone financial report.

Beginning in fiscal year 2006, the amount of monthly medical subsidy provided by the County is based on years of service and ranges from \$30 per month to \$220 per month. Employees who retired prior to July 1, 2003, are eligible for the greater of the amount based on the current subsidy structure or the amount calculated based on the subsidy structure in place prior to July 2003. In addition, the Board has established a program to subsidize the continuation of term life insurance at reduced coverage amounts for retirees. Retirees generally pay for 50 percent of their coverage amounts at age-banded premium rates, with the County incurring the balance of the cost. In order to receive these subsidies, retirees must be 55 or older and have a minimum of five years of service credit. If participation in any of the benefit areas is discontinued, eligibility is lost and a retiree may not re-enroll into the Plan. Consequently, all inactive employees are considered to be receiving benefits.

Participant data for fiscal years 2021 and 2022 is as follows:

Membership	FY 2021	FY 2022
Medical Members		
Number of Active Members	15,490	15,905
Average Age	45	44
Average Service	11	10
<u>Number of Inactive Members</u>		
Retirees and Spouses	5,667	5,668
Average Age	67	68
Life Insurance Members		
Number of Active Members	15,490	15,905
Average Age	45	44
Average Service	11	10
<u>Number of Inactive Members</u>		
Retirees and Spouses	6,086	6,229
Average Age	69	69

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

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Statement of Changes in Net Position for the Fiscal Year ended June 30, 2022 – OPEB Trust Fund

ADDITIONS:	<u>2022</u>
Contributions:	
Employer	\$16,991,294
Other	<u>2,013,058</u>
Total Contributions	<u>\$19,004,352</u>
Investment Income from Investment Activities:	
Net change in fair value of investments	(\$37,920,204)
Interest	<u>4,403</u>
Total Income from Investment Activities	<u>(\$37,915,801)</u>
Less Investment Activities Expenses:	
Management Fees	\$332,091
Other	<u>500</u>
Total Investment Activities Expenses	<u>\$332,591</u>
Net Loss from Investment Activities	<u>(\$38,248,392)</u>
Net investment loss	<u>(\$38,248,392)</u>
Total Additions	<u>(\$19,244,040)</u>
DEDUCTIONS:	
Benefits	\$22,145,996
Administrative Expenses	<u>132,164</u>
Total Deductions	<u>\$22,278,160</u>
Net Decrease	<u>(\$41,522,200)</u>
Net Position - July 1, 2021	<u>423,896,368</u>
Net Position - June 30, 2022	<u>\$382,374,168</u>

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

Net OPEB Liability for the Plan

The Plan's net OPEB liability was measured as of June 30, 2022. The components of the net OPEB liability for the Plan are as follows:

Total OPEB Liability	\$390,615,328
Plan Fiduciary Net Position (Market Value of Assets)	<u>(382,374,168)</u>
Net OPEB Liability	<u>\$8,241,160</u>
Plan Fiduciary Net Position as % of Total OPEB	97.9%

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

Fairfax County Public Schools - Other Post-Employment Benefits (OPEB)

Plan Description and Administration

The Fairfax County Public Schools OPEB Trust Fund is a single-employer defined benefit plan administered by the Fairfax County Public Schools (“Public Schools”). Public Schools’ plan provides health benefits to eligible retirees and their spouses. The plan benefits correspond with benefits available to active employees. Benefit provisions are established and may be amended by the School Board. Fiduciary oversight is provided by the members of the Local Finance Board for OPEB. The Plan does not issue a stand-alone financial report.

A retiree and/or spouse who is at least 55 of years of age and participates in a Public Schools administered health insurance plan will receive an explicit subsidy ranging from \$15 to \$175 per month, based on years of service and the retirement plan in which the retiree is covered. In addition, Public Schools provides an implicit subsidy by allowing retirees to participate in the health insurance plans at the group premium rates calculated on the entire universe of active and retired employees. This subsidy occurs because, on an actuarial basis, the current and future claims of the retiree participants are expected to result in higher per person costs to the insurance plans than will be the experience for active employees.

Participant data for fiscal years 2021 and 2022 is as follows:

Membership	FY 2021	FY 2022
Medical Members		
Number of Active Members	19,878	20,528
Average Age	46	46
Average Service	11	11
<u>Number of Inactive Members</u>		
Retirees and Spouses	10,135	10,174
Average Age	72	73
Life Insurance Members		
Number of Active Members	4,457	4,451
Average Age	53	53
Average Service	11	12
<u>Number of Inactive Members</u>		
Retirees and Spouses	2,844	3,050
Average Age	72	72

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

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Statement of Changes in Net Position for the Fiscal Year ended June 30, 2022 – OPEB Trust Fund

ADDITIONS:	<u>2022</u>
Contributions:	
Employer	\$15,412,471
Total Contributions	<u>\$15,412,471</u>
Investment Income from Investment Activities:	
Net decrease in fair value of investments	(\$19,691,861)
Administrative Expense	(120,889)
Total Income from Investment Activities	<u>(\$19,812,750)</u>
Total Additions	<u>(\$4,400,279)</u>
DEDUCTIONS:	
Benefits payments / refunds	<u>\$10,412,471</u>
Total Deductions	<u>\$10,412,471</u>
Net Decrease	<u>(\$14,812,750)</u>
Net Position - July 1, 2021	<u>208,374,626</u>
Net Position - June 30, 2022	<u>\$193,561,876</u>

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

Net OPEB Liability for the Plan

The Public Schools' net OPEB liability was measured as of June 30, 2022, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date. The components of the net OPEB liability for the Plan are as follows:

Total OPEB Liability	\$245,104,162
Plan Fiduciary Net Position (Market Value of Assets)	<u>(193,561,876)</u>
Net OPEB Liability	<u>\$51,542,286</u>
Plan Fiduciary Net Position as % of Total OPEB	79.0%

Source: Fairfax County Annual Comprehensive Financial Report FY 2022

For further information regarding the County's retirement systems, see "Basic Financial Statements – Notes to Financial Statements – Notes G and H" in the County's Financial Statements for the Fiscal Year ended June 30, 2022.

CONTINGENT LIABILITIES AND CLAIMS

The County is contingently liable with respect to lawsuits and other claims that arise in the ordinary course of its operations. See Note [L] in the County's Financial Statements in the County's financial statements for the Fiscal Year ended June 30, 2023.

APPROVAL OF LEGAL PROCEEDINGS

Legal matters incident to the authorization and issuance of the Bonds are subject to the approval of Norton Rose Fulbright US LLP, Washington, D.C., Bond Counsel, the proposed form of whose opinion is included herein as Appendix VI.

TAX MATTERS

Opinion of Bond Counsel

In the opinion of Norton Rose Fulbright US LLP, Bond Counsel, under current law, and subject to the provisions of this section, interest on the Bonds will not be includable in gross income of the owners of the Bonds for federal income tax purposes. Interest on the Bonds will be includable in the gross income of the owners thereof retroactive to the date of issue of the Bonds in the event of a failure by the County or the School Board of the County to comply with applicable requirements of the Internal Revenue Code of 1986, as amended (the "Code"), and their respective covenants regarding use, expenditure, and investment of the proceeds of the Bonds and timely payment of certain investment earnings to the United States Treasury. No opinion is rendered by Bond Counsel as to the effect on the exclusion from gross income of the interest on the Bonds for federal income tax purposes of any action taken or not taken without the approval of Bond Counsel or upon the advice or approval of counsel other than Bond Counsel.

Interest on the Bonds will not be an item of tax preference for purposes of the federal alternative minimum tax under the Code on individuals.

For taxable years beginning after 2022, the Code imposes a minimum tax of 15 percent of the adjusted financial statement income of certain large corporations, generally consisting of corporations (other than S corporations, regulated investment companies and real estate investment trusts) with more than one billion dollars in average annual adjusted financial statement income, determined over a three-year period. For this purpose, adjusted financial statement income generally consists of the net income or loss of the taxpayer set forth on the taxpayer's applicable financial statement for such taxable year, subject to various adjustments, but is not reduced for interest earned on tax-exempt obligations, such as the Bonds. Prospective purchasers that could be subject to this minimum tax should consult with their own tax advisors regarding the potential impact of owning the Bonds.

Original Issue Discount

The excess, if any, of the amount payable at maturity of any maturity of the Bonds purchased as part of the initial public offering over the issue price thereof constitutes original issue discount. The amount of original issue discount that has accrued and is properly allocable to an owner of any maturity of the Bonds with original issue discount (a "Discount Bond") will be excluded from gross income for federal income tax purposes to the same extent as interest on the Bonds. In general, the issue price of a maturity of the Bonds is the first price at which a substantial amount of Bonds of that maturity was sold (excluding sales to bond houses, brokers, or similar persons or organizations acting in the capacity of underwriters, placement agents, or wholesalers), which may differ from the price shown on the inside cover page of this Official Statement, and the amount of original issue discount accrues in accordance with a constant yield method based on the compounding of interest. A purchaser's adjusted basis in a Discount Bond is to be increased by the amount of such accruing discount for purposes of determining taxable gain or loss on the sale or other disposition of such Discount Bonds for federal income tax purposes.

Original issue discount that accrues in each year to an owner of a Discount Bond is included in the calculation of the distribution requirements of certain regulated investment companies and may result in some of the collateral federal income tax consequences discussed herein. Consequently, an owner of a Discount Bond should be aware that the accrual of original issue discount in each year may result in additional distribution requirements or other collateral federal income tax consequences although the owner of such Discount Bond has not received cash attributable to such original issue discount in such year.

The accrual of original issue discount and its effect on the redemption, sale, or other disposition of a Discount Bond that is not purchased in the initial offering at the first price at which a substantial amount of such Bonds is sold to the public may be determined according to rules that differ from those described above. A purchaser of a Discount Bond should consult his or her tax advisors with respect to the determination for federal income tax purposes of the amount of original issue discount on such Discount Bond and the state and local tax consequences of owning and disposing of such Discount Bond.

Bond Premium

The excess, if any, of the tax basis of Bonds purchased as part of the initial public offering to a purchaser (other than a purchaser who holds such Bonds as inventory, stock in trade, or for sale to customers in the ordinary course of business) over the amount payable at maturity is "Bond Premium." Bond Premium is amortized over the term of such Bonds for federal income tax purposes (or, in the case of a bond with bond premium callable prior to its stated maturity, the amortization period and yield may be required to be determined on the basis of an earlier call date that results in the lowest yield on such bond). No deduction is allowed for such amortization of Bond Premium; however, Bond Premium is treated as an offset to qualified stated interest received on the Bonds. An owner of such Bonds is required to decrease his adjusted basis in such Bonds by the amount of amortizable Bond Premium attributable to each taxable year such Bonds are held. A purchaser of such a Bond should consult his or her tax advisors with respect to the precise determination for federal income tax purposes of the treatment of Bond Premium upon sale, redemption or other disposition of such Bond and the state and local income tax consequences of owning and disposing of such Bond.

Backup Withholding

Interest paid on the Bonds is subject to information reporting in a manner similar to interest paid on taxable obligations. While this reporting requirement does not by itself, affect the excludability of interest on the Bonds from gross income for federal income tax purposes, the reporting requirement causes the payment of interest on the Bonds to be subject to backup withholding if such interest is paid to beneficial owners who (i) are not "exempt recipients," and (ii) either fail to provide certain identifying information (such as the beneficial owner's taxpayer identification number) in the required manner or have been identified by the Internal Revenue Service as having failed to report all interest and dividends required to be shown on their income tax returns. Generally, individuals are not exempt recipients, whereas corporations and certain other entities generally are exempt recipients. Amounts withheld under the backup withholding rules from a payment to a beneficial owner would be allowed as a refund or a credit against such beneficial owner's federal income tax liability provided the required information is furnished to the Internal Revenue Service.

Other Tax Consequences

Under existing law, the interest on the Bonds is excluded from Virginia taxable income for purposes of the individual income tax and the income taxation of corporations by the Commonwealth of Virginia under Sections 58.1-322 and 58.1-402 of the Code of Virginia of 1950, as amended (the

“Virginia Code”), to the extent that such interest is excludable from gross income for federal income tax purposes.

The Code and the Virginia Code contain other provisions (some of which are noted below) that could result in tax consequences, upon which Bond Counsel expresses no opinion, as a result of ownership of the Bonds or the inclusion in certain computations of interest on the Bonds that is excluded from gross income for purposes of federal income taxation.

PROSPECTIVE PURCHASERS OF THE BONDS SHOULD CONSULT THEIR TAX ADVISORS AS TO THE APPLICABILITY AND IMPACT OF ANY SUCH COLLATERAL TAX CONSEQUENCES.

Ownership of tax-exempt obligations may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, financial institutions, life insurance companies, property and casualty insurance companies, certain foreign corporations doing business in the United States, certain S Corporations with excess passive income, individual recipients of Social Security or Railroad Retirement benefits, owners of an interest in a financial asset securitization investment trust (FASIT), corporations subject to the alternative minimum tax on adjusted financial statement earnings, taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations and taxpayers who may be eligible for the earned income tax credit.

Future Tax Developments

Future or pending legislative proposals, if enacted, regulations, rulings or court decisions may cause interest on the Bonds to be subject, directly or indirectly, to federal income taxation or to state or local income taxation, or may otherwise prevent beneficial owners from realizing the full current benefit of the tax status of such interest. Legislation or regulatory actions and future or pending proposals may also affect the economic value of the federal or state tax exemption or the market value of the Bonds. Prospective purchasers of the Bonds should consult their tax advisors regarding any future, pending or proposed federal or state tax legislation, regulations, rulings or litigation as to which Bond Counsel expresses no opinion.

FINANCIAL ADVISOR

The County has retained PFM Financial Advisors LLC, Arlington, Virginia, as financial advisor (the “Financial Advisor”) in connection with the issuance of the Bonds. Although the Financial Advisor assisted in the preparation and review of this Official Statement, the Financial Advisor is not obligated to undertake, and has not undertaken to make, an independent verification or to assume responsibility for the accuracy, completeness, or fairness of the information contained in this Official Statement. The Financial Advisor is not engaged in the business of underwriting municipal securities.

RATINGS

The Bonds have been rated “___” by Fitch Ratings, Inc. (“Fitch”), “___” by Moody’s Investors Service, Inc. (“Moody’s”), and “___” by S&P Global Ratings, a division of Standard & Poor’s Financial Services LLC (“S&P”). The County requested that the Bonds be rated and furnished certain information to Fitch, Moody’s, and S&P, including certain information that is not included in this Official Statement.

These ratings are not a recommendation to buy, sell, or hold the Bonds. Generally, rating agencies base their ratings on such materials and information provided by the County, as well as investigations, studies, and assumptions of the rating agencies. Such ratings may be changed at any time

and no assurance can be given that they will not be revised downward or withdrawn entirely by any or all of such rating agencies, if, in the judgment of any or all, circumstances so warrant. Such circumstances may include, without limitation, change in or unavailability of information relating to the County. Any such downward revision or withdrawal of any of such ratings may have an adverse effect on the market price of the Bonds.

SALE AT COMPETITIVE BIDDING

The Bonds will be offered for sale at competitive bidding on a date determined pursuant to the provisions of the Notice of Sale relating to the Bonds (See “Appendix VIII – Notice of Sale”). After the Bonds have been awarded, the County will issue an Official Statement in final form to be dated the date of the award. The County will deem the Official Statement in final form as of its date, and the Official Statement in final form will be a “Final Official Statement” within the meaning of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended. The Official Statement in final form will include, among other matters, the identity of the winning bidder (the “Underwriters”), the expected selling compensation to the Underwriters and other information on the interest rates and offering prices or yields of the Bonds, all as supplied by the Underwriters.

CERTIFICATE CONCERNING OFFICIAL STATEMENT

Concurrently with the delivery of the Bonds, the Chairman of the Board of Supervisors and the County Executive of the County will certify that, to the best of their knowledge, the Official Statement did not as of its date, and does not as of the date of delivery of the Bonds, contain any untrue statement of a material fact or omit to state a material fact that should be included therein for the purpose for which the Official Statement is to be used, or that is necessary in order to make the statements contained therein, in the light of the circumstances under which they were made, not misleading. Such certificate will also state, however, that the Chairman of the Board of Supervisors and the County Executive of the County did not independently verify the information indicated in this Official Statement as having been obtained or derived from sources other than the County and its officers but that they have no reason to believe that such information is not accurate.

MISCELLANEOUS

Any statements in this Official Statement involving matters of opinion or estimates, whether or not expressly so stated, are intended as such and not as representations of fact. No representation is made that any of the estimates will be realized.

FUTURE FINANCIAL INFORMATION

The Securities and Exchange Commission has adopted Rule 15c2-12 under the Securities Exchange Act of 1934, as amended (the “Rule”). In general, the Rule prohibits an underwriter from purchasing or selling municipal securities such as the Bonds, unless it has determined that the issuer of such securities and/or other persons deemed to be material “obligated persons” have committed to provide to The Electronic Municipal Market Access (“EMMA”) system administered by the Municipal Securities Rulemaking Board (i) on an annual basis, certain financial information and operating data (“Annual Reports”), and, if available, audited financial statements, and (ii) notice of various events described in the Rule, if material (“Event Notices”).

The County will covenant in the Continuing Disclosure Agreement (the form of which appears in Appendix VII), to be dated the date of delivery of the Bonds, for the benefit of the holders of the Bonds, to provide to EMMA, annually, not later than March 31 of each year, commencing March 31, 2024,

Annual Reports with respect to itself, as issuer. Similarly, the County will provide Event Notices with respect to the Bonds to EMMA. The County has updated its procedures relating to compliance with its undertakings under the Rule to reflect the recent amendments to the Rule.

On January 23, 2019, S&P upgraded its rating from “AA” to “AA+” on several series of the Fairfax County Economic Development Authority’s Silver Line Phase I Bonds payable from certain revenues of the County, subject to appropriation by the County’s Board of Supervisors. Although the rating upgrade was reflected in the EMMA database for such Bonds, the County did not file a timely Event Notice with EMMA with respect to this rating upgrade. In addition, following the partial defeasance of a portion of one maturity of such Silver Line Phase I Bonds, the Annual Report required to be filed with EMMA on or before March 31, 2021, was timely filed with EMMA but was not correctly cross-referenced to a new CUSIP number assigned to the undefeased portion of such maturity. The undefeased portion of such maturity was thereafter defeased on May 18, 2021. The County has reviewed its procedures to ensure the timely filing and cross-referencing of Event Notices and Annual Reports in the future.

Except as described under this caption, in the five years preceding the date of this Official Statement, the County has materially complied with its undertakings under the Rule.

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PRELIMINARY OFFICIAL STATEMENT DEEMED FINAL

The distribution of this Preliminary Official Statement has been duly authorized by the Board of Supervisors of the County. The County deems this Preliminary Official Statement final as of its date within the meaning of Rule 15c2-12 of the Securities and Exchange Commission except for the omission of certain pricing and other information permitted to be omitted by Rule 15c2-12.

BOARD OF SUPERVISORS OF FAIRFAX
COUNTY, VIRGINIA

By: _____, Chairman

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[Insert Organization Chart here]

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[Insert Regional map here]

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[Insert County Map here]

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FAIRFAX COUNTY, VIRGINIA
MANAGEMENT'S DISCUSSION AND ANALYSIS AND BASIC FINANCIAL STATEMENTS
(Fiscal Year Ended June 30, 2023)⁽¹⁾

¹ This Appendix comprises the County's Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023. In order to preserve cross-references within such pages, this Appendix has not been repaginated and, accordingly, retains the original pagination.

BOOK-ENTRY ONLY SYSTEM

The Depository Trust Company (“DTC”), New York, New York, will act as securities depository for the Bonds. The Bonds will be issued as fully registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully registered Bond certificate will be issued for each principal amount of Bonds of a Series and maturity bearing interest at a specified interest rate, each in the aggregate principal amount of such quantity of Bonds, and will be deposited with DTC.

DTC, the world’s largest depository, is a limited purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com and www.dtc.org.

Purchases of the Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC’s records. The ownership interest of each actual purchaser of the Bonds (“Beneficial Owner”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interest in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive bond certificates representing their ownership interests in the Bonds, except in the event that use of the book entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC’s records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may

not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Bond documents. For example, Beneficial Owners of the Bonds may wish to ascertain that the nominee holding the Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds unless authorized by a Direct Participant in accordance with DTC's Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the County as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal, premium, if any, and interest payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detailed information from the County, on a payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC or the County, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, distributions, and dividend payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC is the responsibility of the County, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners shall be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to the County. Under such circumstances, in the event that a successor depository is not obtained, certificates for the Bonds are required to be printed and delivered.

The County may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, certificates for the Bonds will be printed and delivered.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the County believes to be reliable, but the County takes no responsibility for the accuracy thereof.

February __, 2024

Board of Supervisors of Fairfax County, Virginia
Fairfax, Virginia

As bond counsel to Fairfax County, Virginia (the “County”), we have examined certified copies of the legal proceedings, including the election proceedings and other proofs submitted, relative to the issuance and sale of

§ _____
Fairfax County, Virginia
Public Improvement Bonds, Series 2024A
(the “Bonds”)

The Bonds are dated the date of their delivery, mature in annual installments on October 1 in each of the years 2024 to 2043, inclusive, and bear interest, payable on the 1st days of April and October in each year, commencing October 1, 2024. The Bonds are subject to redemption prior to their respective maturities in the manner and upon the terms and conditions set forth in the resolution authorizing the issuance of the Bonds adopted by the Board of Supervisors of Fairfax County on December 5, 2023.

From such examination, we are of the opinion that:

(1) Such proceedings and proofs show lawful authority for the issuance and sale of the Bonds pursuant to the Constitution and laws of Virginia, and the Bonds constitute valid and binding general obligations of the County, for the payment of which the full faith and credit of the County are pledged, and all taxable property in the County is subject to the levy of an ad valorem tax, without limitation as to rate or amount, for the payment of the Bonds and the interest thereon, which tax shall be in addition to all other taxes authorized to be levied in the County to the extent other funds of the County are not lawfully available and appropriated for such purpose.

(2) Except as provided in the following sentence, interest on the Bonds is not includable in the gross income of the owners thereof for federal income tax purposes under current law. Interest on the Bonds will be includable in the gross income of the owners thereof retroactive to the date of issue of the Bonds in the event of a failure by the County or the School Board of the County to comply with applicable requirements of the Internal Revenue Code of 1986, as amended (the “Code”), and their respective covenants regarding use, expenditure, and investment of the proceeds of the Bonds and the timely payment of certain investment earnings to the United States Treasury, and we render no opinion as to the effect on the exclusion from gross income of the interest on the Bonds for federal income tax purposes of any action taken or not taken without our approval or upon the advice or approval of counsel other than us.

(3) Interest on the Bonds is not an item of tax preference for purposes of the federal alternative minimum tax.

The Code contains other provisions that could result in tax consequences, as to which we render no opinion, as a result of ownership of the Bonds or the inclusion in certain computations of interest that is excluded from gross income.

Respectfully submitted,

CONTINUING DISCLOSURE AGREEMENT

This Continuing Disclosure Agreement (this “Disclosure Agreement”) is executed and delivered by Fairfax County, Virginia (the “County”), in connection with the issuance by the County of \$_____ aggregate principal amount of its Public Improvement Bonds, Series 2024A (the “Bonds”), pursuant to the provisions of a resolution (the “Resolution”) adopted on December 5, 2023, by the Board of Supervisors of the County. The proceeds of the Bonds are being used by the County to finance and refinance various public improvements in the County. The County hereby covenants and agrees as follows:

SECTION 1. Purpose of the Disclosure Agreement. This Disclosure Agreement is being executed and delivered by the County for the benefit of the holders of the Bonds and in order to assist the Participating Underwriters (defined below) in complying with the Rule (defined below). The County acknowledges that it is undertaking primary responsibility for any reports, notices, or disclosures that may be required under this Disclosure Agreement.

SECTION 2. Definitions. In addition to the definitions set forth in the Resolution, which apply to any capitalized term used in this Disclosure Agreement unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

“Annual Report” shall mean any Annual Report provided by the County pursuant to, and as described in, Sections 3 and 4 of this Disclosure Agreement.

“Dissemination Agent” shall mean the County, acting in its capacity as Dissemination Agent hereunder, or any successor Dissemination Agent designated in writing by the County and which has filed with the County a written acceptance of such designation.

“Filing Date” shall have the meaning given to such term in Section 3(a) hereof.

“Financial Obligation” means a (a) debt obligation; (b) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (c) guarantee of a debt obligation or any such derivative instrument; provided that “financial obligation” shall not include municipal securities (as defined in the Securities Exchange Act of 1934, as amended) as to which a final official statement (as defined in the Rule) has been provided to the MSRB consistent with the Rule.

“Fiscal Year” shall mean the twelve month period at the end of which financial position and results of operations are determined. Currently, the County’s Fiscal Year begins July 1 and continues through June 30 of the next calendar year.

“Holder” or “holder” shall mean, for purposes of this Disclosure Agreement, any person who is a record owner or beneficial owner of a Bond.

“Listed Events” shall mean any of the events listed in subsection (b)(5)(i)(C) of the Rule, which are as follows:

- (1) principal and interest payment delinquencies;
- (2) non-payment related defaults; if material;

- (3) unscheduled draws on debt service reserves reflecting financial difficulties;
- (4) unscheduled draws on credit enhancements reflecting financial difficulties;
- (5) substitution of credit or liquidity providers, or their failure to perform;
- (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 570-TEB) or other material notices or determinations with respect to or events affecting the tax status of the Bonds;
- (7) modifications to rights of holders, if material;
- (8) bond calls, if material, and tender offers;
- (9) defeasances;
- (10) release, substitution, or sale of property securing repayment of the Bonds, if material;
- (11) rating changes;
- (12) bankruptcy, insolvency, receivership or similar event of the County;
- (13) the consummation of a merger, consolidation, or acquisition involving the County or the sale of all or substantially all of the assets of the County, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating any such actions, other than pursuant to its terms, if material;
- (14) appointment of a successor or additional paying agent or the change of name of a paying agent, if material;
- (15) incurrence of a Financial Obligation of the County, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the County, any of which affect security holders, if material; and
- (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the County, any of which reflect financial difficulties.

“MSRB” means the Municipal Securities Rulemaking Board.

“Participating Underwriter” shall mean any of the original underwriters of the County’s Bonds required to comply with the Rule in connection with the offering of such Bonds.

“Repository” shall mean The Electronic Municipal Market Access (“EMMA”) system administered by the MSRB. EMMA is recognized as a National Repository for purposes of the Rule.

“Rule” shall mean Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time.

For these purposes, (a) any event described in the immediately preceding paragraph (12) is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent, or similar officer for the County in a proceeding under the United States Bankruptcy Code or in any other

proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the County or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers of the County in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement, or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the County, and (b) the County intends the words used in the immediately preceding paragraphs (15) and (16) and the definition of Financial Obligation in this Section 2 to have the same meanings as when they are used in the Rule, as evidenced by SEC Release No. 34-83885, dated August 20, 2018.

SECTION 3. Provision of Annual Reports.

A. The County shall, or shall cause the Dissemination Agent to, provide to the Repository an Annual Report which is consistent with the requirements of Section 4 of this Disclosure Agreement. Such Annual Report shall be filed on a date (the “Filing Date”) that is not later than March 31 after the end of any Fiscal Year (commencing with its Fiscal Year ending June 30, 2023). Not later than ten (10) days prior to the Filing Date, the County shall provide the Annual Report to the Dissemination Agent (if the County is not acting as Dissemination Agent at such time.) In such case, the Annual Report (i) may be submitted as a single document or as separate documents comprising a package, (ii) may cross-reference other information as provided in Section 4 of this Disclosure Agreement, and (iii) shall include the County’s audited financial statements or, if audited financial statements are not available, such unaudited financial statements as may be required by the Rule. In any event, audited financial statements of the County must be submitted, if and when available, together with or separately from the Annual Report.

B. The annual financial statements of the County shall be prepared on the basis of generally accepted accounting principles and will be audited. Copies of the audited annual financial statements, which may be filed separately from the Annual Report, will be filed with the Repository when they become publicly available if such audited financial statements are not available at the time of the filing of the Annual Report.

C. If the County fails to provide an Annual Report to the Repository by the date required in subsection (A) above or to file its audited annual financial statements with the Repository when they become publicly available, the County shall, in a timely manner, send a notice to the Repository in substantially the form attached hereto as Exhibit B.

SECTION 4. Content of Annual Reports. Except as otherwise agreed, any Annual Report required to be filed hereunder shall contain or incorporate by reference, at a minimum, the following: (i) audited annual financial statements of the County, and (ii) updated operating data, as described in Exhibit A, all with a view toward assisting Participating Underwriters in complying with the Rule.

Any or all of such information may be incorporated by reference from other documents, including official statements of securities issues with respect to which the County is an “obligated person” (within the meaning of the Rule), which have been filed with the Repository or the Securities and Exchange Commission. If the document incorporated by reference is a final official statement, it must be available from the MSRB. The County shall clearly identify each such other document so incorporated by reference.

SECTION 5. Reporting of Listed Events. The County will provide within 10 business days to the Repository notice of any of the Listed Events.

SECTION 6. Termination of Reporting Obligation. The County's obligations under this Disclosure Agreement shall terminate upon the earlier to occur of the legal defeasance or final retirement of all the Bonds.

SECTION 7. Dissemination Agent. The County may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent. If at any time there is not any other designated Dissemination Agent, the County shall be the Dissemination Agent.

SECTION 8. Amendment. Notwithstanding any other provision of this Disclosure Agreement, the County may amend this Disclosure Agreement, if such amendment is supported by an opinion of independent counsel with expertise in federal securities laws, to the effect that such amendment is permitted or required by the Rule.

SECTION 9. Additional Information. Nothing in this Disclosure Agreement shall be deemed to prevent the County from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Agreement. If the County chooses to include any information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is specifically required by this Disclosure Agreement, the County shall have no obligation under this Disclosure Agreement to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

SECTION 10. Default. Any person referred to in Section 11 (other than the County) may take such action as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the County to file its Annual Report or to give notice of a Listed Event. The holders of not less than a majority in aggregate principal amount of Bonds outstanding may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to challenge the adequacy of any information provided pursuant to this Disclosure Agreement, or to enforce any other obligation of the County hereunder. A default under this Disclosure Agreement shall not be deemed an event of default under the Resolution or the Bond, and the sole remedy under this Disclosure Agreement in the event of any failure of the County to comply herewith shall be an action to compel performance. Nothing in this provision shall be deemed to restrict the rights or remedies of any holder pursuant to the Securities Exchange Act of 1934, the rules and regulations promulgated thereunder, or other applicable laws.

SECTION 11. Beneficiaries. This Disclosure Agreement shall inure solely to the benefit of the County, the Participating Underwriters, and holders from time to time of the County's Bonds, and shall create no rights in any other person or entity.

Date: February __, 2024

FAIRFAX COUNTY, VIRGINIA

By:

Christina C. Jackson
Chief Financial Officer

EXHIBIT A

CONTENT OF ANNUAL REPORT

- (a) amended financial statements of the County;
- (b) **Financial Information.** Updated information concerning General Fund revenues, expenditures, categories of expenditures, fund balances, assessed value of taxable property, tax rates, major taxpayers, and tax levies and collections.
- (c) **Debt Information.** Updated information concerning general obligation bond indebtedness, including bonds authorized and unissued, bonds outstanding, the ratios of debt to the market value of taxable property, debt per capita, and debt service as a percentage of General Fund disbursements.
- (d) **Demographic Information.** Updated demographic information respecting the County such as its population, public school enrollment, and per pupil expenditures.
- (e) **Economic Information.** Updated economic information respecting the County such as income, employment, unemployment, building permits, and taxable sales data.
- (f) **Retirement Plans.** Updated information respecting pension and retirement plans for County employees, including a summary of membership, revenues, expenses, and actuarial valuation(s) of such plans.
- (g) **Contingent Liabilities.** A summary of material litigation and other material contingent liabilities pending against the County.

In general, the foregoing will include information as of the end of the most recent fiscal year or as of the most recent practicable date. Where information for the fiscal year just ended is provided, it may be preliminary and unaudited. Where information has historically been provided for more than a single period, comparable information will in general be provided for the same number of periods where valid and available. Where comparative demographic or economic information for the County and the United States as a whole is contemporaneously available and, in the judgment of the County, informative, such information may be included. Where, in the judgment of the County, an accompanying narrative is required to make data presented not misleading, such narrative will be provided.

EXHIBIT B

**NOTICE OF FAILURE TO FILE ANNUAL REPORT
[AUDITED ANNUAL FINANCIAL STATEMENTS]**

**Re: FAIRFAX COUNTY VIRGINIA
PUBLIC IMPROVEMENT BONDS,
SERIES 2024A**

CUSIP NOS.:

Dated: _____, 20__

NOTICE IS HEREBY GIVEN that Fairfax County, Virginia has not provided an Annual Report [Audited Annual Financial Statements] as required by Section 3 of the Continuing Disclosure Agreement, which was entered into in connection with the above-named bonds issued pursuant to that certain Resolution, adopted on December 5, 2023, by the Board of Supervisors of the County, the proceeds of which were used to finance and refinance various public improvements in the County. [The County anticipates that the Annual Report [Audited Annual Financial Statements] will be filed by _____.]

Dated: _____

FAIRFAX COUNTY, VIRGINIA

By:

Title:

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Attachment 6

Appendix VIII

NOTICE OF SALE

VIII-1

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Board Agenda Item
December 5, 2023

ACTION - 3

Approval of the Director of the Department of Cable and Consumer Services
Recommendation on the Number of Taxicab Certificates to be Authorized in 2023

ISSUE:

Board approval of the Director of the Department of Cable and Consumer Services recommendation that no additional taxicab certificates be made available to be issued in 2023.

RECOMMENDATION:

The County Executive recommends that the Board approve the Director of the Department of Cable and Consumer Services recommendation.

TIMING:

Board action is requested on December 5, 2023.

BACKGROUND:

Fairfax County Code Section 84.1-2-5 provides that in each odd-numbered year the Board will determine the number of taxicab certificates that are available to be issued to operators (the “biennial determination”). This code section is provided in Attachment 1.

Declining demand for taxicab service was initially observed in the 2015 biennial determination and was further evident in the 2017, 2019, and 2021 biennial determination analyses.

In an April 16, 2018, memorandum to the Board, staff notified the Board that the County’s taxicab market was experiencing a period of unprecedented contraction due to widespread customer acceptance of transportation network companies (TNCs) such as Uber and Lyft. During the COVID pandemic, the taxicab industry also experienced a decrease in ridership resulting in a significant impact to revenue.

In November 2023, staff completed the Taxicab Demand Formula Analysis shown in the following chart. This formula calculates the weighted change over time in criteria that contribute to demand for taxicab service, specifically: (1) average trips per certificate (45%); (2) mass transit and tourism composite (30%); (3) population (20%); and (4) percent of households without a vehicle (5%).

Board Agenda Item
December 5, 2023

	Taxicab Demand Analysis Criteria	Percent Change	Formula Weight	Weighted Change
1	Average Trips per Certificate	-84.69%	45%	-38.11%
2	Mass Transit and Tourism Composite	-17.52%	30%	-5.26%
3	Population	4.99%	20%	1.00%
4	Percent Households without a Vehicle	4.60%	5%	0.23%
Total Weighted Change			100%	-42.14%

The results of the 2023 demand analysis yield a total weighted change of a 42 percent reduction. Applying this weighted change to the last year (2013) that an increase in taxicab certificates was authorized, would result in a reduction of 276 taxicab certificates from the 654 currently authorized. This analysis would support a taxicab certificate count of 378. While the taxicab industry did experience significant impact due to the COVID-19 pandemic, transportation network companies such as Uber and Lyft continue to account for a portion of the demand for taxicab service. This circumstance, combined with increased residential housing near metro service, led to only 130 taxicab certificates being renewed in 2023.

The on-demand availability of safe and reliable taxicab service is important to the public well-being, especially for consumers unable to use public transportation and who rely on taxicab service for their basic transportation needs and for students with disabilities and special needs. The current authorization limit is at no cost to the County and results in no loss of revenue. Providing the flexibility for current taxicab operators to request additional certificates and to allow for new taxicab operators to enter the market, further supports maintaining the current authorized number of taxicab certificates.

The industry did experience some recovery after the January 2023 renewals, with Old Dominion Transportation Group, Inc. (ODTG), which operates all taxicabs in Fairfax County, later requesting 20 of their previously returned taxicab certificates to be reissued. This increase from 130 to 150 is still within the current authorization of 542 taxicab certificates for ODTG.

Board Agenda Item
December 5, 2023

Staff recommends neither an increase nor a decrease in the number of authorized taxicab certificates at this time. Should the Board of Supervisors approve the staff recommendation, the current authorized taxicab certificates would remain at 654 with a current taxicab fleet size of 150 as reflected in the following chart.

Company/Owner	2013	2019	2020	2021	2022	2023
Fairfax Yellow Cab Murphy Brothers, Inc.	306	195	155	90	90	90
Springfield Yellow Paul Wallace Management, Inc.	125	65	45	30	30	35
Fairfax Red Top Fairfax Taxi, Inc.	111	55	40	10	10	25
White Top Cab King Cab Company, Inc.	73	53	40	40	20	0
EnviroCab EnviroCab	39	0	0	0	0	0
Taxicab Fleet Size	654	368	280	170	150	150

On November 28, 2023, staff is scheduled to present its 2023 biennial determination analysis to the Consumer Protection Commission.

EQUITY IMPACT:

This action supports a multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on principles associated with sustainability, diversity, and community health, a One Fairfax Policy Area of Focus.

The on-demand availability of safe and reliable taxicab service supports the County's Strategic Outcome Area: Mobility and Transportation and is important to the public well-being, especially for consumers unable to use public transportation and who rely on taxicab service for their basic transportation needs. According to the United States Census Bureau, 4.6 percent of the 415,855 households in Fairfax County have no vehicle. In 2022, taxicabs provided service to over 385,000 passengers including 1,522 wheelchair accessible trips.

Board Agenda Item
December 5, 2023

The retention of taxicabs is also vital in maintaining transportation for students with disabilities and special needs to and from school. Specifically, *Fairfax County Code Section 84.1-7-1(c)* states "...every certificate holder having authority to operate 25 or more taxicabs will have at least four percent of those taxicabs which qualify as wheelchair accessible taxicabs." Taxicabs also provide transportation services through the TOPS – Transportation Options, Programs & Services program which provides subsidized transportation funds for eligible participants who live in Fairfax County, the City of Fairfax, and the City of Falls Church. This program supports the *County's* Strategic Outcome Area: Empowerment and Support for Residents Facing Vulnerability by using the existing taxicab framework to cross-collaborate with County and Schools efforts to provide residents with transportation services, enabling them to travel affordably, safely, and independently.

This action will also affirm the taxicab fleet in Fairfax County, supporting the County's Strategic Outcome Area: Economic Opportunity.

FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment 1 – Fairfax County Code Section 84.1-2-5

STAFF:

Ellicia L. Seard-McCormick, Deputy County Executive
Rebecca L. Makely, Director, Department of Cable and Consumer Services

ASSIGNED COUNSEL:

John W. Burton, Assistant County Attorney

FAIRFAX COUNTY CODE
CHAPTER 84.1 - Public Transportation.
ARTICLE 2. - Operator's and Taxicab Certificates.

Section 84.1-2-5. Establishment of public convenience and necessity; burden of applicant.

- (a) The number of certificates that are available to be issued on a biennial basis, will be determined by the Board, based on public convenience and necessity, after considering any appropriate recommendations submitted by the Commission or the Director and such other information as the Board chooses to consider. That number will be reviewed and established by resolution of the Board after May 1 of each odd numbered year, but the Board reserves the right to revise that number by subsequent resolution as the Board deems appropriate. The burden will be upon the applicant to establish the existence of all facts and statements within the applicant's application and to provide such other information as is required or requested pursuant to this Chapter.
- (b) If the applicant applies for certificates in excess of the number determined by the Board, based on public convenience and necessity, the burden of proof for the excess certificates shifts to the applicant. The applicant will then have the burden of establishing that public welfare will be enhanced by the award of the certificates of public convenience and necessity requested in the application. The applicant will be required to provide factual documented evidence indicating the demand and establishing public welfare.

(4-00-84.1; 56-08-84.1.)

Board Action Item
December 5, 2023

ACTION - 4

Approval of Fairfax County's FY 2023 – FY 2033 Transit Strategic Plan

ISSUE:

Board of Supervisors' approval of Fairfax County's FY 2023 – FY 2033 Transit Strategic Plan (TSP) and authorization to submit the TSP to the Virginia Department of Rail and Public Transportation (DRPT).

RECOMMENDATION:

The County Executive recommends the Board approve Fairfax County's FY 2023 – FY 2033 TSP in substantial form and authorize submittal to DRPT.

TIMING:

Board approval is requested on December 5, 2023, to allow for the TSP to be submitted to DRPT before the due date of June 2024.

BACKGROUND:

The FY 2023 – FY 2033 TSP updates Fairfax County's 2016 Transit Development Plan (TDP) and provides a roadmap for future Fairfax Connector transit service investments over the next ten years. The update is required by DRPT every five years. The TSP is financially constrained to anticipated revenues over the ten-year planning horizon (through FY 2033).

The TSP was developed in a two-step process. The methodology includes a route optimization planning process and gap analysis review of the Fairfax Connector transit service network sectioned into four areas. As shown on Map A-2 in Appendix A of Attachment I, the four areas include Franconia – Springfield, Reston – Herndon, Centreville – Chantilly – Vienna – Tysons, and Huntington. This planning process examined how to improve the transit service using existing resources. Focus was placed on improving travel time, connectivity, access, mobility, and equity, while reducing network inefficiencies.

Using the Metropolitan Washington Council of Governments (MWCOC) model, staff assessed current travel patterns for Fairfax Connector service utilizing ridership data, an onboard origin-destination survey, and equity indexes and conducted an analysis of existing activity centers and planned development. In addition, staff coordinated with

Board Action Item
December 5, 2023

Metrobus on the Better Bus Network redesign to ensure the two-transit services work in conjunction with each other. Additionally, a transit suitability measure was developed to assess transit use propensity within different areas of the County, thereby determining current and future service gaps. Staff developed recommendations to meet current and projected transit service needs.

Proposed Future Service Changes:

Based on the route optimization planning process and gap analysis, staff developed recommendations to enhance existing transit service, address service gaps, and improve cross-county and regional connections. Transit service with reduced demand was restructured to better utilize resources, respond to ridership demand, and attract new riders. Recommended service changes are included in Chapter Three of Attachment I. The Board of Supervisors was briefed on these recommendations during one-on-one meetings from November 2022 to February 2023.

Public Involvement:

The public outreach efforts were conducted in two phases, with the first phase during the Bus Service Review studies (route optimization process) and the second phase during the TSP planning process. The first round of public meetings was held in Winter 2021, and the second round was held in Spring 2022. Each phase included technical and stakeholder meetings, public meetings, online surveys, and onboard surveys. Over the past four years, staff conducted multiple technical and stakeholder meetings, 19 public meetings, and 8 online surveys. These efforts resulted in over 12,700 respondents, including 3,700 from the onboard surveys and 2,600 from a marketing survey. The input received during the outreach activities was used to develop a list of needs, goals, and criteria and refine the recommended service plans.

EQUITY IMPACT:

An Equity Impact Assessment is not required for this item as it is part of the Title VI Program already approved by the Board of Supervisors.

However, the TSP does conduct an evaluation of equity for proposed service changes. In that vein, staff developed criteria for the evaluation and ranking of the service changes, including the location and density of minority populations, low-income households, one-vehicle or zero-vehicle households, seniors, individuals with disabilities, and students. A propensity analysis was conducted and compared to the service changes. Service changes with the highest propensities for the above population categories were given the highest scores.

As the TSP recommendations are implemented over the next ten years, staff will conduct a federally required Title VI analysis before each service change is approved by

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the Board of Supervisors. The analysis ensures that no person, based on race, color, or national origin, is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any program receiving financial assistance from the United States Department of Transportation (USDOT). Furthermore, the review ensures any service change will not have a negative impact on communities of color or low-income households.

A post-implementation analysis will include conducting an onboard survey to obtain socio-economic information on the Fairfax Connector riders. This information, along with daily ridership and U.S. census data, will be used to monitor and assess the service changes. As a result, staff may recommend refinements to the service change routes after implementation.

FISCAL IMPACT:

The TSP is a fiscally constrained planning document whose recommendations are based on preliminary estimates for funding in each fiscal year described within the planning horizon. Actual implementation of recommendations is subject to the annual budget process and Board of Supervisors' approval, as well as the availability of funding from federal, state, and regional sources.

ENCLOSED DOCUMENTS:

Attachment I: FY 2023 – FY 2033 Transit Strategic Plan

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DRAFT
NOT YET APPROVED

FAIRFAX COUNTY

FISCAL YEAR 2023 THROUGH FISCAL YEAR 2033

TRANSIT STRATEGIC PLAN



Transit Strategic Plan Overview

The Fairfax County Transit Strategic Plan (TSP) is a comprehensive roadmap for improving transit services over 10 years. It aims to create an equitable, safe, reliable, clean, and effective public transportation system that benefits Fairfax County residents, workers, and visitors. The plan is a culmination of community engagement and planning efforts undertaken by the Fairfax County Department of Transportation (FCDOT) over several years to improve its Fairfax Connector fixed-route bus transit system.

The TSP is designed as a dynamic and adaptable document, subject to annual updates and a revision every five years. This allows for flexibility and continuous improvement in response to changing mobility needs. The plan incorporates input gathered through multiple rounds of public engagement and collaboration with Technical Advisory and Community Stakeholder Advisory groups. The plan also considers recent and upcoming regional initiatives that will affect the provision of transit service in Fairfax County in the next decade.

The TSP recommends service improvements across Fairfax County to address the community priorities, including increased bus frequency, extended service hours, more direct routes for faster travel, and improved connectivity across the county. The improvements will create more transit options and foster stronger connections among communities, businesses, essential services, education, employment and retail in the region.

Chapter 1 provides an overview of Fairfax Connector's services and strategic initiatives. This includes the strategic vision, goals, and objectives; transit service standards and guidelines; and performance standards.

Chapter 2 presents a system performance and operations analysis that was used to identify opportunities for improvement, such as better service to underserved areas and collaboration with neighboring transit providers.

Chapter 3 outlines planned service improvements and modifications based on the strategic vision, community priorities, and analysis from previous chapters. Recommendations were identified through FCDOT's iterative and performance-based Bus Service Review Studies.

Chapter 4 summarizes an implementation plan for the capital improvements, such as vehicles, facilities, and technology, needed to support the existing and planned service.

Chapter 5 contains a financial plan of projected costs and anticipated funding sources.

Appendices to the TSP contain background information, summary sheets and maps of bus route improvements, financially unconstrained service improvements, and summaries of public outreach conducted throughout the planning process.



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1



System Overview and Strategic Vision



1. System Overview and Strategic Vision

This chapter provides a high-level overview of Fairfax Connector's services and strategic priorities.

1.1 System Overview

Located in Fairfax County fewer than 15 miles west of Washington, D.C., Fairfax Connector (Connector) is a locally owned and controlled fixed-route bus transit system. The transit system is managed by the Fairfax County Department of Transportation (FCDOT) with day-to-day operations, supervision, and maintenance provided by a private contractor. Connector provides services covering the majority of Fairfax County, Virginia, with a land area of 407 square miles, and an estimated population of 1,164,025 as of 2022¹. Fairfax County includes the three incorporated towns of Clifton, Herndon, and Vienna, as well as several notable census-designated places such as Huntington, Franconia, Reston, Springfield, and Tysons. The independent cities of Fairfax and Falls Church are not included in these demographics, although Connector does operate service through those municipalities as well as through neighboring jurisdictions such as Arlington County, the City of Alexandria, and the District of Columbia.

Fairfax County is home to many large employment centers with seven companies employing more than 5,000 employees each, including Inova Health System with more than 10,000 employees². The Federal government is the largest employer in Fairfax County, with Fort Belvoir being the county's single largest location of federal employment. Additionally, Fairfax County is home to several other federal institutions and facilities, most notably the Central Intelligence Agency (CIA) Headquarters in McLean (Langley) in addition to Fort Belvoir. Other noteworthy federal agencies headquartered in the County include the United States Fish & Wildlife Service in Bailey's Crossroads, the National Reconnaissance Office (NRO) in Chantilly, and the United States Geological Survey (USGS) in Reston.

Connector is a fixed-route bus system, funded by County General Funds that are partially reimbursed by grants from the Virginia Department of Rail and Public Transportation (DRPT), Northern Virginia Transportation Commission's (NVTC) Commuter Choice Program, and supplemented by fare revenue and other funding partners such as the Wolf Trap Center for the Performing Arts (Route 480) and the Central Intelligence Agency (partially funding Routes 721 and 722). The following subsection describes existing Connector services, as well as other regional transportation services. Additional details about the services provided and areas served can be found in **Appendix A**.

¹ Fiscal Year 2022 National Transit Database (NTD) Report

² [Major Employers in Fairfax County Fact Sheet \(January 2023\)](#), Fairfax County Economic Development Authority



1.1.1 Services Provided and Areas Served

EXISTING FAIRFAX CONNECTOR SERVICES

Fairfax Connector implements service changes, often several times a year, to respond to changes in demand and opportunities for improvement. For example, recent service changes included new Reston-Herndon bus service that began on November 16, 2022 and the new Route 660 that began on February 4, 2023. Service summary measures presented here represent a snapshot of service during the development of the Transit Strategic Plan (TSP).

As of April 2023, Fairfax Connector operated 94 fixed bus routes—23 routes in the Reston-Herndon area, 36 routes in the Chantilly-Centreville-Vienna-Tysons area, 27 routes in the Franconia-Springfield area, and 8 routes in the Huntington area. **Figure 1-1** shows the coverage provided by existing Connector bus routes and locations of transit services provided by other operators in the region. It should be noted that Route 480 (Wolf Trap Express) operates only during special events and does not offer regular weekday service. Of the 93 routes that offered regular weekday service, 38 routes offered rush hour or peak-only service compared to 46 routes that offered all-day service. Additionally, 41 routes offered Saturday service and 38 routes offered Sunday service (see **Table 1-1**).

TABLE 1-1: FAIRFAX CONNECTOR ROUTE BY SERVICE TYPE

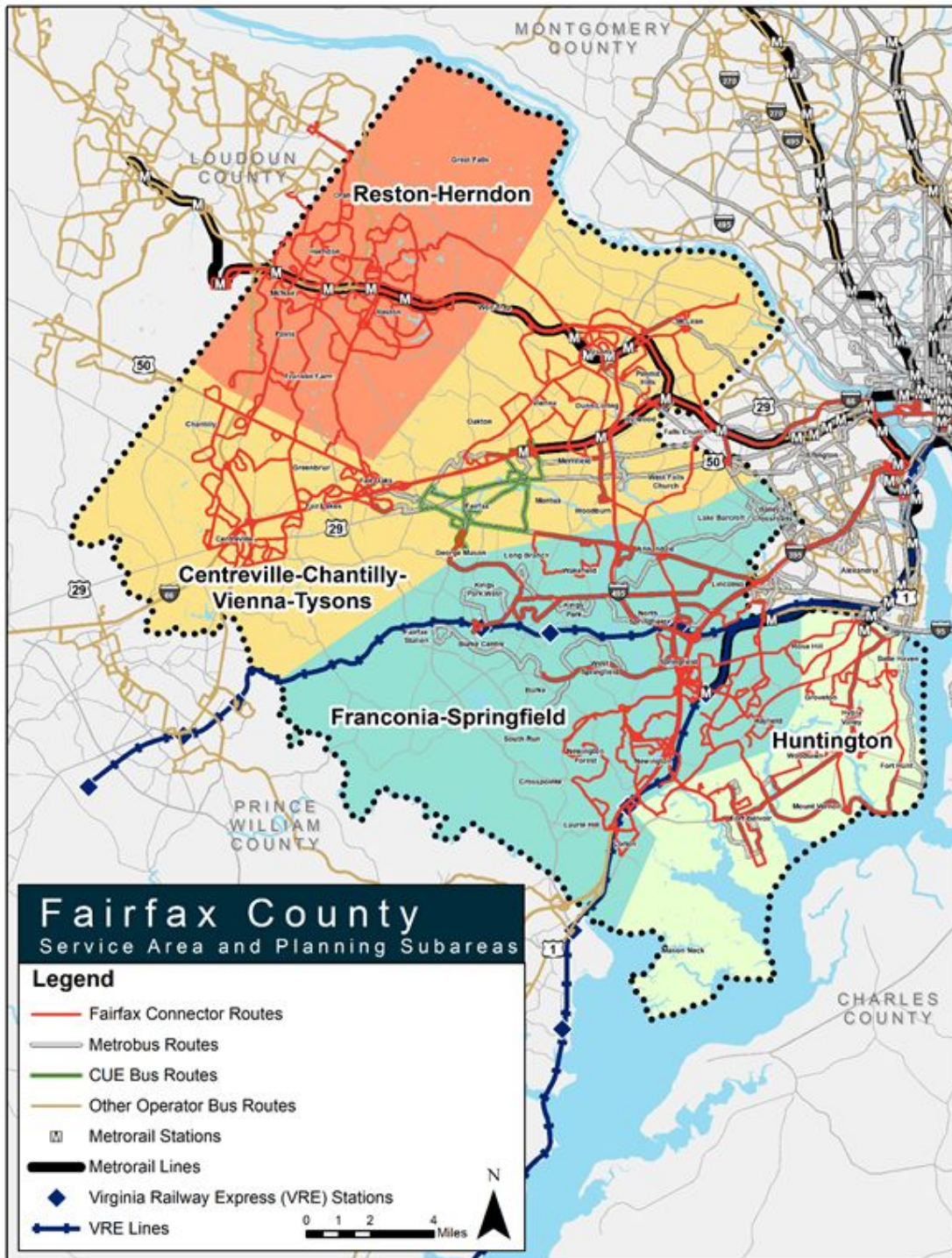
Route Type	Number of Routes
Weekday	93
All-Day	46
Peak-Only	38
Saturday	41
Sunday	38
Special	1

Source: Fairfax County DOT, April 2023.

Fairfax Connector serves most residential and commercial areas within the County; however, service does not extend to the lowest-density residential areas of the County which are difficult to serve by fixed-route transit cost-effectively. In compliance with the Americans with Disabilities Act (ADA) requirements, all Fairfax Connector vehicles are low-floor and equipped with wheelchair-accessible ramps. These systems are routinely tested by operations and maintenance staff to ensure a safe and equitable rider experience for all Connector passengers.



FIGURE 1-1: FAIRFAX CONNECTOR SERVICE AREA



Sources: Fairfax County DOT and Kimley-Horn, April 2023.



OTHER FAIRFAX COUNTY TRANSPORTATION SERVICES

Fairfax County Neighborhood and Community Services (Human Services Transportation)

The County's Neighborhood and Community Services department provides transportation services and resources for older adults, low-income individuals, individuals with disabilities, and individuals accessing Fairfax County Human Services who need transportation assistance. These transportation services include Fastran and the Taxi Voucher Program.

Fastran offers transportation to and from critical medical care facilities and provides other vital resources for older adults and individuals with intellectual or physical disabilities³. Destinations include adult day health care centers, the Recovery Women's Center, senior centers and residences, support services and worksites, and recreational activities for individuals with intellectual or physical disabilities. Services may have associated fees based on a sliding scale.

The Taxi Voucher Program provides discounted taxi vouchers for eligible residents of Fairfax County and the City of Fairfax, allowing qualified users access to affordable, safe, and flexible transportation⁴. The program includes three qualifying options:

- **Seniors On-The-Go!** – for Fairfax County and City of Fairfax residents aged 65 or older with individual incomes at or below \$40,000 (\$50,000 for a married couple)
- **TaxiAccess** – for Fairfax County and City of Fairfax residents who are registered MetroAccess users
- **Dial-A-Ride** – for Fairfax County and City of Fairfax residents with annual income at or below 225% of the current poverty level

REGIONAL TRANSPORTATION SERVICES

Washington Metropolitan Area Transit Authority

The Washington Metropolitan Area Transit Authority (WMATA) operates heavy rail, bus, and paratransit services in Fairfax County via Metrorail, Metrobus, and MetroAccess, respectively.

METRORAIL

WMATA's Metrorail provides service along four heavy rail lines in Fairfax County—Blue Line, Orange Line, Silver Line, and Yellow Line. The Blue and Yellow Lines each provide service at one station within Fairfax County at each line's southern terminus—Franconia-Springfield station on the Blue Line and Huntington station on the Yellow Line. Additionally, the Van Dorn Street station on the Blue Line is located on the County's boundary with the independent City of Alexandria. The Orange Line provides service at three stations in Fairfax County including Vienna/Fairfax-GMU (western terminus), Dunn Loring-Merrifield, and West Falls Church stations before joining the Silver Line to operate on concurrent tracks east toward the District of Columbia. The Silver Line currently provides service at eight stations in Fairfax County including the Innovation Center, Herndon, and Reston Town Center stations that opened in November

³ Fastran: <https://www.fairfaxcounty.gov/neighborhood-community-services/transportation/fastran>

⁴ Taxi Voucher Program: <https://www.fairfaxcounty.gov/neighborhood-community-services/transportation/tops>



2022, and the Wiehle-Reston East, Spring Hill, Greensboro, Tysons, and McLean stations that opened in July 2014.

METROBUS

WMATA's Metrobus currently provides fixed-route bus service for 31 routes in Fairfax County⁵. Many of these routes connect to Metrorail stations and provide parallel service along high-capacity corridors such as US Route 1, Columbia Pike, US Route 50, US Route 29, and Little River Turnpike. Major areas served include Tysons-McLean, Annandale, Fairfax-Vienna, Burke, and Huntington⁶.

METROACCESS

WMATA's MetroAccess provides shared-ride, door-to-door, paratransit service for users who are unable to independently navigate bus and/or rail service due to a disability. Trips must begin or end within a ¾-mile distance from the nearest bus stop or Metrorail station in the "Transit Zone" which consists of the District of Columbia, Montgomery and Prince George's Counties in Maryland, Arlington and Fairfax Counties in Northern Virginia, and the independent cities of Alexandria, Fairfax, and Falls Church. Additional information can be found in the MetroAccess Customer Guide⁷.

Virginia Railway Express

The Virginia Railway Express (VRE) is a commuter rail operator providing service on two lines (Fredericksburg Line and Manassas Line), which provide service in the I-95 and I-66 travel sheds from the periphery of the Washington, D.C., metropolitan area primarily during weekday peak periods⁸. Within Fairfax County, VRE provides service at five stations with the Fredericksburg Line serving the Lorton and Franconia-Springfield stations and the Manassas Line serving the Burke Centre, Rolling Road, and Backlick Road stations. Free surface and/or garage parking is available at all stations except for Franconia-Springfield, which has paid parking maintained by WMATA.

Passengers transferring from the VRE system to a Fairfax Connector bus are allowed a free, one-way transfer when boarding at a VRE station. Passengers must display valid VRE fare media (passes, tickets). Passengers returning on a Fairfax Connector bus to a VRE station are required to pay the full, applicable bus fare.

VRE additionally offers a cross honor agreement with Amtrak⁹ to allow VRE multi-ride passengers the ability to use Amtrak-operated trains listed on VRE schedules. VRE riders must have a valid Virginia Railway Express – Transit Link Card or Monthly, Five-Day, or Ten-Trip

⁵ As of June 2023

⁶ WMATA Virginia System Map: https://www.wmata.com/schedules/maps/upload/WEB_WMA_MAG_VA_21x34_230625.pdf

⁷ WMATA MetroAccess Customer Guide: <https://www.wmata.com/service/accessibility/metro-access/upload/MetroAccess-Customer-Guide.pdf>

⁸ VRE System Map: <https://www.vre.org/service/map/>

⁹ VRE Cross Honor Agreements: <https://www.vre.org/service/amtrak/>



tickets accompanied by a Step-Up ticket to board Amtrak trains. The sole Amtrak station in Fairfax County is located at Burke Centre.

City-University Energysaver

The City of Fairfax operates the City-University Energy Saver (CUE) bus system, providing fixed-route bus service to George Mason University, various retail locations in the City of Fairfax, and the Vienna/Fairfax-GMU Metrorail station¹⁰. CUE operates four routes (Green 1, Green 2, Gold 1, and Gold 2), and all vehicles are fully accessible to persons with disabilities.

OmniRide

The Potomac and Rappahannock Transportation Commission (PRTC) operates OmniRide transit services from Prince William County into Fairfax County. This includes separate routes from Woodbridge, Gainesville, and Manassas to Tysons and from Dale City/Woodbridge to Franconia-Springfield Metrorail station. These provide connection opportunities to Fairfax Connector at the Metrorail station.

Loudoun County Transit

Loudoun County Transit also provides service into Fairfax County. This includes Silver Line bus routes and local routes from various locations in Loudoun County to Innovation Center and Reston Town Center Metrorail stations and a local route connection to Dranesville. These provide connection opportunities to Fairfax Connector routes in Reston, Herndon, and Dranesville.

Shuttle Services

Multiple organizations operate shuttle services in Fairfax County, including businesses, residences, and educational institutions. One such example is the George Mason Shuttle Service which provides free transportation for students, faculty, and staff with a valid Mason ID.

1.1.2 Current/Recent Initiatives

The development of the Transit Strategic Plan was largely conducted during the proliferation of the novel coronavirus (COVID-19) throughout the United States and the world in 2020 and 2021. While these impacts may be reflected in shorter-term planning, the TSP is largely a high-level, long-term strategic visioning document. The overarching priorities reflected in this document will remain constant, regardless of specific objectives that may need to be adjusted at a future time to reflect the uncertain long-term changes to the provision of transit services that may arise from the COVID-19 public health emergency.

COVID-19 has had several recent operational impacts on Fairfax Connector service that were considered in the context of this plan. Connector reduced service levels effective Saturday April 11, 2020. Connector continued to provide regular service on 38 routes; provided reduced service on 14 routes; and discontinued service on 41 routes at that time. Full service resumed on all routes beginning on Saturday, August 29, 2020 including implementation of two new

¹⁰ CUE System Map: <https://www.fairfaxva.gov/government/public-works/transportation-division/cue-bus-system/cue-bus-map-and-schedule>



routes—697 and 722. As a result, service data for fiscal year 2020 represent atypical conditions due to reduced ridership levels while travel behaviors for many people were altered. Ridership trends are explored further in **Chapter 2 - System Performance and Operations Analysis**.

Beginning Tuesday, March 24, 2020, Connector customers were required to enter and exit the bus using the rear doors. This did not apply to customers who need to use a wheelchair ramp. Fare collection on buses was also temporarily suspended due to the location of fareboxes at the front entrance of buses. Fare collection and front door boarding resumed normal operations on January 4, 2020. Resumption of fare collection was made possible with the installation of protection barriers between the bus driver and passengers at the farebox in 2020.

Table 1-2 summarizes Connector’s ongoing and recent initiatives which impact the provision of transit services. Additional details can be found in **Appendix A**.

TABLE 1-2: SUMMARY OF FAIRFAX CONNECTOR INITIATIVES

Initiative	Summary
Marketing Survey (2018-2019)	A marketing survey of Fairfax County residents to evaluate ridership changes and to ascertain the attitudes of Connector riders and non-riders toward the system and its strategies
On-Board Survey (2019)	An on-board survey of Fairfax Connector customers in the Vienna, Tysons, Huntington, Franconia-Springfield, and Reston-Herndon areas to collect demographic, travel pattern, passenger behavior and tendencies, and origin-destination information for future planning purposes
Bus Service Review Studies	Studies to understand how shifting demographics and employment have affected travel patterns and to evaluate efficient and effective service opportunities for improvements to bus routes. Subareas of the county are studied on a recurring basis and service improvements are incorporated into the Transit Strategic Plan.
Franconia-Springfield (2018)	Preferred Plan developed
Reston-Herndon (2019)	Preferred Plan developed
Centreville-Chantilly-Vienna-Tysons (2020/2021)	Preferred Plan developed. Alternative development began in December 2020 and Preferred Plan developed concurrently with the TSP process.
Huntington (2020/2021)	Preferred Plan developed. Long-term recommendations made as part of the Richmond Highway Bus Rapid Transit (BRT) feeder plan (short- and mid-term recommendations developed as part of the TSP)



Initiative	Summary
Richmond Highway Bus Rapid Transit Project (Ongoing)	A plan for the design and construction of a bus rapid transit system along the Richmond Highway (US Route 1) Corridor from Fort Belvoir to the Huntington Metrorail station
Alternative Transit Study (2020)	A study to identify flexible transit options which could be implemented in areas of Fairfax County where traditional fixed-route transit is not an efficient means of providing service
Title VI Program Update (2023)	A revisit of the Major Service Change and Disparate Impact and Disproportionate Burden (DI/DB) policies every three years and revisions as necessary.
Autonomous Electric Shuttle Pilot Project (2020-2023)	Public-private partnership with Dominion Energy and other local and state entities to test an autonomous electric shuttle between the Mosaic District and the Dunn Loring Metrorail station, which concluded in June 2023. Fairfax County is considering options for future autonomous pilot services.
Metrorail Silver Line – Phase II (2022)	Final construction phase of the WMATA Metrorail Silver Line, extending the existing rail line from Reston through the Dulles International Airport to its western terminus in Ashburn (Loudoun County), which opened on November 15, 2022.

Fairfax Connector has been a stakeholder for several regional transit initiatives that influence future provisions of transit services in the County. **Table 1-3** summarizes these other regional transit initiatives.



TABLE 1-3: SUMMARY OF REGIONAL INITIATIVES

Initiative	Summary
Washington Area Bus Transformation Project	Plan to transform bus service in the Washington region and improve service and customer experience, creating a more cohesive system that works for riders. The Strategy and Action Plan outline a new vision and series of recommendations to guide the future of bus service in the region.
Better Bus Network Redesign	A collaborative planning effort led by WMATA to design and deliver a bus network that better meets customer needs and expectations. The Bus Network Redesign will deliver a near-term package of service changes as well as a mid-range Visionary Network that advances community and regional goals. Implementation of the new network is expected to begin in 2025.
Commuter Choice	Program administered by the Northern Virginia Transportation Commission (NVTC) that invests toll revenues in public transit and other multimodal projects along two expressway corridors, I-66 and I-395/95. Projects are selected through a competitive process.
I-495/American Legion Bridge Transit/Transportation Demand Management (TDM)	A joint study conducted by Virginia Department of Rail and Public Transportation (DRPT) and Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) of current and potential future multimodal solutions that could be implemented to enhance travel across the American Legion Bridge.
I-495 Southside Transit/TDM Study	A study conducted by DRPT of potential future multimodal solutions that could be implemented to enhance travel on the I-495 Southside corridor between the Springfield interchange and Maryland Route 210.



1.2 Strategic Vision

Fairfax County's 2013 Comprehensive Plan provided the basis for the goals, objectives, and strategies that were adopted in Connector's FY 2016-2022 Transit Development Plan (TDP) which have been updated within this Transit Strategic Plan. Updates were informed by both past and ongoing public engagement as well as the 2017 update to the Comprehensive Plan and One Fairfax, a joint social and racial equity policy of the Fairfax County Board of Supervisors and School Board. This policy commits the County to considering equity in the provision of its services to ensure that all residents have equitable opportunities, regardless of race, color, sex, nationality, sexual orientation, religion, disability, income, or where they live, and Connector strives for its strategic visioning to reflect those same commitments.

Fairfax Connector's vision is to provide equitable, safe, reliable, clean, and effective public transportation service that complements the other elements of the multi-modal transportation system in Fairfax County.

Previous and recurring public survey efforts, discussed in greater detail in **Section 2.1**, identified the primary service improvement needs: frequency, service hours, travel time, connectivity, and information.

- Riders and non-riders alike desire **increased frequency** of buses
- **Increased span of service** outside of peak commuting hours
- More direct routes and fewer transfers for **faster travel times**
- More cross-county connections and reverse-commute routes for **increased coverage and connectivity**
- Accurate real-time information

These takeaways from the public and stakeholder outreach conducted in Winter 2020/2021 for the TSP, past Marketing and On-Board surveys, and multiple rounds of outreach through the Bus Service Review Studies from 2019 to 2023 informed the updates to Connector's goals and objectives in this section.

1.2.1 Goals and Objectives

Four themes, each with corresponding goals and objectives, have been identified that support Fairfax Connector's strategic vision:

CHOICE

Goal 1: Accommodate both through and local movement of people via Fairfax Connector as a component of a multi-modal transportation system that provides transportation choices and, consequently, reduces single-occupancy vehicle usage and improves air quality



- **Objective 1.1:** Increase transit access to large employment sites and retail centers
- **Objective 1.2:** Support the County's designated higher-density, mixed-use developments through the provision of transit service that facilitates internal and external trips

QUALITY

Goal 2: Provide high-quality public transportation service that meets the needs of County residents, workers, and visitors

- **Objective 2.1:** Increase the use of Fairfax Connector for all types of trips, including during both peak commute periods and off-peak periods
- **Objective 2.2:** Increase the proportion of commute trips made by transit, contributing to a reduction in the use of single-occupancy vehicles for commuting
- **Objective 2.3:** Improve the speed, quality, reliability, and convenience of transit service
- **Objective 2.4:** Increase awareness of public transportation

EFFICIENCY

Goal 3: Facilitate efficient and cost-effective movement of people as part of a multi-modal transportation system that provides transportation choices

- **Objective 3.1:** Enhance access to Fairfax Connector
- **Objective 3.2:** Reduce travel times for trips made by Fairfax Connector
- **Objective 3.3:** Maintain and enhance cost-effectiveness of Fairfax Connector service
- **Objective 3.4:** Increase on-time performance
- **Objective 3.5:** Maintain and enhance connections to other local and/or regional public transportation providers

SAFETY

Goal 4: Ensure safety for users of Fairfax Connector facilities and services and for the general public

- **Objective 4.1:** Adequately maintain County transit vehicles and other County transit facilities in a state of good repair
- **Objective 4.2:** Actively promote a safety culture
- **Objective 4.3:** Maintain a low number of safety and security-related incidents
- **Objective 4.4:** Enhance maintenance resources wherever possible
- **Objective 4.5:** Utilize best practices and provide the best available safety and security training for all employees

1.2.2 Transit Service Standards and Guidelines

In order to guide the equitable provision of services and amenities and to ensure sustained operations, Fairfax Connector has developed a set of service standards and policies. These service standards are used for service monitoring under Title VI of the Civil Rights Act of 1964 (as amended).



In addition, the County has service design guidelines that it uses to inform the provision of transit service. While it is always the goal of Connector to adhere to these guidelines, doing so can be limited by financial constraints as well as the overall transit environment. As such, these guidelines are benchmarks rather than requirements. They provide an objective basis for decision-making and are composed of criteria that measure both the quantity and quality of Connector services.

Service standards and guidelines are organized into four categories: (1) coverage, scheduling, and route planning; (2) transit amenities; (3) reliability; and (4) safety and security.

COVERAGE, SCHEDULING, AND ROUTE PLANNING

Service Availability (Standard)

Service availability is a measure of coverage, indicating how many residents in a service area have access to fixed-route transit. FCDOT sets a standard whereby **at least 50 percent of the Fairfax County’s population are within a quarter-mile walking distance of a local route alignment or express route stop.** In terms of trade-offs, service availability is often a balance of coverage versus frequency. As the total service area increases, the cost of maintaining higher frequencies often increases accordingly.

Span (Guideline)

Fairfax Connector’s spans of service generally reflect the system hours and the periods of time in which bus services are available. **Table 1-4** summarizes the spans of service Connector offers for each type of route.

TABLE 1-4: SPAN OF SERVICE GUIDELINE

Route Type	Span of Service
Full-Day Routes	
Weekday	5:00 a.m. – 10:00 p.m.
Saturday	6:00 a.m. – 9:00 p.m.
Sunday	8:00 a.m. – 8:00 p.m.
Weekday Peak-Only Routes	
Morning	5:00 a.m. – 9:00 a.m. ¹¹
Afternoon	3:00 p.m. – 7:00 p.m. ¹²

Since the spans of service above are guidelines and not standards, Fairfax County has flexibility to apply them based on the purpose of the route and the connections it provides. For example,

¹¹ These reflect arrival times at the relevant Metrorail station. Note that buses need to arrive shortly before 5:00 a.m. at the outer terminal stations and slightly later at the downstream stations.

¹² These reflect departure times from the relevant Metrorail station.



a weekday peak-only route may provide service to a trip generator that generates demand at specific times within the peak period.

Vehicle Headway (Standard)

Vehicle headway, or frequency, represents the amount of time between two vehicles traveling in the same direction on a given route. While higher frequencies result in shorter customer wait times and are thus desirable, they are costly due to the required amount of buses and operators to maintain the desired headways. As such, balancing frequency and cost-effectiveness are important. **Table 1-5** summarizes the minimum frequency Fairfax Connector has set for each type of route. These vehicle headway standards were developed as part of Fairfax Connector’s previous Transit Development Plan (TDP) for fiscal years 2016-2022 and are maintained in this superseding Strategic Plan. They are also used for Fairfax County’s Title VI service monitoring¹³.

TABLE 1-5: MINIMUM VEHICLE HEADWAYS

Route Type	Minimum Frequency	
	Peak	Off-Peak
Full-Day Routes		
Weekday	30 minutes	30 minutes (60 minutes after 9:00 p.m.)
Saturday	30 minutes (base ¹⁴)	60 minutes (fringe ¹⁵)
Sunday	60 minutes	60 minutes
Weekday Peak-Only Routes		
Morning	20 minutes	30 minutes
Afternoon	(peak of the peak)	(fringe of the peak)

Road Types and Routing (Guideline)

Fairfax Connector generally strives to operate its buses on arterial streets with adequate pedestrian infrastructure (e.g., sidewalks) and limited on-street parking. Direct routing is desirable, except in unique circumstances when significant generators are present away from main corridors.

Bus Stop Locations (Guideline)

Connector bus stops are located following the *Fairfax County Bus Stop Guidelines* published in July 2004. Bus stops are located to maximize pedestrian access whenever possible. **Table 1-6** provides a summary of bus stop spacing criteria.

¹³ <https://www.fairfaxcounty.gov/connector/titlevi>

¹⁴ Saturday base is defined as 9:00 a.m. to 5:00 p.m.

¹⁵ Saturday fringe is defined as before 9:00 a.m. and after 5:00 p.m.



TABLE 1-6: BUS STOP SPACING GUIDELINES

Density Class	Criteria
High density (750-foot spacing)	Primarily commercial with a high concentration of employment, or with a population density of more than five per acre
Moderate density (1,000-foot spacing)	Population density of two to five people per acre
Low density (spacing based on activity centers rather than distance)	Population density of less than 2 people per acre

TRANSIT AMENITIES

Bus Shelters (Guideline)

A bus shelter may be installed at stops with an average of **50 or more boardings per day**, at a transit center or park and ride lot owned by Fairfax County, or if the stop is at a major activity center.

Benches (Guideline)

Benches with pads may be installed if the stop is located at a transit center or park and ride lot or if the stop is a major activity center, generating **25 or more passenger boardings per day**, or at stops located near significant populations of seniors, the disabled, students, or other special uses (e.g., tourist attractions).

Passenger Information (Guideline)

Bus stop signs should be installed at all locations. These signs consist of two variations: local and regional (for stops jointly served by WMATA’s Metrobus) designs. Each bus stop has a unique bus stop ID that can be used for [BusTracker](#) real-time arrival and route information available via phone and internet applications. Rider information displays containing schedule and system maps should be installed at all transit stations and park and ride lots with designated Fairfax Connector service bays.

Escalators and Elevators (Guideline)

Fairfax Connector does not generally provide or maintain escalators or elevators at any bus stops with a few exceptions. Fairfax County maintain escalators and elevators at the Wiehle-Reston East Metrorail station garage and elevators at the Innovation Center Station garage, Herndon-Monroe garage, and Burke Centre garage. The County will also maintain elevators at the new Monument Drive Commuter Parking Garage and the Springfield Community Business Center (CBC) Commuter Parking Garage which are both anticipated to open in 2023.



Waste Receptacles (Guideline)

Waste receptacles are installed at all stops with a demonstrated issue with littering.

RELIABILITY

On-Time Performance (Standard)

For all Fairfax Connector riders, particularly those who rely on it as their main mode of transportation, it is essential that buses show up at their scheduled and anticipated times. Late buses inconvenience riders and can have serious ramifications for riders traveling to major appointments like job interviews and medical exams. On-time performance is a measure of this expectation of reliability.

Connector requires its operating contractor to maintain a systemwide standard of **85 percent of all trips for each route** to be “on-time,” which is defined as being **between one minute early and six minutes late** at each timepoint. Maintaining this standard is essential to a positive customer experience and ensuring that Connector has a reputation for consistently reliable service.

SAFETY AND SECURITY

Vehicle Load (Standard)

Vehicle load is the level of passenger crowding that is acceptable for a safe and comfortable ride. This is expressed as a ratio of the number of passengers on the vehicle to the number of seats on the vehicle averaged over the peak one-hour in the peak direction. Fairfax Connector uses different vehicle load factors for its commuter/express and local services. **Table 1-7** shows the maximum load factors for both commuter and local services. **The standard for commuter/express services is 1.00**, representing one passenger per seat because these services often operate on limited-access highways which would pose a safety hazard for standing passengers. **The load factor for local services is 1.25**, as these services generally do not operate on limited access highways and the safety hazard to standing passengers is somewhat reduced.

TABLE 1-7: MAXIMUM ACCEPTABLE VEHICLE LOADS

Service Type	Maximum Load Factor
Commuter Services	1.00
Local Services	1.25

1.2.3 Performance Standards

Fairfax Connector uses a two-tiered approach to performance monitoring. Connector routinely conducts systemwide and route-level performance monitoring.



SYSTEMWIDE PERFORMANCE MONITORING (TIER ONE)

A performance-based evaluation methodology—or *six-band analysis*—has been developed to identify operational inefficiencies. This six-band analysis incorporates a scoring structure that can be used to evaluate performance across any metric and rank the top and bottom-performing routes in the system. Connector uses the following metrics in its six-band analysis:

- Passengers per Vehicle Revenue Hour
- Passengers per Vehicle Revenue Mile
- Passengers per Trip
- On-Time Performance

The scoring procedure is as follows:

- For each metric, a systemwide mean and standard deviation is defined
- Each route receives a score of 0, 2, 4, 6, 8, or 10 for each metric, with 0 being the worst and 10 the best
- The score attributed to each metric is based on the following methodology, which forms the six bands:
 - More than two standard deviations below the average = 0 points
 - Between one and two standard deviations below the average = 2 points
 - Between the average and one standard deviation below the average = 4 points
 - Between the average and one standard deviation above the average = 6 points
 - Between one and two standard deviations above the average = 8 points
 - More than two standard deviations above the average = 10 points

SUBAREA PERFORMANCE MONITORING (TIER TWO)

While Connector routinely monitors route-level productivity, a more detailed route evaluation methodology is also used in recurring Bus Service Review studies. This process is more applicable to planning potential route changes, but it can also be used as a benchmark to evaluate the performance of existing service. The methodology evaluates the following:

- **Facilities Accessibility:** The number of key points of interest (job centers, education facilities, hospitals, transit centers, Metrorail stations, VRE stations, and park and ride lots) within a walkable service area, define as areas within a quarter mile of one or more local route alignments (or quarter mile of express route stops)
- **Transit Origin-Destination Travel Time:** The estimated transit travel times between popular origin-destination pairs based on route alignment and assumed travel speeds of various transit modes
- **Ridership Potential:** The estimated number of transit riders living within a quarter mile of a local route alignment (or quarter mile of express route stops)

PERFORMANCE STANDARDS SUMMARY

Both tiers of performance monitoring help Connector identify operational inefficiencies, whether at the route level or across a group of routes, in order to meet the performance standards summarized in **Table 1-8**. These standards align with the goals, objectives, and service



standards and guidelines set out in previous sections. Several of the key performance indicators rely on a quantitative comparison of a route's performance to the performance of the overall system. These benchmarks are calculated as one standard deviation below or (above in the case of cost efficiency) the average systemwide measure and are evaluated for local and express routes separately as the two types of service have different operating characteristics. For the purposes of performance evaluation, routes are classified as:

- **Local:** service focused on providing connectivity within and between activity centers, as well as between residential areas and activity centers or Metrorail stations.
- **Express:** service focused on long trips or limited stop service delivering commuters more directly to high-employment areas without making regular stops over the trunk of the route.

Routes that do not meet a benchmark may be flagged as an opportunity to improve service; however, low-performing routes by one indicator may also be important for the overall system goals of Connector, like choice. FCDOT typically takes a deeper look at routes with performance outside of two standard deviations. This methodology helps Connector make data-driven and targeted improvements that better serve customers. Performance standards are further discussed and applied in **Chapter 2**.



TABLE 1-8: SUMMARY OF FAIRFAX CONNECTOR PERFORMANCE BENCHMARKS

Service Aspect	Key Performance Indicator	Route Classification	Benchmark
System Accessibility	Fairfax County Population Within Service Area	Systemwide	50% within ¼-mile of <u>local</u> route alignments or <u>express</u> route stops
		Local	Greater than (systemwide <u>local</u> route average – one standard deviation)
Ridership	Passengers per Vehicle Revenue Hour	Express	Greater than (systemwide <u>express</u> route average – one standard deviation)
		Local	Greater than (systemwide <u>local</u> route average – one standard deviation)
	Passengers per Vehicle Revenue Mile	Express	Greater than (systemwide <u>express</u> route average – one standard deviation)
		Local	Greater than (systemwide <u>local</u> route average – one standard deviation)
	Passengers per Trip	Express	Greater than (systemwide <u>express</u> route average – one standard deviation)
		Local	Greater than (systemwide <u>local</u> route average – one standard deviation)
Maximum Vehicle Load Factor	Local	1.25	
	Express	1.00	
Reliability	On-Time Performance	Local	85% at scheduled time points
		Express	
Cost Efficiency	Operating Cost per Passenger	Local	Less than (systemwide <u>local</u> route average + one standard deviation)
		Express	Less than (systemwide <u>express</u> route average + one standard deviation)
Safety	Bus Collisions	Systemwide	< 2.0 per 100,000 miles
	Customer Injuries	Systemwide	0 requiring immediate medical attention away from the scene
Customer Service	Customer Complaints	Systemwide	< 2.5 complaints per 10,000 passenger trips

2



System Performance and Operations Analysis



2. System Performance and Operations Analysis

2.1 System and Service Data

Connector undergoes service changes multiple times a year so the number of routes can also change over time. For the purpose of the Transit Strategic Plan (TSP), the latest fiscal year (FY) data available at the time of analysis, or FY 2022, was considered as a baseline. All system and service data presented in this section is therefore reflective of FY 2022. The performance and operating and network efficiency evaluation in **Sections 2.3 and 2.4**, however, utilized calendar year (CY) 2019 data to account for seasonal fluctuations in transit use throughout the year and avoid the service and performance anomalies of years impacted by COVID-19.

With a service area of 407 square-miles, Fairfax Connector (Connector) provides fixed-route bus service to the majority of Fairfax County with an estimated population of 1,164,025 as of 2022¹⁶ and population density of approximately 2,860 people per square mile. Fairfax County includes the three incorporated towns of Clifton, Herndon, and Vienna, as well as several notable census-designated places such as Huntington, Franconia, Reston, Springfield, and Tysons. Connector also operates service through the independent cities of Fairfax and Falls Church as well as neighboring jurisdictions such as Arlington County, the City of Alexandria, and the District of Columbia. A detailed analysis of current and future regional population density is included in **Section 2.2.1**.

During FY 2022, Connector's fixed-route bus service consisted of 100 routes. Since then, service adjustments have occurred, particularly in the Reston and Herndon area, and Fairfax Connector operated 94 fixed bus routes as of April 2023. Connector does not operate paratransit, but additional services are provided in the area by Fairfax County Neighborhood and Community Services (Fastran), Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), and Fairfax City-University Energysaver (CUE), as discussed in **Chapter 1**.

Connector had a total of 341 revenue vehicles compared to 284 vehicles operated in annual maximum service in FY 2022, as shown in **Table 2-1**.

TABLE 2-1: REVENUE FLEET AND PEAK VEHICLE NEED

Mode	Fleet Size	Peak Vehicle Need
Bus	341	284

Source: FY 2022 National Transit Database Report

2.1.1 Fixed-Route Bus Service

The following section summarizes information on Connector's fixed-route services, including level of service, operating costs, ridership, revenue hours, total hours, revenue miles, and directional route mileage from FY 2022. This is contrasted with the same information after the

¹⁶ FY 2022 National Transit Database Report



Silver Line extension opened and the new Reston and Herndon area bus service began operating on November 16, 2022.

Connector operates fixed-route service seven days a week. In FY 2022, weekday service ran from 3:20 a.m. to 2:29 a.m. with morning and afternoon peak period headways as low as 10 minutes. The most common headway during the peak periods was 30 minutes, though the average headway was lower than that. The most common headway during the midday was 40 minutes. Weekend service was more limited but still operated between 4:25 a.m. and 3:26 a.m. (2:16 a.m. on Sundays). Weekend headways ranged from 20 minutes to 75 minutes. More details on route-level service are provided in **Section 2.4.1**.

Connector defines time periods when designing headways and span of service as follows:

- **AM Early:** 4:00-5:59 a.m.
- **AM Peak:** 6:00-8:59 a.m.
- **Midday:** 9:00 a.m.-2:59 p.m.
- **PM Peak:** 3:00-5:59 p.m.
- **Evening:** 6:00-8:59 p.m.
- **Late Night:** 9:00-11:59 p.m.
- **Other:** 12:00-3:59 a.m.

OPERATING STATISTICS

Fairfax Connector currently conducts all bus operations and maintenance activities from its three operating facilities, including repairing, cleaning, fueling, storing, and staging buses. All three facilities are open 24 hours a day. While one facility is open five days per week, the other two facilities are open seven days a week.

In FY 2022, Fairfax Connector reported operating just over 10.8 million revenue miles and nearly 841,000 revenue hours¹⁷. **Table 2-2** summarizes daily operational statistics for the October 2022 service schedule, which operated before the Silver Line extension opened and Reston and Herndon area bus route changes were made in November 2022. This information is also summarized in **Table 2-3** for service as of April 2023.

¹⁷ FY 2022 National Transit Database Report



TABLE 2-2: OPERATING STATISTICS BY SUBAREA (FY 2022 – PRE-SILVER LINE EXTENSION)

Subarea	Weekday			Total Trips Per Day			Directional Route Mileage
	Total Hours	Revenue Hours ¹	Revenue Miles	Weekday	Saturday	Sunday	
Franconia-Springfield	969	874	11,537	911	297	210	562
Reston-Herndon	855	803	9,767	1,188	631	574	471
Chantilly-Centreville-Vienna-Tysons	787	689	9,869	1,113	393	269	797
Huntington	458	421	5,010	447	281	253	154
Strategic Vehicles	30	25	N/A	N/A	N/A	N/A	N/A
Total	3,099	2,812	36,183	3,659	1,602	1,306	1,984

¹Defined by Fairfax County as the total revenue hours that it pays its contractor for service

Sources: Service Schedule for October 2022. Fairfax County DOT and Kimley-Horn, 2023.

TABLE 2-3: OPERATING STATISTICS BY SUBAREA (FY 2023 – POST-SILVER LINE EXTENSION)

Subarea	Weekday			Total Trips Per Day			Directional Route Mileage
	Total Hours	Revenue Hours ¹	Revenue Miles	Weekday	Saturday	Sunday	
Franconia-Springfield	969	875	11,588	911	297	210	566
Reston-Herndon	848	793	10,018	1,039	651	598	429
Chantilly-Centreville-Vienna-Tysons	858	754	11,426	1,199	393	269	808
Huntington	458	421	5,010	447	281	253	154
Strategic Vehicles	30	25	N/A	N/A	N/A	N/A	N/A
Total	3,163	2,868	38,042	3,596	1,622	1,330	1,957

¹Defined by Fairfax County as the total revenue hours that it pays its contractor for service

Sources: Service Schedule for April 2023. Fairfax County DOT and Kimley-Horn, 2023.

Routes in the Franconia-Springfield area operated the greatest number of weekday total hours and revenue hours of the four subareas. While the longest one-way trip was Route 599 at 23.5 miles, the Chantilly-Centreville-Vienna-Tysons area had the longest overall average one-way trip length due to more long-distance express routes than the other subareas. Further route-level operational analysis is discussed in **Section 2.3.1**. In addition, annual data from historical and FY 2022 National Transit Database (NTD) reports is presented in **Section 2.3.2**.



OPERATING COSTS

An analysis of operating expenses and revenues can help evaluate the cost efficiency of Fairfax Connector operations. **In FY 2022, total operating expenses were approximately \$106.2 million, with farebox revenue generating approximately \$6.3 million, covering approximately 5.9 percent of the operational costs¹⁸.**

ANNUAL RIDERSHIP

Fairfax Connector served an estimated 7.2 million trips in FY 2022¹⁸. Ridership in both FY 2018 and FY 2019 leading up to COVID-19 was approximately 8.3 million. Ridership by route is discussed in **Section 2.3.1**.

2.1.2 Route Design and Schedule Standards

Fairfax Connector uses service standards and guidelines as well as performance standards to provide an objective framework for designing and modifying service. The different standards and guidelines plus systemwide and route-level performance monitoring methodologies used by Fairfax Connector are discussed in **Sections 1.2.2 and 1.2.3**. Together, these result in the key performance benchmarks that are used to evaluate routes, as presented in **Table 1-8**. Performance evaluation according to these standards is included in **Section 2.3**.

2.1.3 Survey Results

During the past few years, Fairfax County conducted major survey efforts to understand the current and future community needs related to the Connector system. Two major surveys recently completed were the market survey and the on-board survey. Additional surveys and outreach efforts were conducted via the Bus Service Review studies for various subareas in the County. The 2021 TSP public survey gathered high-level feedback regarding Fairfax Connector services. Findings from the 2021 TSP survey helped validate the vision, goals, and objectives of the TSP. The following section provides an overview of the results and outcomes of each survey effort. Additional details of public outreach conducted to inform the TSP are included in **Appendix F**.

Market Survey and On-Board Survey

The market survey focused on gathering feedback from riders and non-riders regarding Connector service. This survey was conducted in the Fall of 2018 and resulted in 2,624 responses. The results from this survey were used to determine how to attract non-riders and reconnect with lapsed riders.

¹⁸ FY 2022 National Transit Database Report



Results from the market survey identified the following quantitative results:

- 1 percent of the County residents see Connector as their primary mode of transportation
- 50 percent of respondents identified Connector as a means of connecting to other public transportation rather than as the sole mode of getting to a final destination
- 68 percent of current users view Connector as a smart way to commute, 53 percent believe it is at a good price, 52 percent view it as a clean mode, and 47 percent view it as reliable

The on-board survey focused on gathering more detailed information on rider use of the system. The County performed an on-board survey from March to May 2019 to understand the demographic of bus riders, determine the origin/destination of the rides, and gather information on service preferences. There were 3,672 respondents to this survey.

Results from the on-board survey identified the following quantitative results:

- 88 percent of the trips occur during the weekday
- 76 percent of riders live in the County
- 71 percent of the trips on a weekday are considered home-based work trips (home to/from work)
- 88 percent of riders walk to transit
- 49 percent of riders use only one Connector route to get to final destination, 36 percent transfer once, and 12 percent transfer twice
- 67 percent of riders identified as minorities (i.e., Black/African American, Hispanic or Latino, Asian, or other)
- 66 percent of riders make a household income of \$60,000 or less and are considered low-income
- 59 percent of riders did not have access to a vehicle to make a trip on the day they were surveyed

Overall, the following findings were determined from these two surveys:

- There is a need to realign routes with travel patterns and key community locations
- There is a need to adjust routes to be more direct and reduce unneeded travel patterns
- There is a need to increase service hours on key routes to improve access and mobility
- There is a need to provide additional buses to key routes to increase frequency

Bus Service Review Studies

Additional recurring efforts are the Bus Service Review studies focusing on the Franconia-Springfield, Reston-Herndon, Centreville-Chantilly-Vienna-Tyson (CCVT), and Huntington subareas. Public surveys are an important element of these studies and are used to gather input on specific routes in the subarea to arrive at a preferred overall service plan. Surveys were conducted from 2018 through 2023 for these studies.



2021 TSP Survey

The 2021 TSP survey gathered feedback from January 1, 2021 to February 19, 2021. There was a total of 2,901 respondents. The survey was available online and allowed community members to ask further questions or provide comments via phone call, email, and mail. The survey was tailored to frequent, non-frequent, and non-riders in Fairfax County. It consisted of three major sections: travel patterns, opportunities for improvements, and optional demographic information. While the market and on-board surveys utilized statistical sampling, the TSP survey did not and was intended to solicit opinions and preferences from participants.

The travel patterns section of the survey identified how often the respondent currently uses Connector, will use Connector in the future, their origin/destination zip codes, and reasons why they may not ride Connector. Overall, the results showed:

- Roughly equal number of frequent, occasional, and non-riders responded to the survey
- Respondents expect to ride Fairfax Connector more in the future
- The top reasons occasional and non-rider respondents do not use Fairfax Connector were (1) the bus does not come frequently enough, (2) preference of other travel modes, (3) the bus does not travel when they want, and (4) service is not available where they start or end their trips
- The majority of frequent rider respondents (75 percent) were satisfied or very satisfied with Connector service

The opportunities for improvement section helped identify features of Connector service that would make Connector a more appealing travel option. Ideally, all forms of transit service would be available to everyone. However, the reality is that there are constraints with budget, operations, capacity, etc. Tradeoff questions were used to understand what the community would prioritize or prefer if a decision had to be made about providing certain transit services. Overall, the results showed:

- A slight preference for frequency over coverage especially among frequent riders (see **Figure 2-1**)
- A slight preference for walking over waiting especially among frequent riders (see **Figure 2-2**)
- A preference for all-day service over peak-only service especially for occasional riders (see **Figure 2-3**)
- A willingness to transfer buses if a shorter overall trip time can be achieved (see **Figure 2-4**)
- A moderate preference for local service over inter-jurisdictional service (see **Figure 2-5**)



FIGURE 2-1: PREFERENCE OF FREQUENCY OR COVERAGE

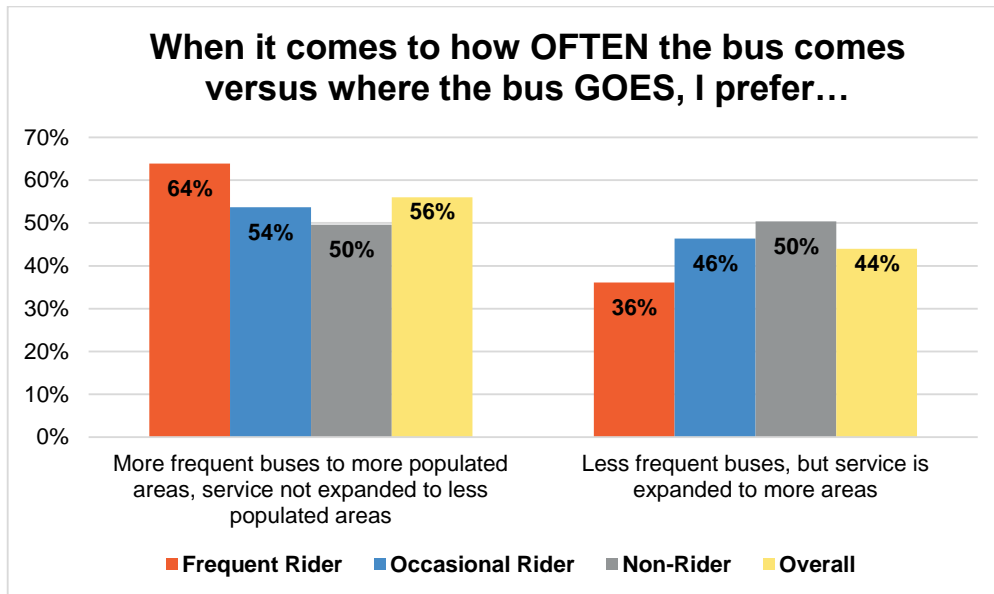


FIGURE 2-2: PREFERENCE OF WALKING TO THE BUS STOP OR WAITING FOR THE BUS

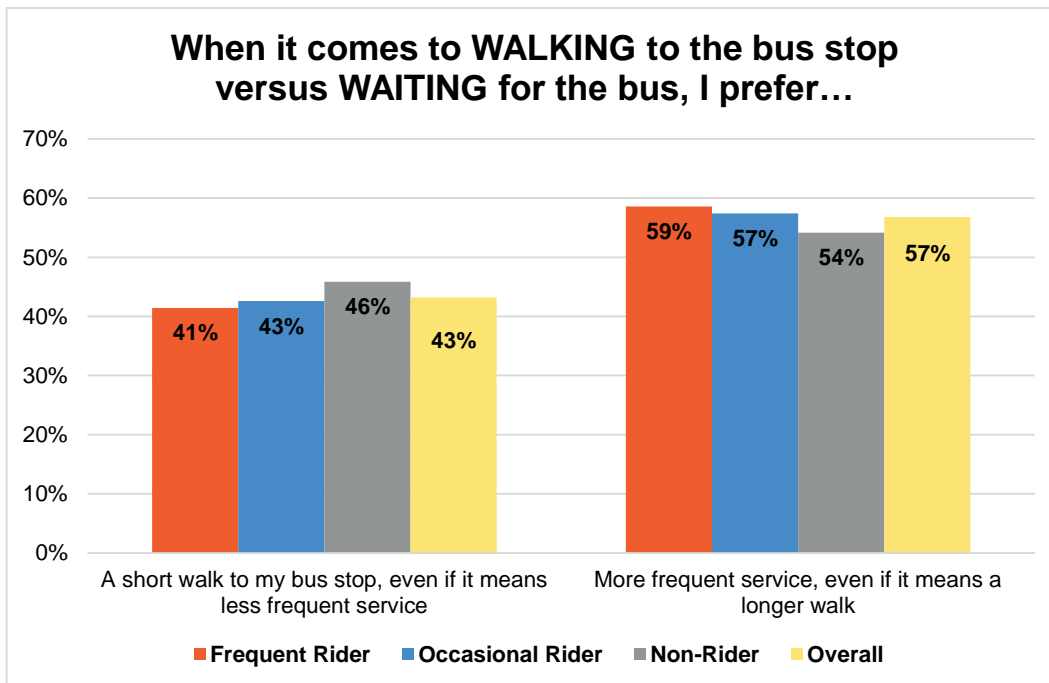




FIGURE 2-3: PREFERENCE OF PEAK OR ALL-DAY SERVICE

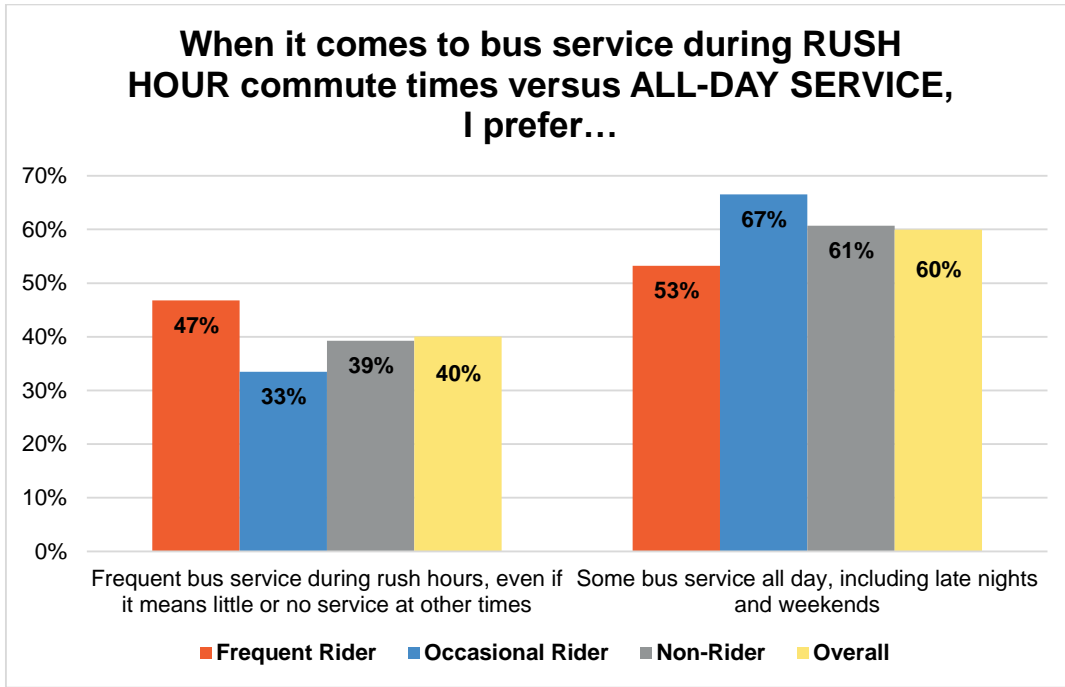


FIGURE 2-4: PREFERENCE OF TRANSFERRING BUSES OR A DIRECT RIDE

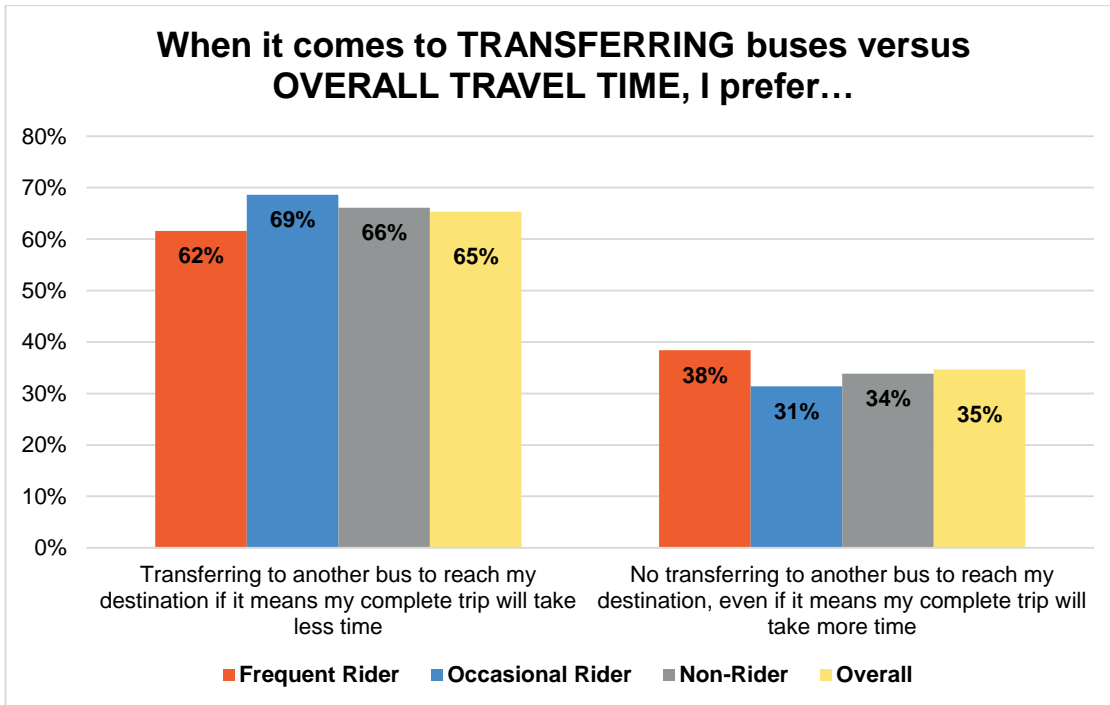
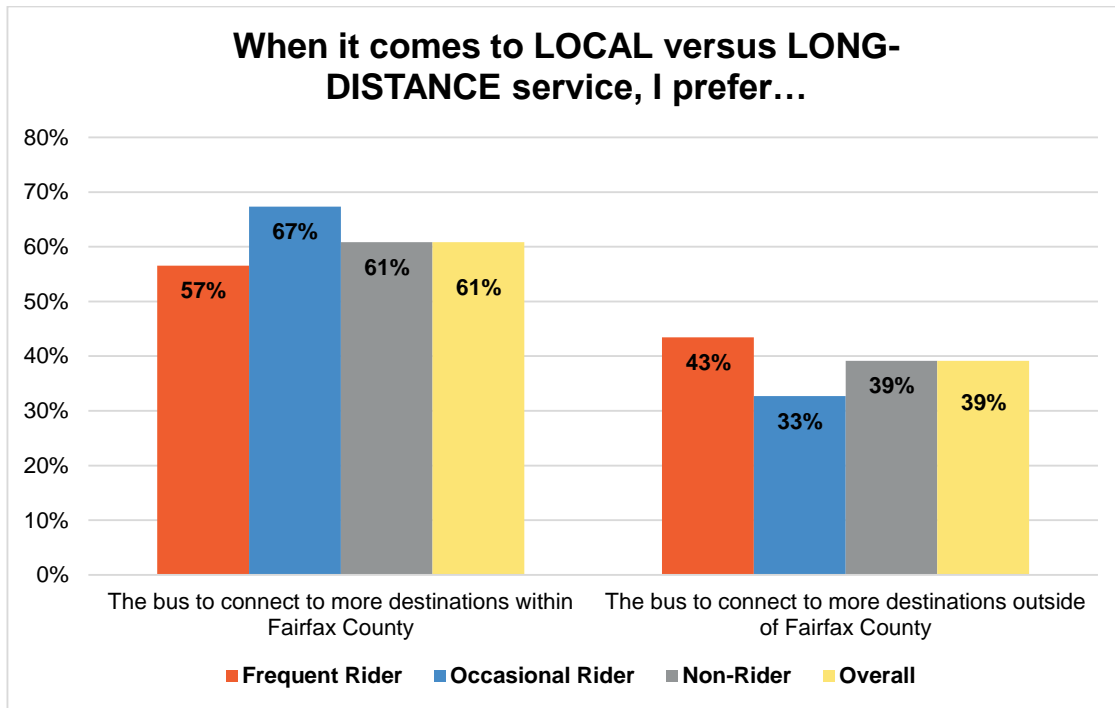




FIGURE 2-5: PREFERENCE OF LOCAL SERVICE OR INTER-JURISDICTIONAL SERVICE



2.1.4 Support for Transit

Within the region, there is strong support for transit overall and specifically for Fairfax Connector service. Localities within and surrounding the Fairfax Connector service area have transit-supportive land use policies or strategies in their comprehensive plans, reflecting a regional desire to link land use and transportation.

Current efforts to improve and transform transit service, including bus service, within the region are also reflected in several of the Fairfax Connector initiatives and regional initiatives mentioned in **Table 1-2** and **Table 1-3**. For example, the Autonomous Electric Shuttle Pilot Project was in partnership with Dominion Energy and other local and state entities and shows support for improving transit connections in the Fairfax Connector service area through innovative approaches. Furthermore, partnerships with other transit agencies in the area such as WMATA demonstrate regional support for comprehensive and well-connected transit service.

Fairfax Connector also has ongoing initiatives to gauge support for transit from key stakeholders and the public. As discussed in **Section 2.1.3**, Fairfax Connector has conducted major surveys, studies, and public outreach efforts over the past several years. Connector routinely engages with business and community stakeholder groups, as was done during the development of this TSP. The results of these efforts have helped shape Fairfax Connector’s actions, including service changes. As part of this TSP, the involvement of over 3,000 individuals, companies and organizations during community engagement showed support for transit within the community.



2.2 Evaluation of Transit Market Demand and Underserved Areas

2.2.1 Transit Demand and Underserved Area Evaluation

The following market analysis maps the current and projected population and employment density of Fairfax County to determine demand for different types of transit services throughout Fairfax County. The market analysis includes:

- Population/Employment Trends
- Transit-Oriented Population Origins Propensity Index
- Commuter Origins Propensity Index
- Workplace Destinations Propensity Index
- Activity Destinations Propensity Index

This analysis was conducted for the TSP prior to the opening of the Silver Line extension and the associated Fairfax Connector service changes in the Reston and Herndon area that began on November 16, 2022.

TRANSIT DEMAND

This section provides an overview of how population and employment densities in Fairfax County will likely change over time. These metrics are not only a good indicator of where transit makes the most sense now, but also where a transit system could successfully grow in the future. Current land use designations (**Figure 2-6**) correlate with existing population and employment densities. Designated employment centers such as Tysons, Merrifield, and Reston-Herndon are where higher levels of employment density exist. The majority of the county is designated as low to medium-density residential, and this is reflected in the population densities being less than 15 people per acre within these areas.

2020 Population Density

Public transportation is most efficient when it connects population and employment centers where people can easily walk to and from bus stops. Transit accessibility is generally limited to within one-quarter mile to one-half mile of a bus stop, or a 10-minute walk. For this reason, the size of a transit travel market is directly related to an area's total population and population density. According to the Transit Cooperative Research Program (TCRP) *Transit Capacity and Quality of Service Manual, 2nd Edition*, densities of three households per acre (approximately six people per acre) or four jobs per acre can support hourly fixed-route transit service.

Figure 2-7 shows the population density at the Traffic Analysis Zone (TAZ) level of geography based on Metropolitan Washington Council of Governments (MWCOG) Cooperative Forecast Round 9.1 population and employment growth projections for the Washington, DC region.¹⁹ Yellow areas indicate places where fixed-route service could be feasible; areas with darker colors have the potential to support more frequent service. Many areas with moderate density exist throughout Fairfax County. Pockets of higher density can be found in Tysons, Merrifield, and Belle Haven as well as along the county's border with Alexandria and Arlington, throughout

¹⁹ This data was prepared prior to COVID-19.



the I-495 and I-66 corridors, and along Richmond Highway (US Route 1) between Belle Haven and Mount Vernon.

Regional rail service does not serve all high-density areas. Areas not served by regional rail include the east side of I-495 around Annandale, I-66 from Fair Oaks to Centreville, and along Richmond Highway.

2030 Population Density Growth

Figure 2-8 shows 2030 projected population density in Fairfax County. Areas projected to experience a 20 percent increase or decrease in population density from 2020 to 2030 are highlighted in red and blue, respectively. Over the next decade, the county's population is expected to grow by around 9 percent according to MWCOG's 2020 and 2030 population projections. No areas indicated significant population loss. Major population growth is projected in the Reston-Herndon area, along Route 28 in Chantilly, Tysons, Falls Church, Fair Oaks, Springfield, and along Richmond Highway from North Gateway to Beacon/Groveton, at Fort Belvoir, and in Lorton.

2020 Employment Density

The location and number of jobs in a region are strong indicators of transit demand, as traveling to and from work accounts for the largest single segment of transit trips in most markets. Transit that serves areas of high employment density also provides key connections to job opportunities. As mentioned earlier, the *Transit Capacity and Quality of Service Manual* suggests that an employment density of four jobs per acre or more can typically support base-level fixed-route service.

Figure 2-9 shows employment density at the TAZ level of geography based on MWCOG Cooperative Forecast Round 9.1 population and employment growth projections for the Washington, DC region. The county has three main employment centers: Reston-Herndon (along the Dulles Toll Road and within the Reston Town Center), Tysons (south of the Dulles Toll Road), and Merrifield along I-495. The Silver Line has improved transit access to employment centers along the Dulles Toll Road and transit connections between Reston-Herndon and Tysons, the county's largest employment centers.

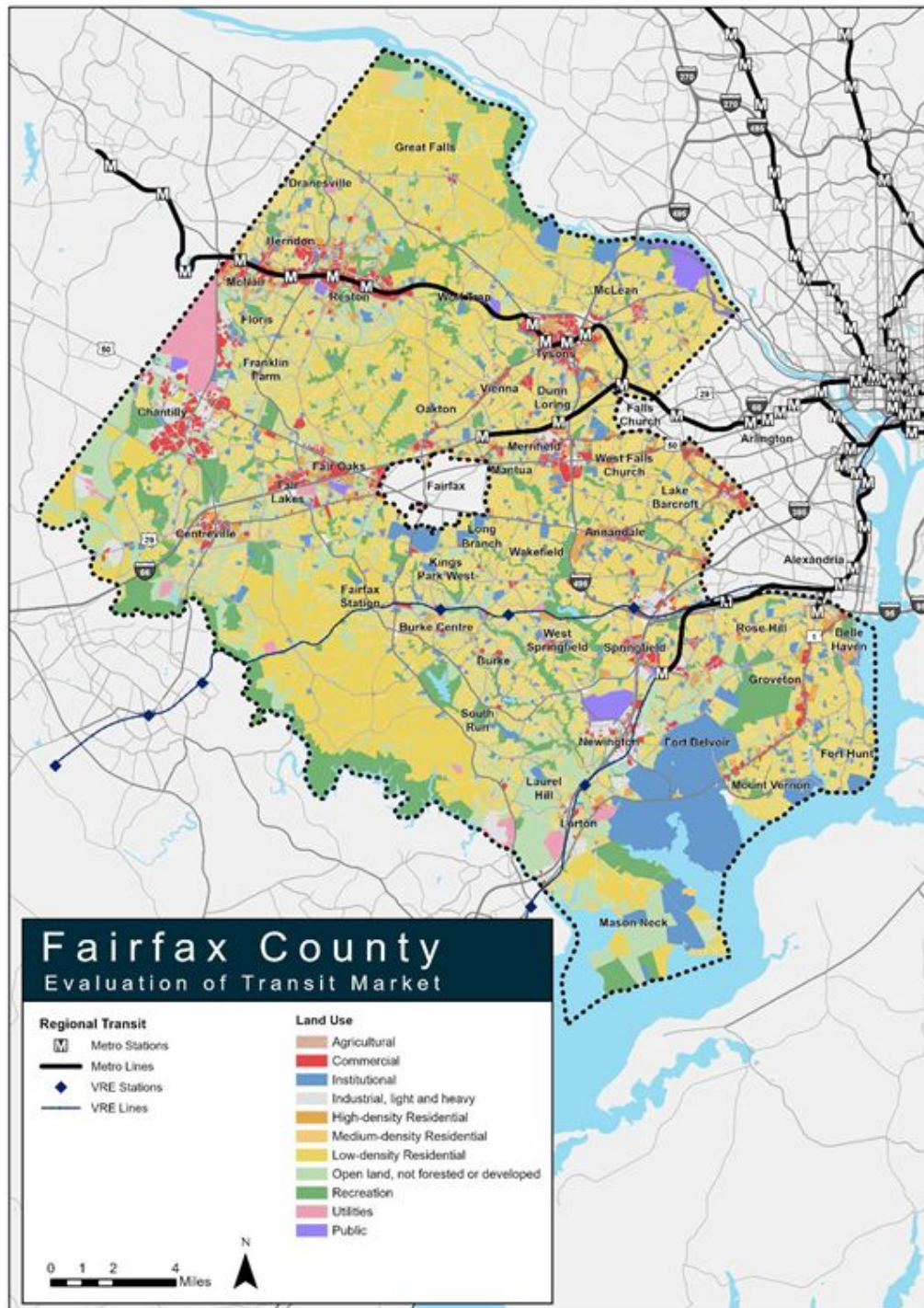
2030 Employment Density Growth

Figure 2-10 shows 2030 projected employment density in Fairfax County. Areas projected to experience a 20 percent increase or decrease in population density from 2020 to 2030 are highlighted in red and blue, respectively. Over the next decade, the county's employment is expected to grow by approximately 12 percent according to MWCOG's 2020 and 2030 projections.

The only area of the county projected to lose a notable percentage of employment is a portion of Tysons, south of Maple Avenue, which is mostly residential. However, Tysons as a whole is projected to grow in employment. In addition to Tysons, major employment growth is projected in Reston-Herndon along the Dulles Toll Road. The employment growth projected in Chantilly, Merrifield, Springfield, and Newington will turn these areas into key employment centers.



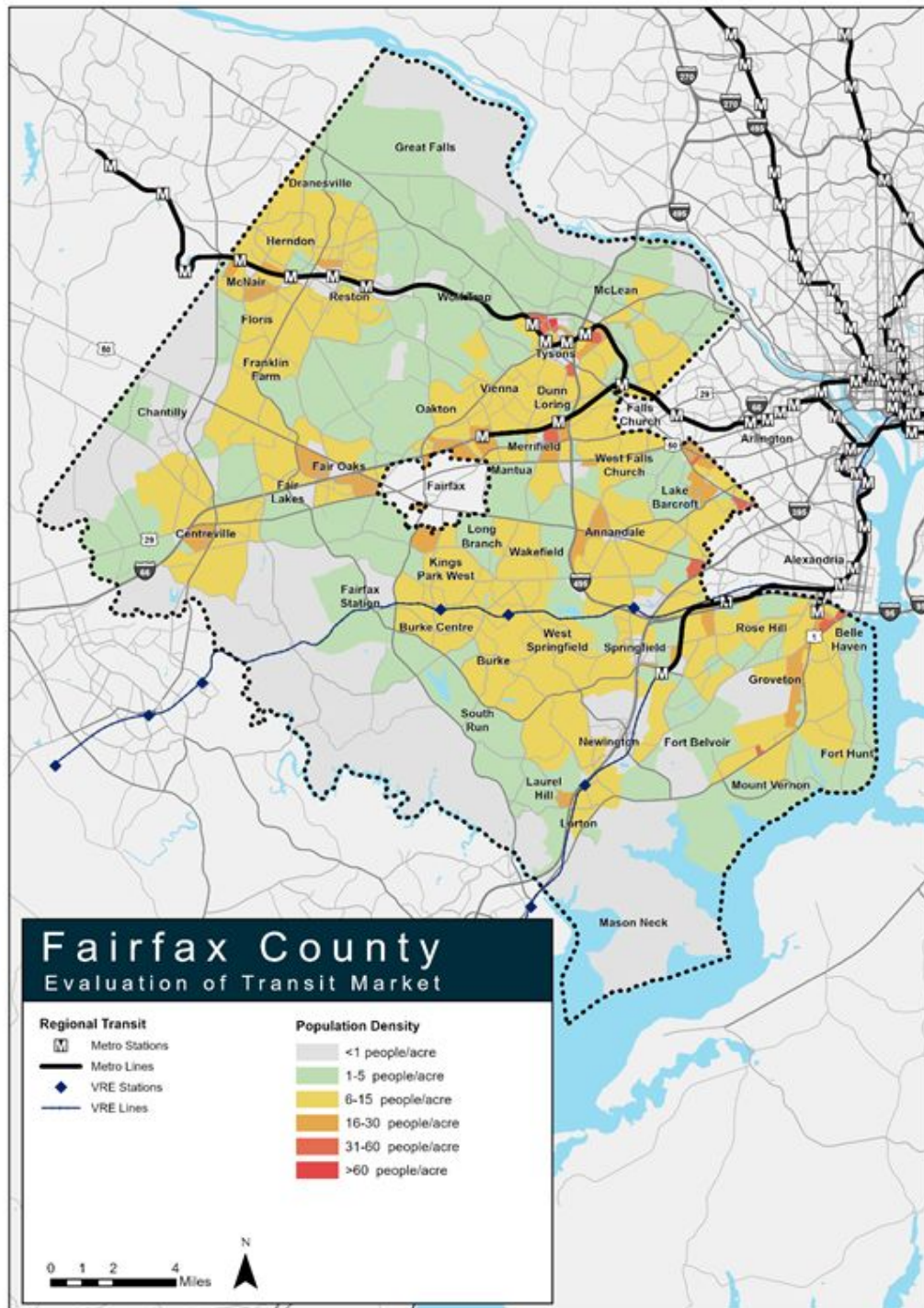
FIGURE 2-6: CURRENT LAND USE IN FAIRFAX COUNTY



Source: Fairfax County. February 2021.



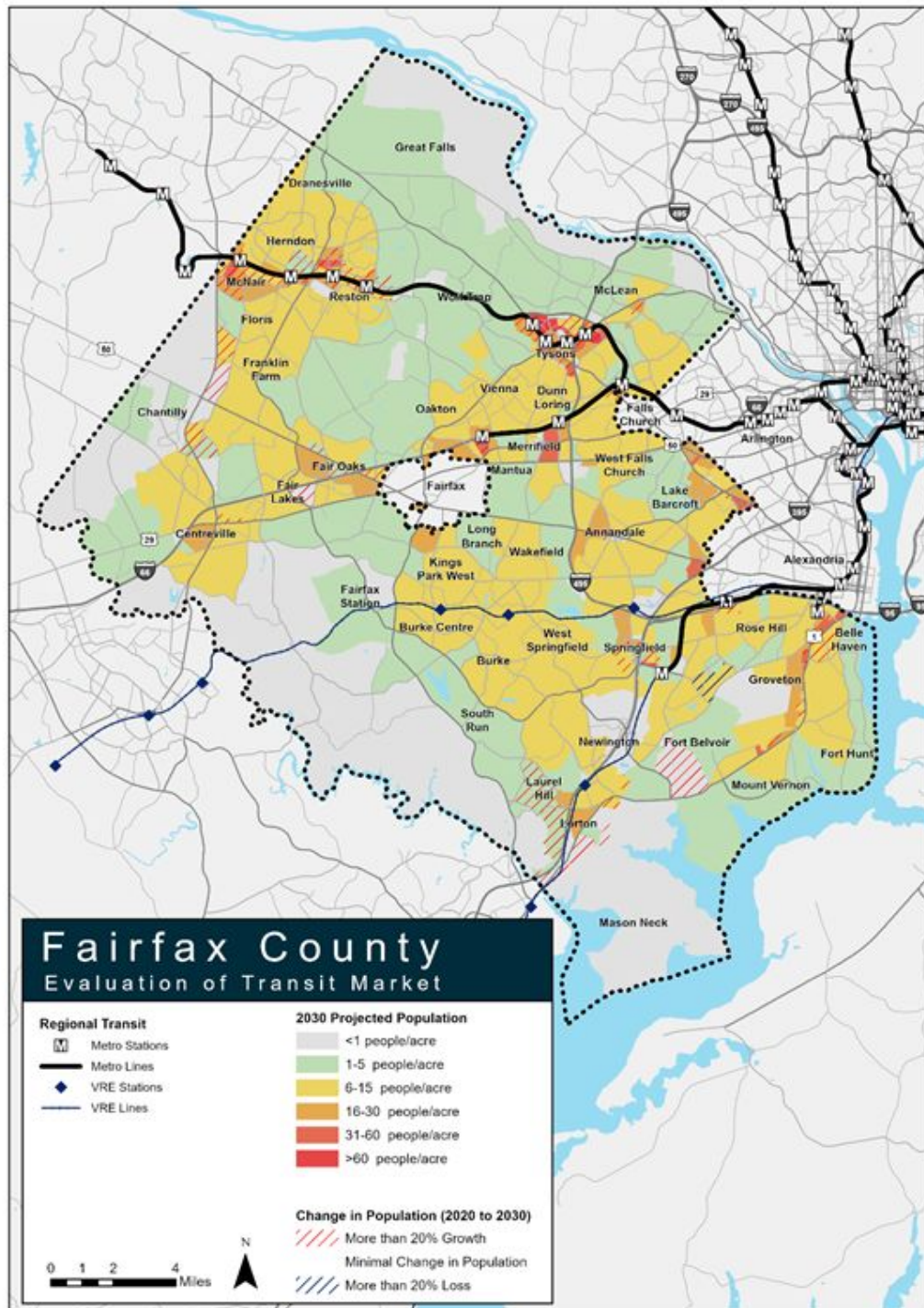
FIGURE 2-7: 2020 POPULATION DENSITY



Source: Metropolitan Washington Council of Governments Round 9.1 Cooperative Forecasting, 2020.



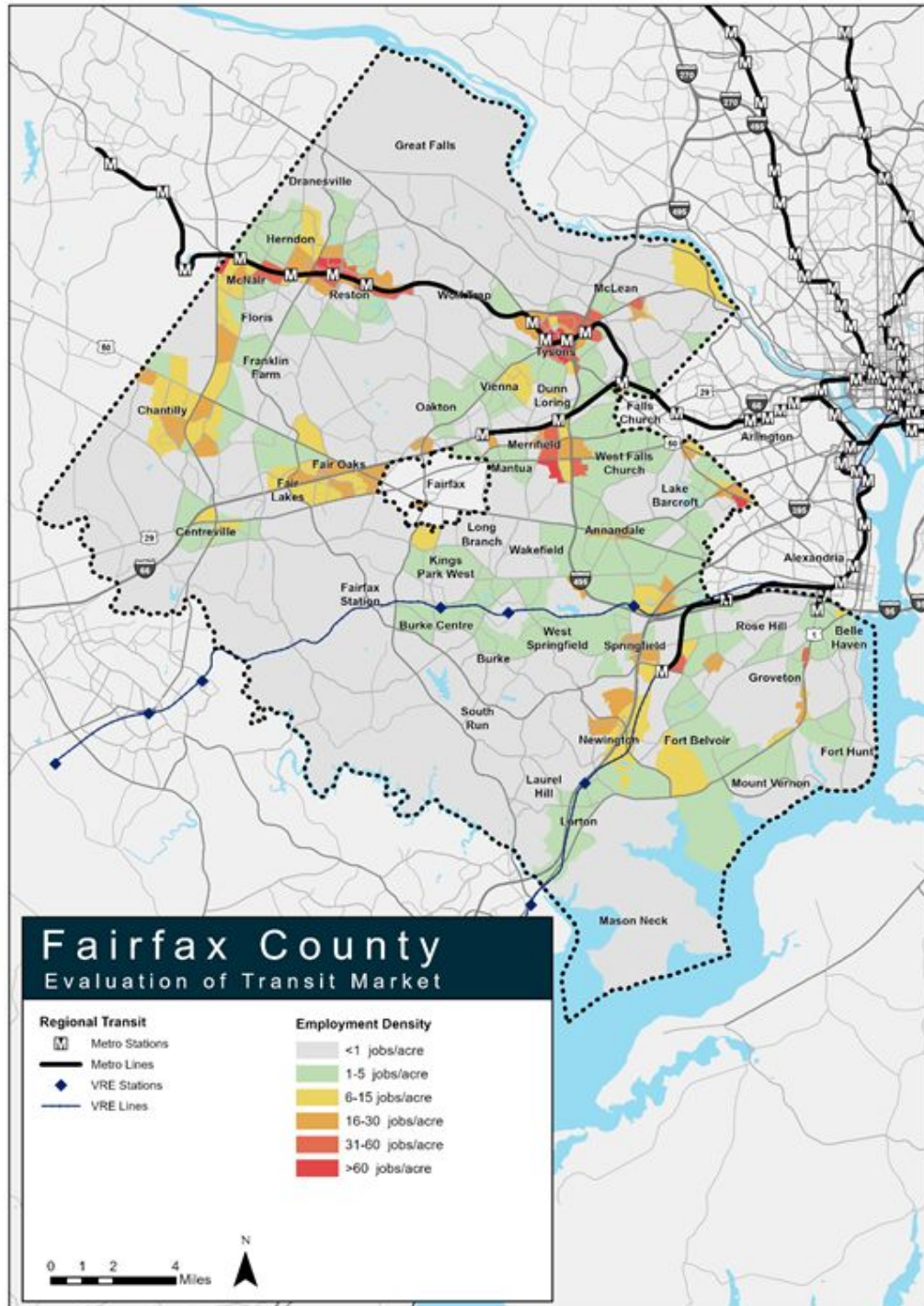
FIGURE 2-8: 2030 POPULATION DENSITY PROJECTION



Source: Metropolitan Washington Council of Governments Round 9.1 Cooperative Forecasting, 2020.



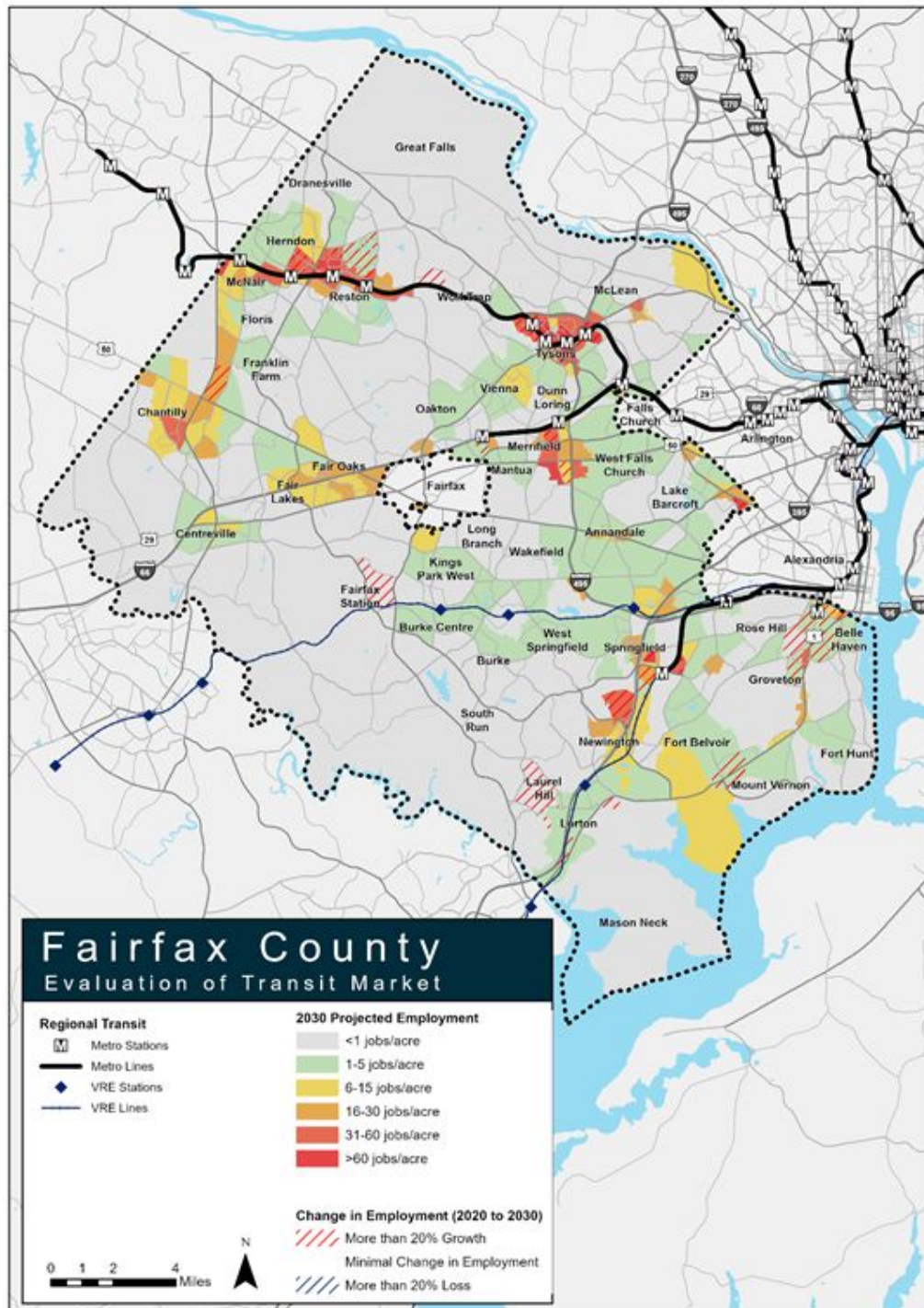
FIGURE 2-9: 2020 EMPLOYMENT DENSITY



Source: Metropolitan Washington Council of Governments Round 9.1 Cooperative Forecasting, 2020.



FIGURE 2-10: 2030 EMPLOYMENT DENSITY PROJECTION



Source: Metropolitan Washington Council of Governments Round 9.1 Cooperative Forecasting, 2020.



TRANSIT POTENTIAL

In general, higher concentrations of residents and/or jobs tend to correlate with higher transit ridership. Transit potential combines the population and employment densities of each TAZ to indicate the viability of fixed-route transit service in an area. Although population and employment density are not the sole factors in selecting where to operate transit, typically, transit is most viable in areas with population densities of six people per acre and job densities of four jobs per acre. Simplified, the transit potential model assumes that regions where residents plus jobs total more than five per acre are transit supportive.

Concentrated employment centers and large areas with moderate population density provide much of Fairfax County with moderate transit potential. As shown in **Figure 2-11**, transit potential in Fairfax County is highest in the following locations:

- Along the Dulles Toll Road around the Reston Town Center and Herndon Metrorail stations
- In the Tysons area, especially around Metrorail stations
- South of Dunn-Loring Merrifield Metrorail station
- In the Fair Oaks region along the I-66 corridor
- Bailey’s Crossroads adjacent to the county’s border with Arlington
- Near Franconia-Springfield Metrorail station
- Huntington and Belle Haven along the Richmond Highway corridor

Correlating with density, transit potential decreases as one moves away from the county’s urban centers. Areas showing moderate transit potential include:

- Centreville around the intersection of US 29 and I-66;
- Chantilly south of US 50
- Newington east of I-95
- South of Lorton VRE Station
- Richmond Highway corridor north of Mount Vernon
- Eastern portion of McLean
- West Falls Church along the US 50 corridor

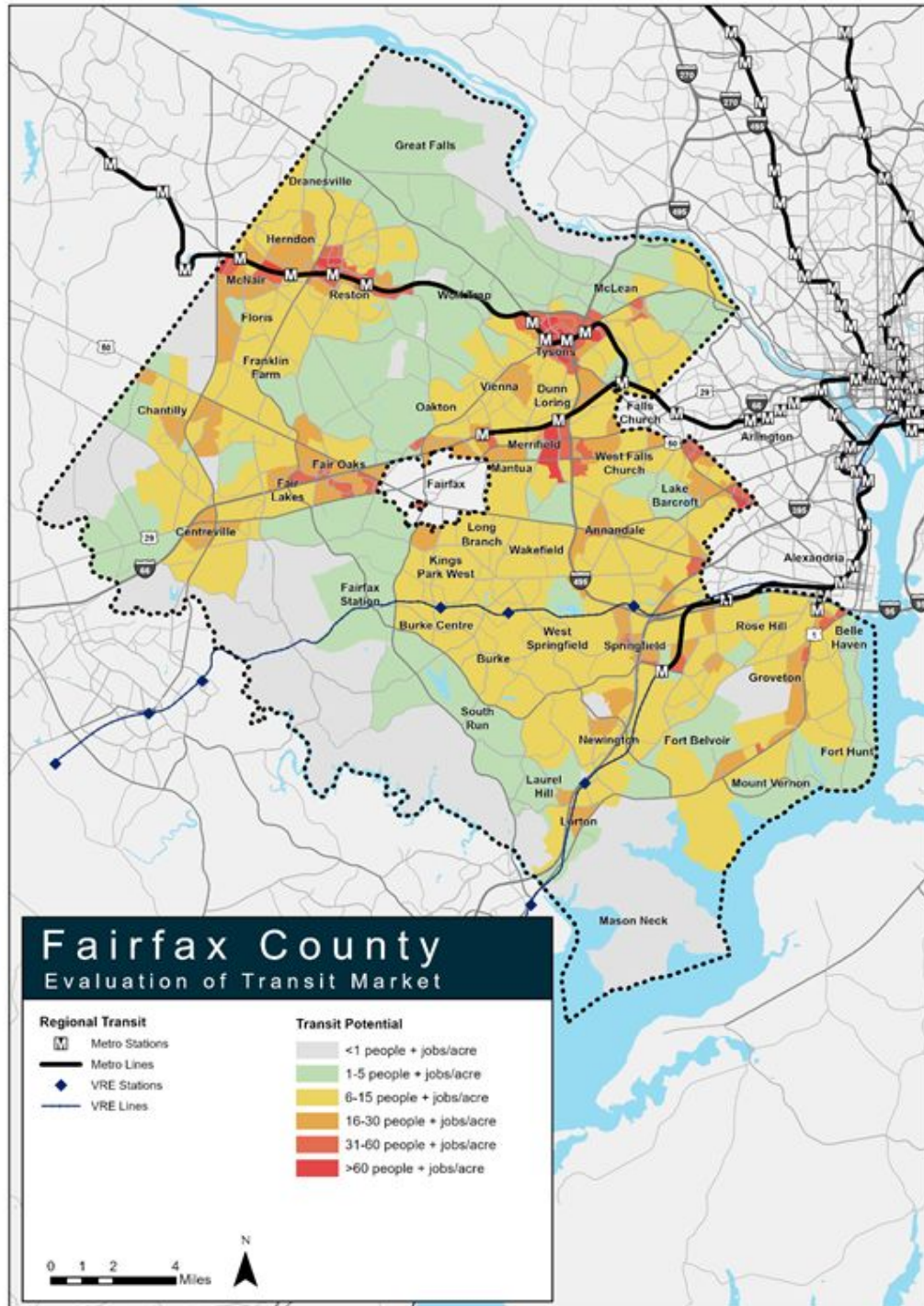
Outlying, low-density areas, including Mason Neck, South Run, Fairfax Station, and Great Falls, have relatively low transit potential.

TABLE 2-4: TRANSIT POTENTIAL THRESHOLDS

Category	People and Jobs per Acres
Low	1-5
Low-Moderate	6-15
Moderate	16-30
Moderate-High	31-60
High	>60



FIGURE 2-11: TRANSIT POTENTIAL



Source: Metropolitan Washington Council of Governments Round 9.1a Cooperative Forecasting. 2020.



TRANSIT PROPENSITY

Like transit potential, transit propensity indices use a series of demographic and employment statistics to identify geographic areas with high demand and need for fixed-route transit service. Index models assume that certain demographic subgroups may be more inclined to use transit. For example, a location with a high number of zero-car households will be more likely to have potential transit users than a location with relatively more multi-car households.

Each index is created using 2018 U.S. Census American Community Survey and 2017 Longitudinal Employer-Household Dynamics (LEHD)/LEHD Origin Destination Employment Statistics (LODES) data. Within each index model, block groups are ranked based on demographic or employment characteristics (such as total population or total jobs). Each block group is subsequently assigned a score for each characteristic based on its rank. Scores are then multiplied by weights and combined across the index to generate a propensity score for each block group index. Each index and its results are described in the sections that follow.

Transit-Oriented Population Origins Propensity Index

The transit-oriented population origins index runs on the assumption that areas with higher total population or household densities, as well as higher concentrations of seniors, youth, persons living in poverty, households with reduced vehicle access, and disabled persons, will have a greater propensity to use transit. The weights of each of the factors in the transit-oriented populations origin index model are listed in **Table 2-5**.

TABLE 2-5: TRANSIT-ORIENTED POPULATION ORIGINS INDEX INPUTS

Category	Weight
Total Population	30%
Youth Population	5%
Senior Population	5%
Low-Income Households²⁰	20%
Zero-Car Households	20%
One-Car Households	10%
Persons with Disabilities Population	10%

Figure 2-12 illustrates the results of the transit-oriented population origins index.

²⁰ Low-income was defined as having a household income less than or equal to 150 percent of the U.S. federal poverty guideline.



Areas with a high propensity toward transit based on this index include:

- Centreville around the intersection of US 29 and I-66
- The Dulles Toll Road corridor surrounding the Herndon and Reston Town Center Metrorail stations
- Areas surrounding Tysons area Metrorail stations
- Annandale along the Little River Turnpike corridor
- East of I-495
- West Falls Church along the US 50 corridor
- Springfield north of Franconia-Springfield Parkway
- Bailey's Crossroads adjacent to the county's border with Arlington
- Along the Richmond Highway corridor from Groveton to Mount Vernon

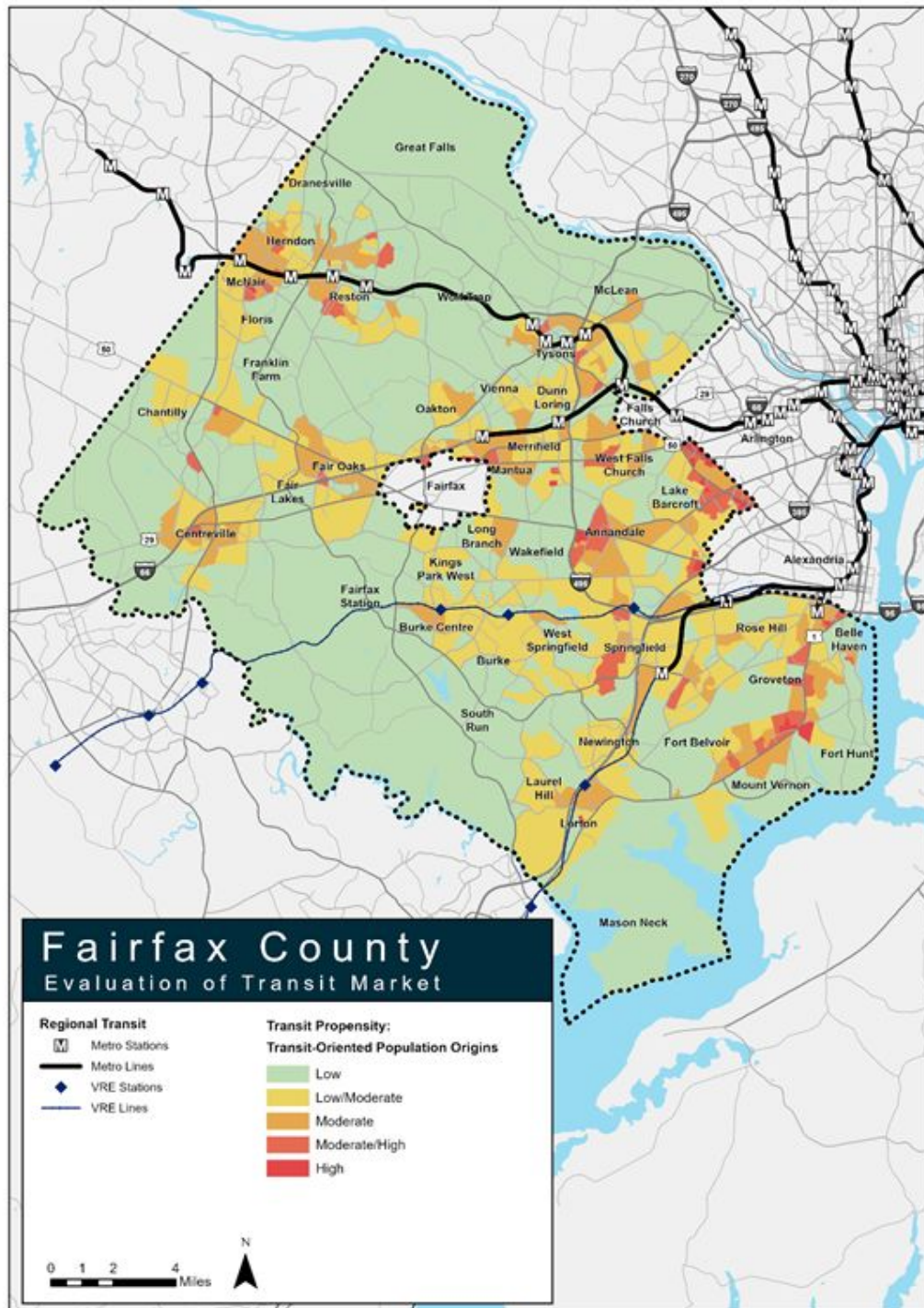
Transit propensity based on transit-oriented populations tends to decrease as one moves away from regional urban centers and major corridors. Areas with moderate transit propensity include:

- Kings Park West
- The vicinity of Burke Centre VRE Station
- The vicinity of Lorton VRE Station
- George Mason University

Transit propensity is lowest in lower-density areas such as South Run, Fairfax Station, northern McLean, Franklin Farm, Mason Neck, and Great Falls.



FIGURE 2-12: TRANSIT-ORIENTED POPULATION ORIGINS PROPENSITY INDEX



Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data



Commuter Origins Propensity Index

The commuter origins index consists of two categories: labor force population (weighted for 70 percent of the model) and population of non-single occupancy vehicle commuters (weighted for 30 percent of the model). Employed persons, commuters, and transit commuters all contribute to this index, which is indicative of where traditional peak-hour commuters live, and where those that currently use transit to commute live. Areas with a high commuter index tend to have both a higher employed population as well as a higher percentage of residents commuting by transit.

Pockets of high transit propensity based on the commuter origins index (**Figure 2-13**) largely overlap with high propensity areas based on the transit-oriented populations index. They include:

- Centreville around the intersection of US 29 and I-66
- Surrounding the Herndon and Reston Town Center Metrorail stations
- South Reston
- Fair Oaks along the US 50 corridor
- The area surrounding Dunn Loring-Merrifield Metrorail station
- Annandale along the Little River Turnpike corridor
- East of I-495
- West Falls Church along the US 50 corridor
- Around Lorton VRE Station
- Bailey's Crossroads adjacent to the county's border with Arlington
- Along the Richmond Highway corridor from Belle Haven to Mount Vernon

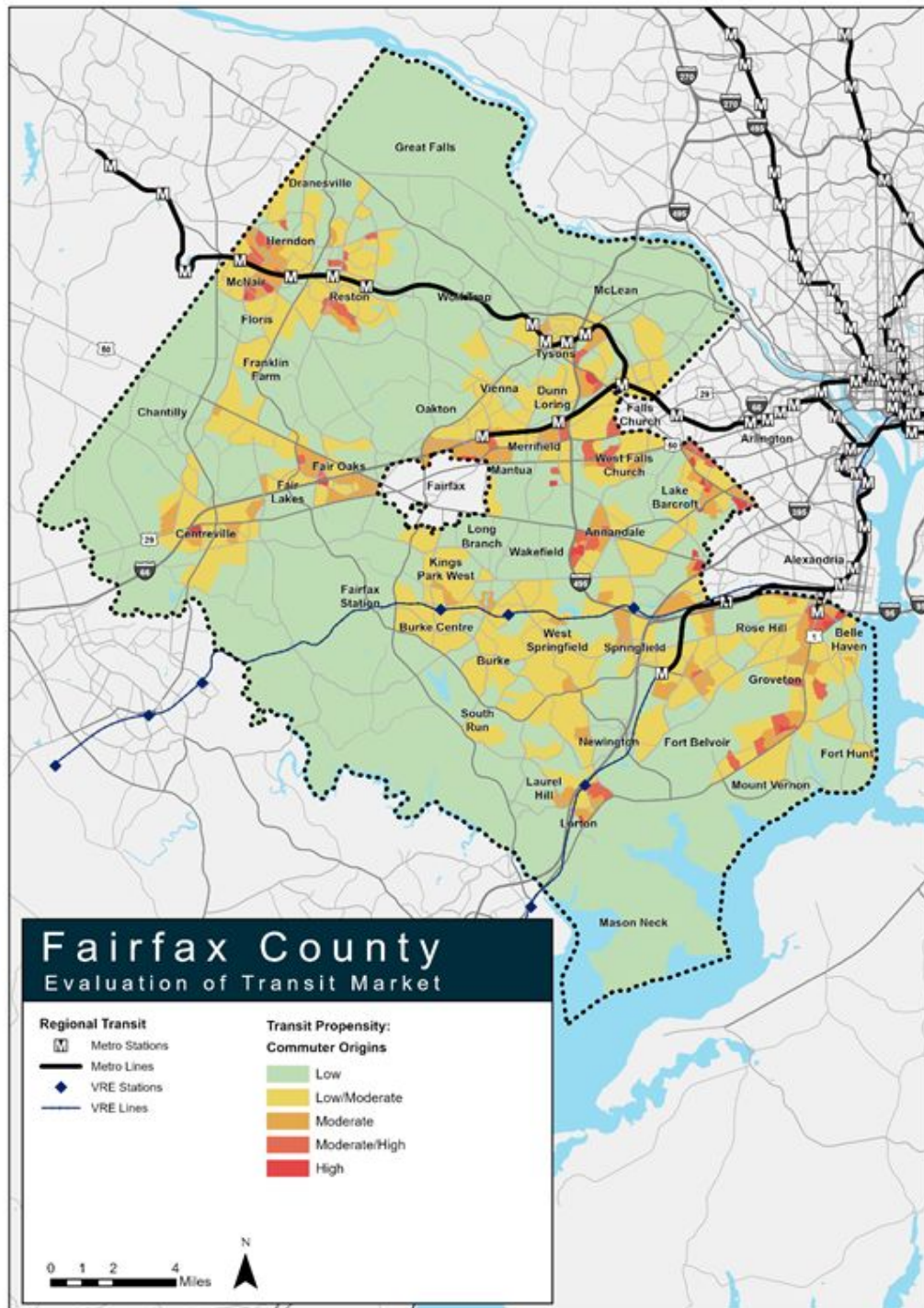
Low to moderate transit propensity based on this index is found:

- In the Springfield/West Springfield area
- Around Burke Centre VRE Station
- The Rose Hill area
- Vienna north of the Metrorail station

Like the transit-oriented populations index, transit propensity based on commuter origins is lowest in outlying areas of Fairfax County such as Great Falls, McLean, western Chantilly, Fairfax Station, Fort Belvoir, and Mason Neck.



FIGURE 2-13: COMMUTER ORIGINS PROPENSITY INDEX



Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data



Workplace Destinations Propensity Index

The workplace destinations index identifies areas with high levels of employment activity; its only input is the total number of jobs. It is used as an indicator of employment density. **Figure 2-14** displays the results of this index.

Higher transit propensity areas based on total jobs tend to cluster in employment centers, including:

- Fair Oaks
- North Springfield
- Around the Dunn Loring-Merrifield Metrorail station
- Along the Dulles Toll Road corridor, especially in the vicinity of the Herndon and Reston Town Center Metrorail stations
- In the Tysons area
- Eastern portion of McLean

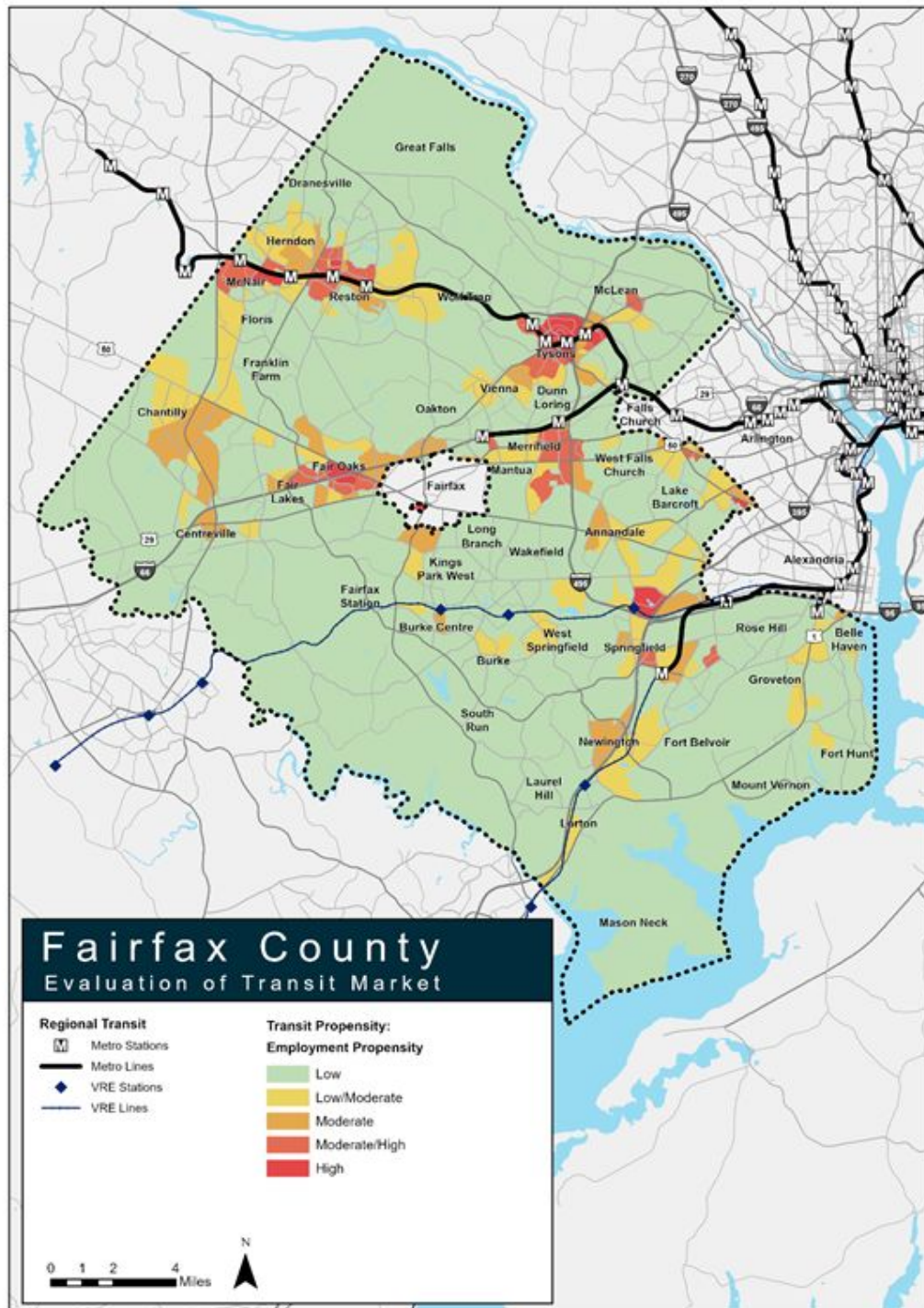
Areas with moderate transit propensity based on workplace destinations include:

- Chantilly
- Centreville around the intersection of US 29 and I-66
- Newington off the I-95 corridor
- Annandale along the Little River Turnpike corridor
- East of I-495
- Herndon north of the Metrorail station
- Springfield north of I-495

Given that jobs are fairly spread out in large swaths of Fairfax County, lower transit propensity areas fill a relatively high percentage of the region, including Great Falls, Dranesville, Franklin Farm, Oakton, Fairfax Station, Burke, Groveton, South Run, Mount Vernon, and Mason Neck.



FIGURE 2-14: WORKPLACE DESTINATIONS PROPENSITY INDEX



Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data



Activity Destinations Propensity Index

The non-work destination index uses the number of retail/restaurant, recreation, healthcare/social assistance, education, and government jobs as a proxy to evaluate transit propensity based on the density of “non-work” or activity-based destinations. The weights of each of the factors in the model are listed in **Table 2-6. Figure 2-15** summarizes the results of this index.

TABLE 2-6: ACTIVITY DESTINATIONS INDEX INPUTS

Category	Weight
Retail/Restaurant Jobs	30%
Education Jobs	20%
Healthcare/Social Assistance Jobs	30%
Entertainment/Recreation Jobs	10%
Public Sector Jobs	10%

Transit propensity based on activity destinations correlates closely with propensity based on workplace destinations. Higher propensity areas appear to cluster in job centers such as:

- Fair Oaks
- Fair Lakes
- Reston Town Center (especially north of the Metrorail station)
- Tysons
- Merrifield west of I-495
- Springfield along the I-95 corridor
- South of Burke Centre VRE Station
- Centreville along the US 29 corridor
- Bailey’s Crossroads
- Western portion of Fort Hunt

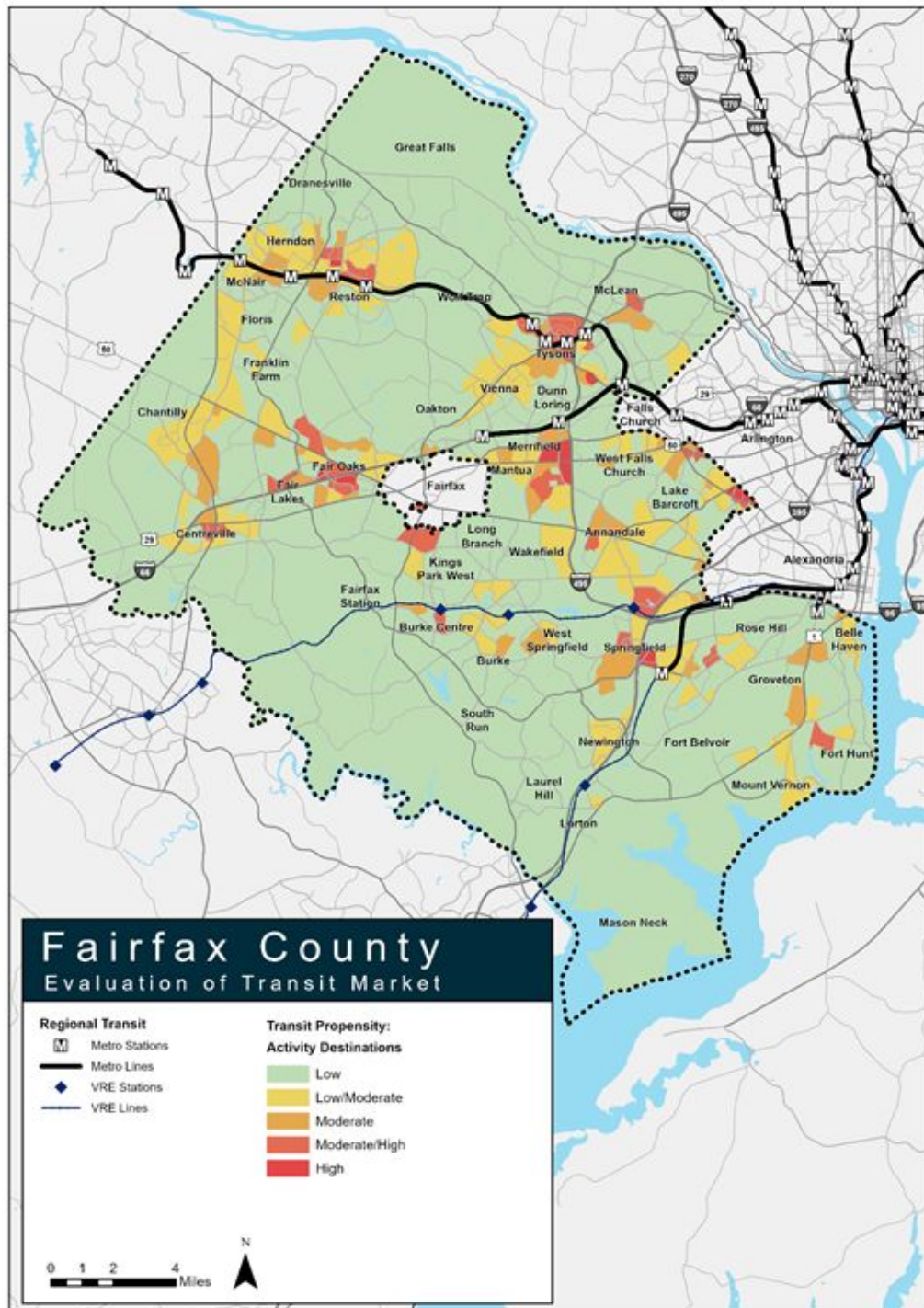
Low to moderate transit propensity pockets based on this index can be found in regions such as:

- Chantilly along the US 50 corridor
- Newington along the I-95 corridor
- Mount Vernon southeast of Richmond Highway
- Along the Richmond Highway corridor from Groveton to Belle Haven

Low propensity areas based on this index cluster in regions with relatively low job density, such as Mason Neck, Lorton, Fort Belvoir, Laurel Hill, South Run, Fairfax Station, Oakton, Dranesville, and Great Falls.



FIGURE 2-15: ACTIVITY DESTINATIONS PROPENSITY INDEX



Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data



2.2.2 Transit Demand and Underserved Area Opportunities for Improvement

LEVEL OF SERVICE ANALYSIS

This analysis was conducted for the TSP prior to the opening of the Silver Line extension and the associated Fairfax Connector service changes in the Reston and Herndon area that began on November 16, 2022. Maps and details presented here represent a snapshot of service during the development of the TSP. In some cases, route alignments and route numbers have changed for Connector and Metrobus services since the time of analysis.

All-Day Propensity Service Index

The all-day transit propensity analysis identifies areas most suitable for all-day transit service. The all-day service index reflects where there are higher levels of transit-oriented populations and activity destinations as described in **Section 2.2.1. Figure 2-16** through **Figure 2-20** illustrate all-day transit propensity in each subarea of Fairfax County. For this level of service analysis, the Tysons and Centreville-Chantilly-Vienna subareas are shown separately. Gaps in service were indicated by areas with moderate to high propensities that were not served by transit midday, or areas with moderate/high and high propensities served by routes with more than 30-minute midday headways.

Gaps in services were identified for each subarea:

- The Reston-Herndon subarea's all-day service propensity is shown in **Figure 2-16**. Despite exhibiting moderate and moderate/high propensity, the area west of Elden Street and north of the Dulles Access Road, which is mostly residential, was not served during the midday by transit. This includes neighborhoods along the Herndon Parkway that were served during peak periods. A few areas of low/moderate propensity were also not covered by midday service including the southside of Route 608 (southeast of Floris) and the area to the west of Route 228 in Dranesville. All-day propensities in both areas can be attributed to residential developments.
- The Tysons subarea's all-day service propensity is shown in **Figure 2-17**. High propensity areas north of the Metrorail line were served frequently by Fairfax Connector routes. A few areas of moderate all-day propensity were not well-served by Fairfax Connector and Metrobus service including the area east of Great Falls Street and west of Westmoreland Street, and the area to the west of the Greensboro Metrorail station along Old Courthouse Road.
- The Centreville-Chantilly-Vienna subarea's all-day service propensity is shown in **Figure 2-18**. Moderate and moderate/high propensity areas in Centreville and Chantilly were not provided with frequent midday service. Headways in these areas were more than 45 minutes. High propensity scores in Centreville and Chantilly can be attributed to retail. Merrifield and Woodburn are one of the subarea's highest propensity regions and were well-served by transit. The propensity at this location can be attributed to the concentration of apartments and the Inova Hospital complex.
- The Franconia-Springfield subarea's all-day service propensity is shown in **Figure 2-19**. High and moderate/high propensity areas were well-served by Fairfax Connector and Metrobus. Many areas of low/moderate propensity exist throughout

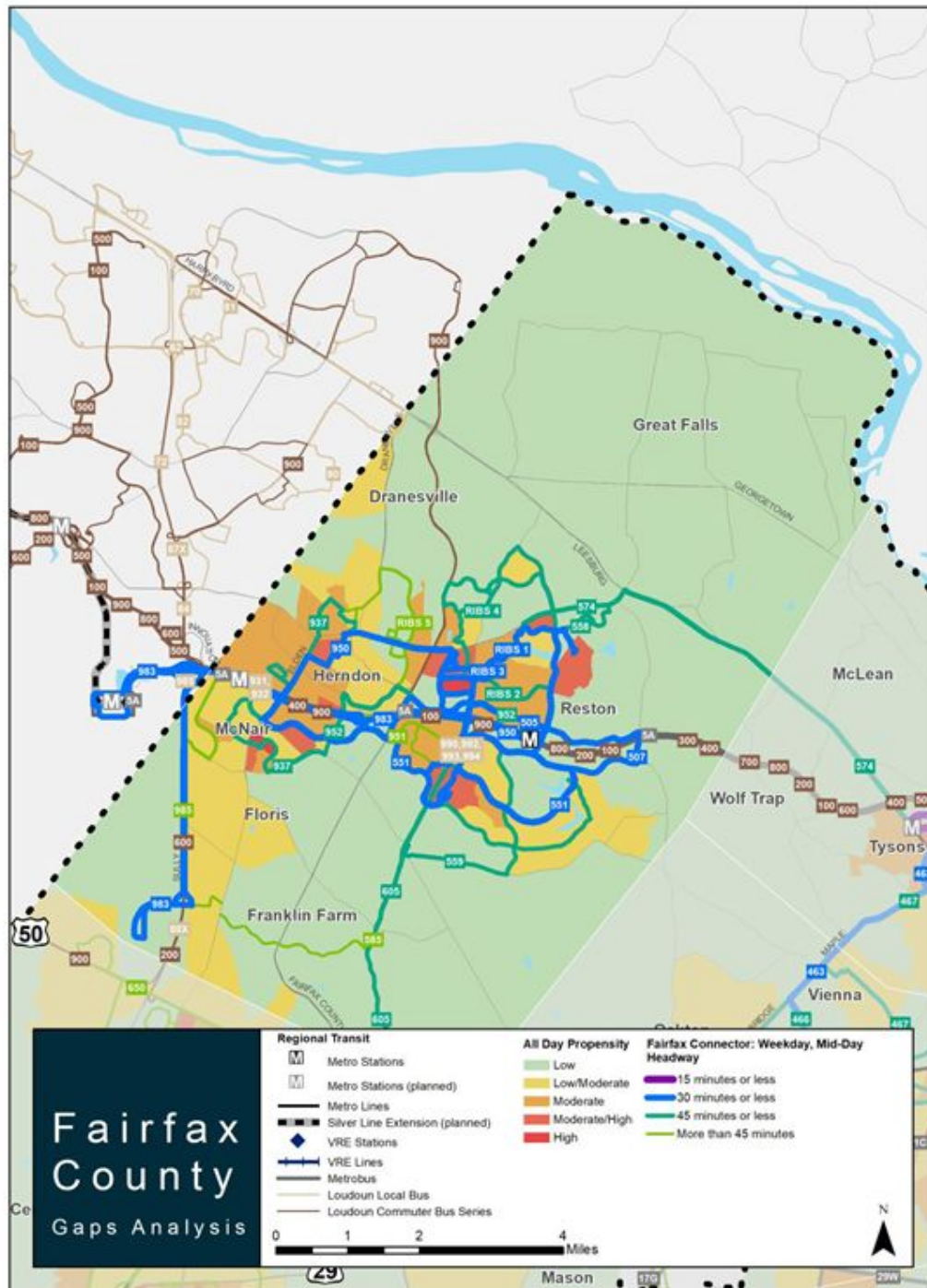


the subarea. Areas of low/moderate propensity not served by transit included Newington Forest and south of Laurel Hill. Areas of moderate propensity not well-served by midday transit included Lincolnia Heights particularly along Lincolnia Road and the Old Colombia Pike. Propensity in Lincolnia Heights can be attributed to residential developments.

- The Huntington subarea's all-day service propensity is shown in **Figure 2-20**. The area east of the Inova Mount Vernon Hospital complex, along Collingswood Road, exhibited a moderate level of propensity for all-day transit service.



FIGURE 2-16: RESTON-HERNDON SUBAREA ALL-DAY PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

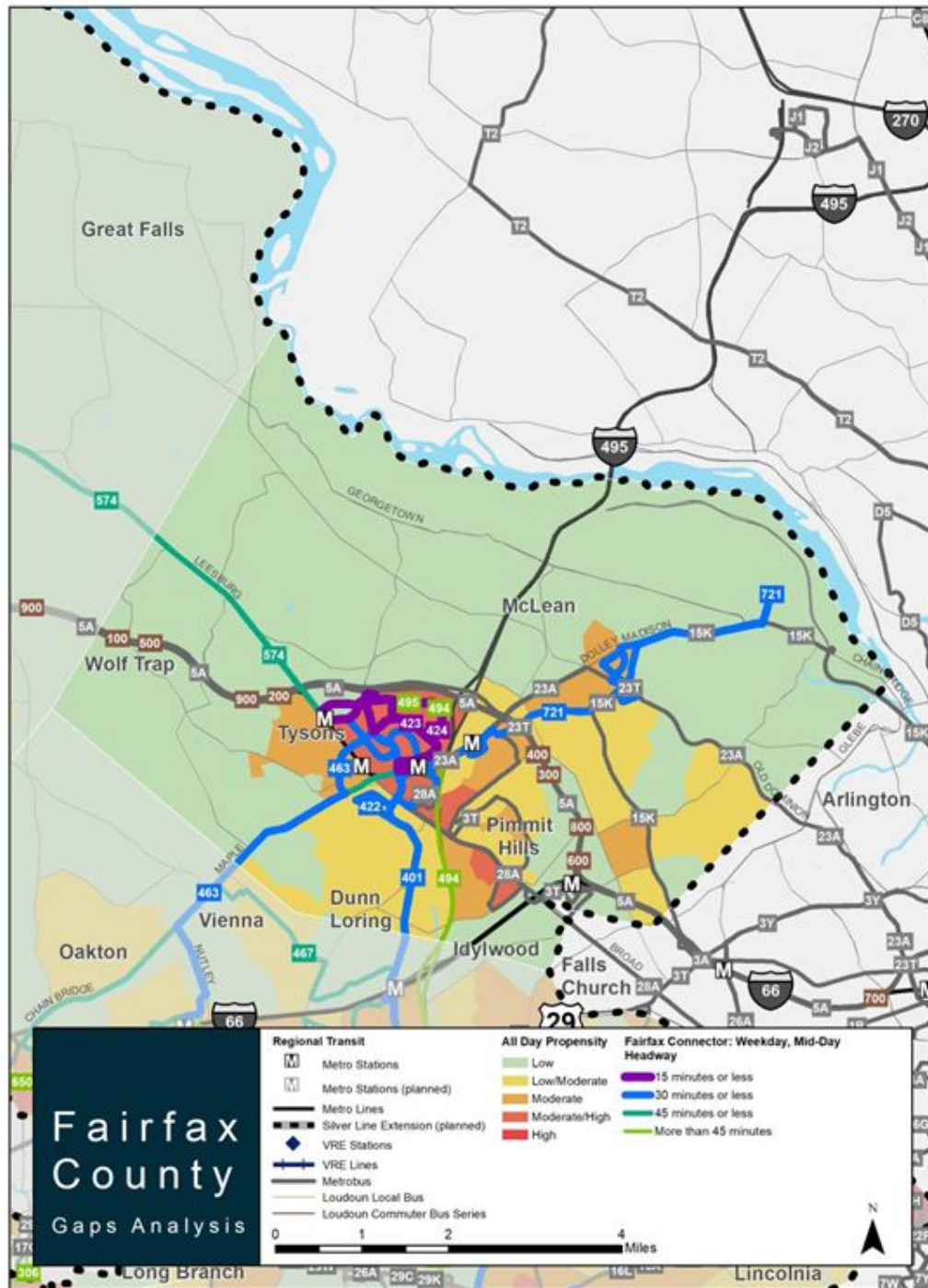


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-17: TYSONS SUBAREA ALL-DAY PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

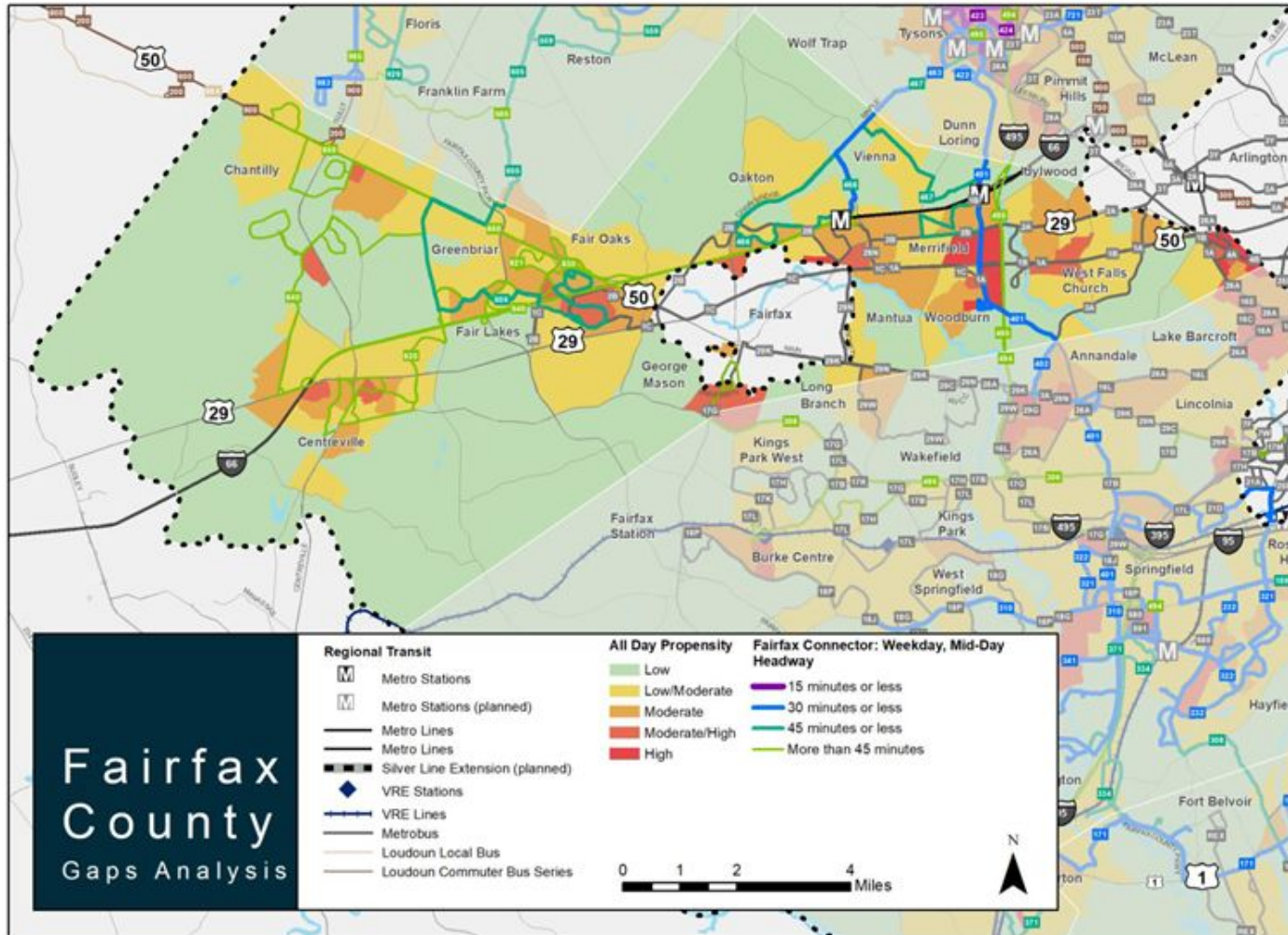


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-18: CENTREVILLE-CHANTILLY-VIENNA SUBAREA ALL-DAY PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

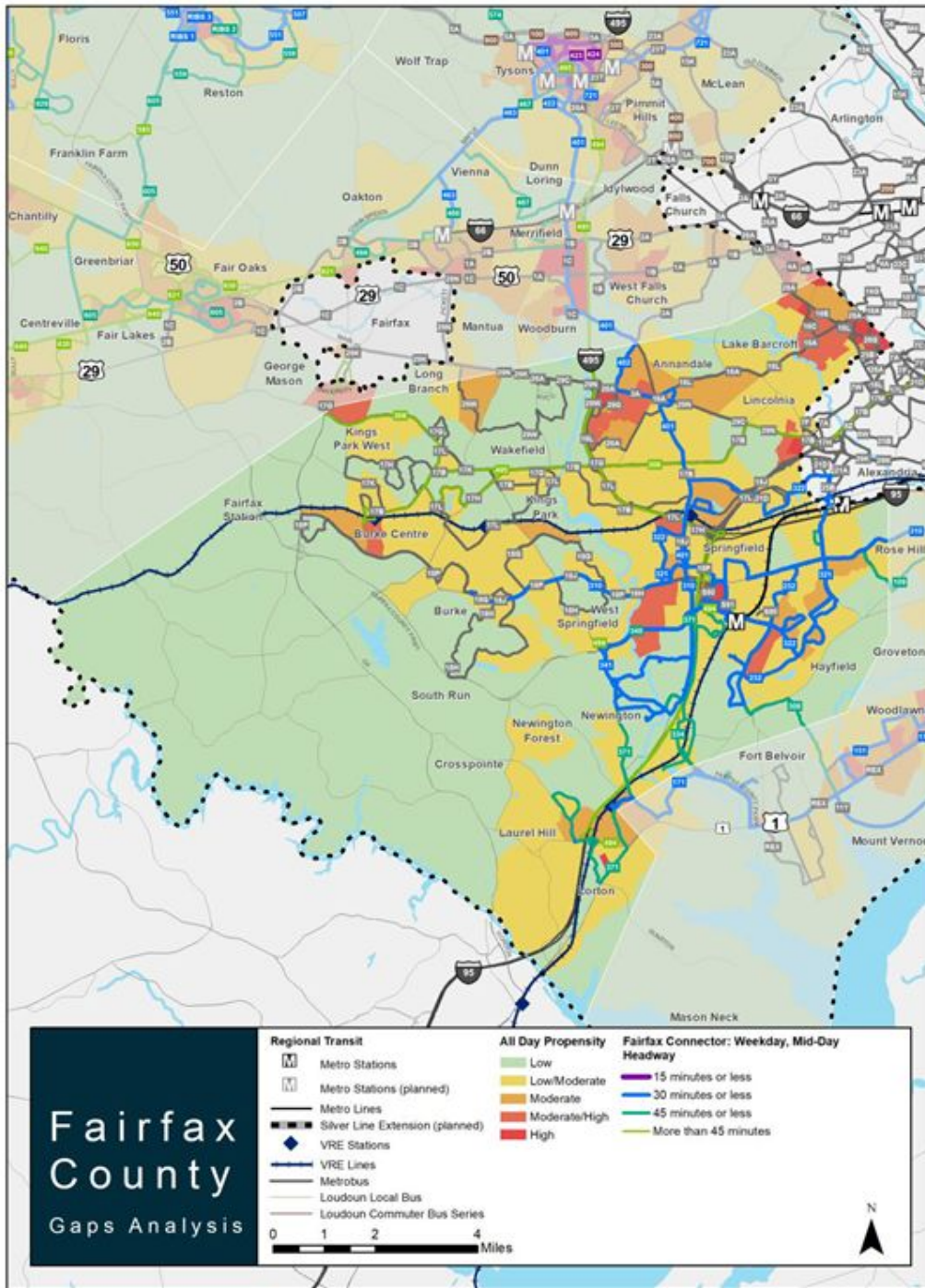


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-19: FRANCONIA-SPRINGFIELD SUBAREA ALL-DAY PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

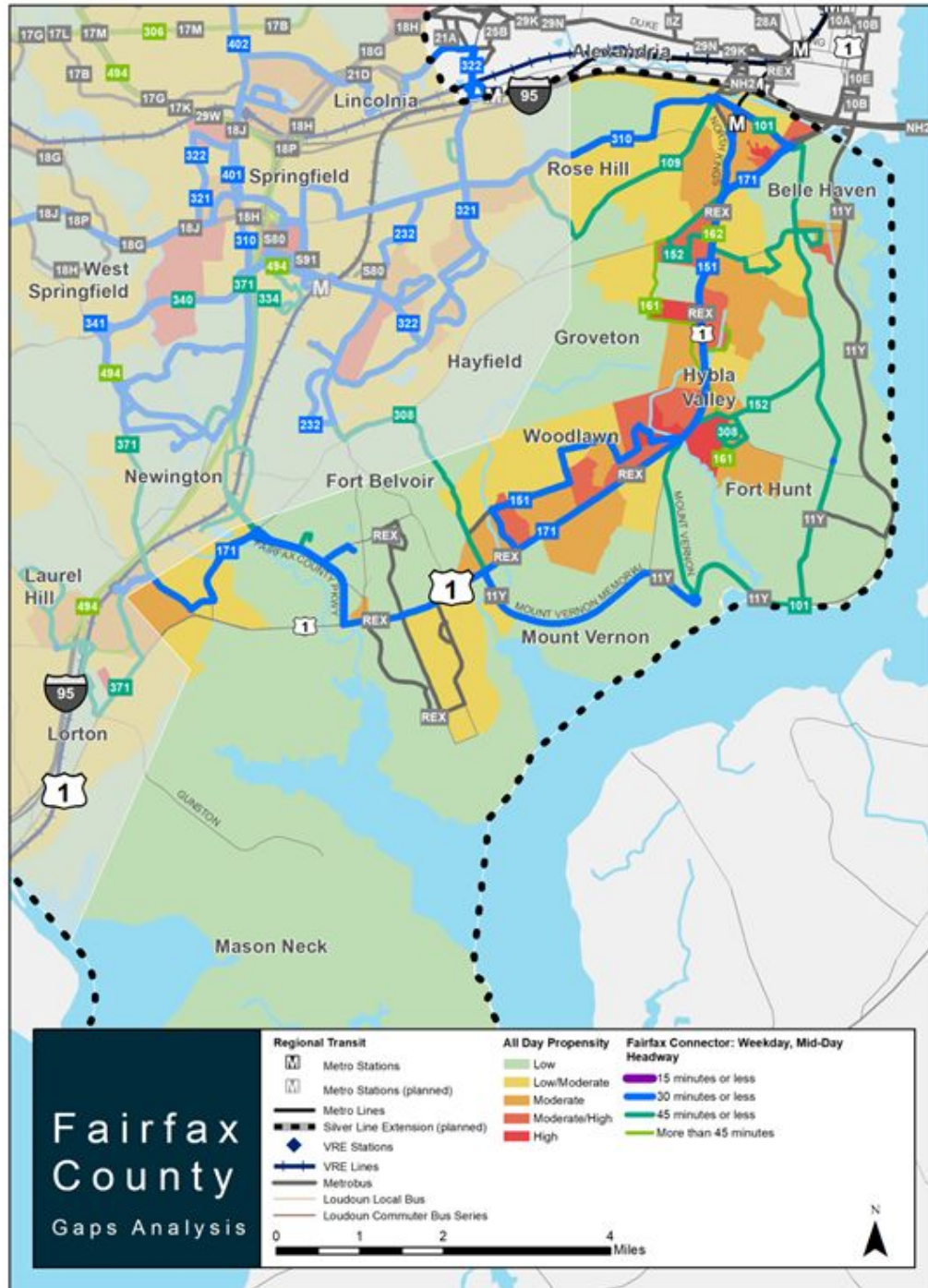


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-20: HUNTINGTON SUBAREA ALL-DAY PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)



Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



Peak Service Propensity Index

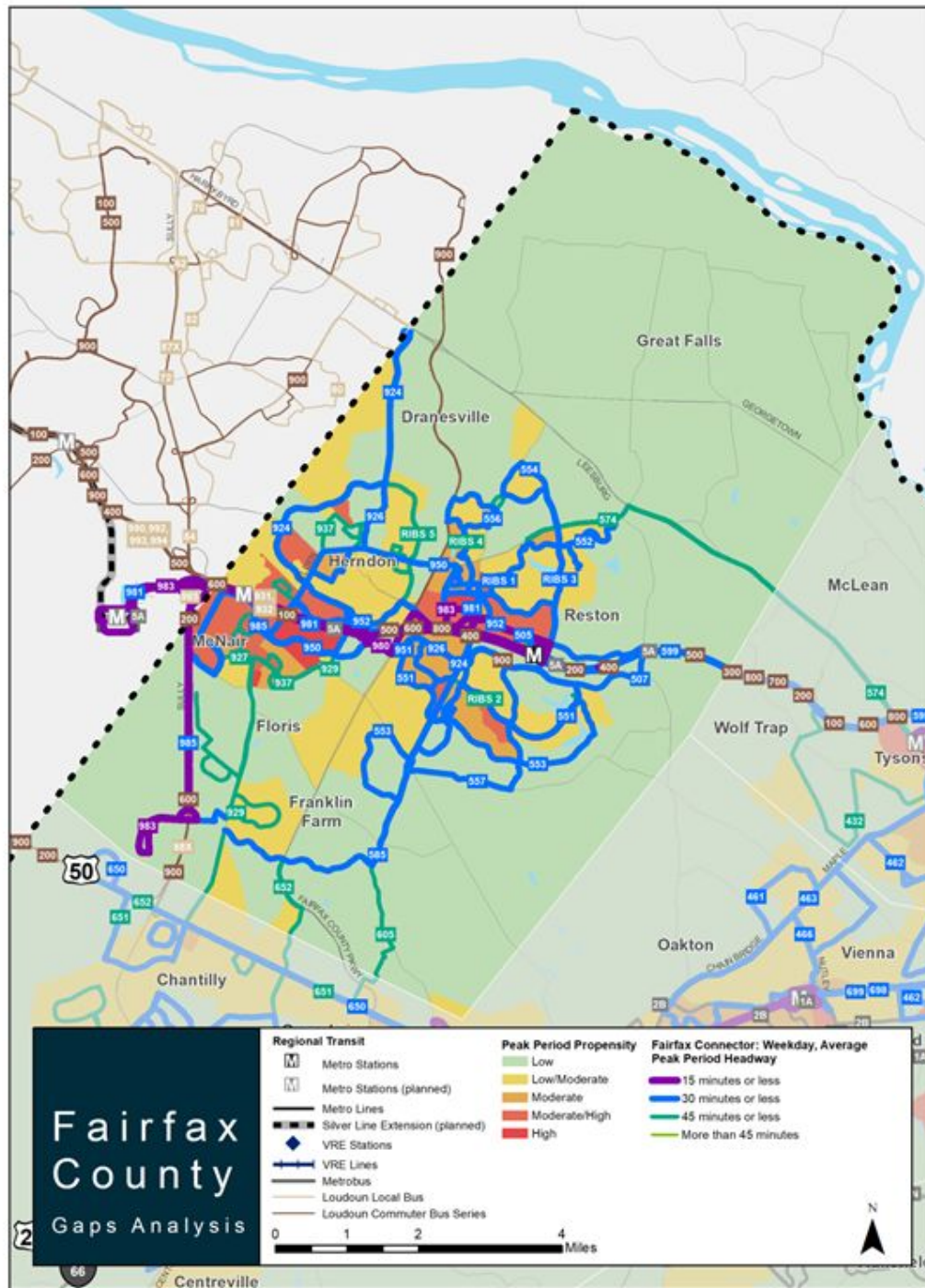
The peak service propensity analysis identifies areas most suitable for commuter-oriented service during peak periods or typical rush hour commuting periods. The peak service index reflects where there are higher levels of commuter origins and workplace destinations as described in **Section 2.2.1**. **Figure 2-21** through **Figure 2-25** illustrate peak period transit service and peak period propensity in each subarea of Fairfax County. Gaps in service were indicated by areas with moderate to high propensities that were not served by transit during peak periods, or areas with moderate/high and high propensities served by routes with more than 30-minute period headways.

Gaps in services were identified for each subarea:

- The Reston-Herndon subarea's peak service propensity is shown in **Figure 2-21**. High and moderate/high propensity areas were well-served by Fairfax Connector including along the Dulles Toll Road corridor. One area of moderate/high to high propensity served by routes with 30 minute or longer headways was the McNair Farms Community.
- The Tysons subarea's peak service propensity is shown in **Figure 2-22**. High and moderate/high propensity areas were well-served by Fairfax Connector and Metrobus. Many services were concentrated north of the Metrorail line.
- The Centreville-Chantilly-Vienna subarea's peak service propensity is shown in **Figure 2-23**. Woodburn is a high propensity area that was well-served by transit. High propensity at this location can be attributed to the concentration of apartments and Inova Hospitals. Given the lack of Metrorail or Metrobus service in Centreville, Fairfax Connector service is needed in this area. Areas of high, moderate, and low/moderate propensity existed in Centreville. Moderate propensity areas served by headways greater than 30 minutes included areas along Stone Road and Braddock Road.
- The Franconia-Springfield subarea's peak service propensity is shown in **Figure 2-24**. High and moderate/high propensity areas were well-served by Fairfax Connector and Metrobus. Springfield and Annandale had significant coverage and were served by routes with headways of 15 minutes or less. Many areas of low/moderate propensity in the subarea were not served by transit or only served in a limited capacity along the major corridors. One such area was Lincolnia Heights along Braddock Road and the Old Columbia Pike. Higher propensity at this location can be attributed to residential density.
- The Huntington subarea's peak service propensity is shown in **Figure 2-25**. The moderate, moderate/high, and high propensity areas in Huntington were served by 16-30 minute headways. The Richmond Highway/US 1 corridor had frequent service due to the presence of both Metrobus and Fairfax Connector routes. One area of Huntington with less frequent service included Rose Hill and Groveton. This region consisted of low and low/moderate propensity areas and was served by 31-45 minute headways.



FIGURE 2-21: RESTON-HERNDON SUBAREA PEAK SERVICE PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

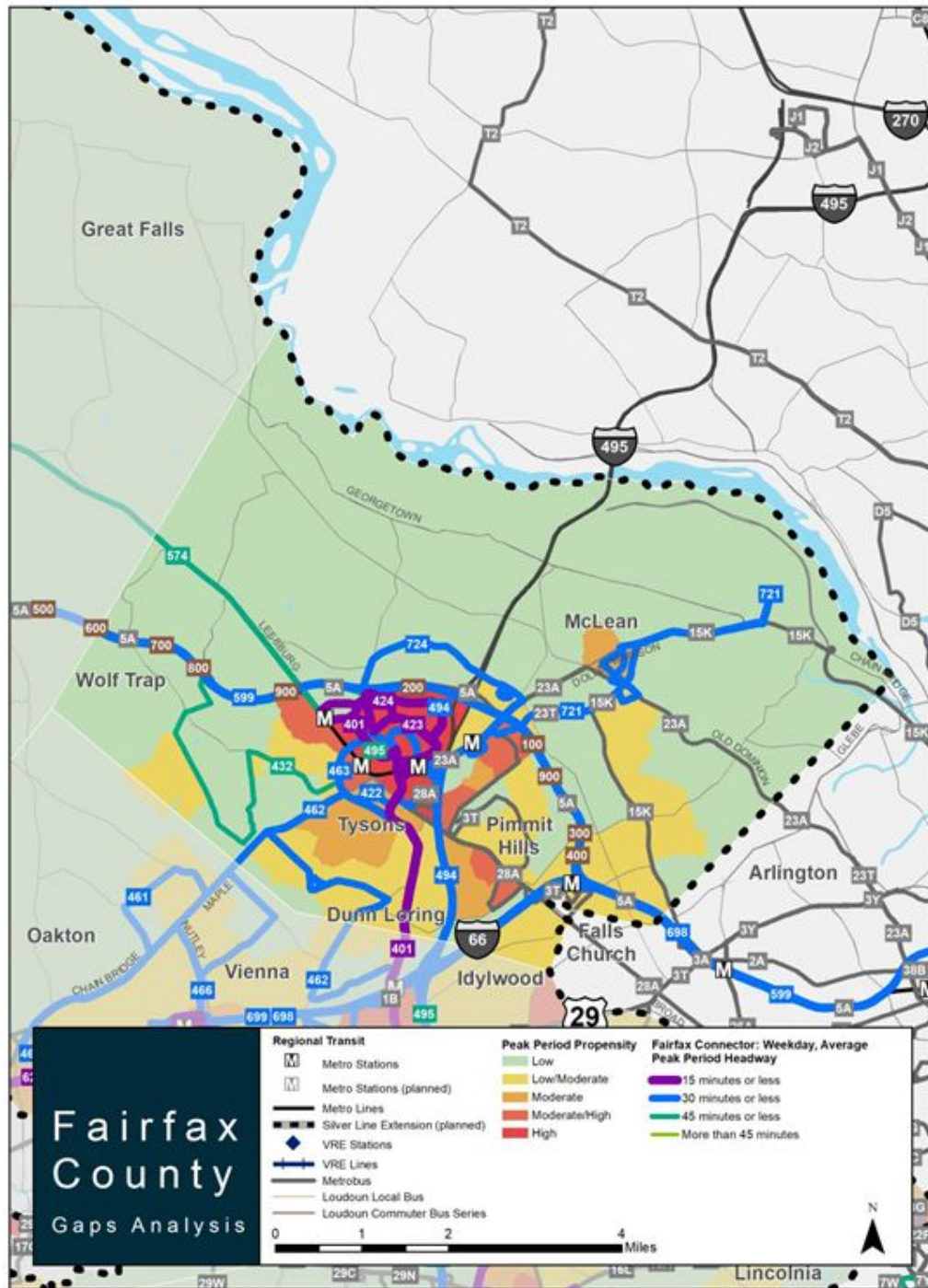


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-22: TYSONS SUBAREA PEAK SERVICE PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

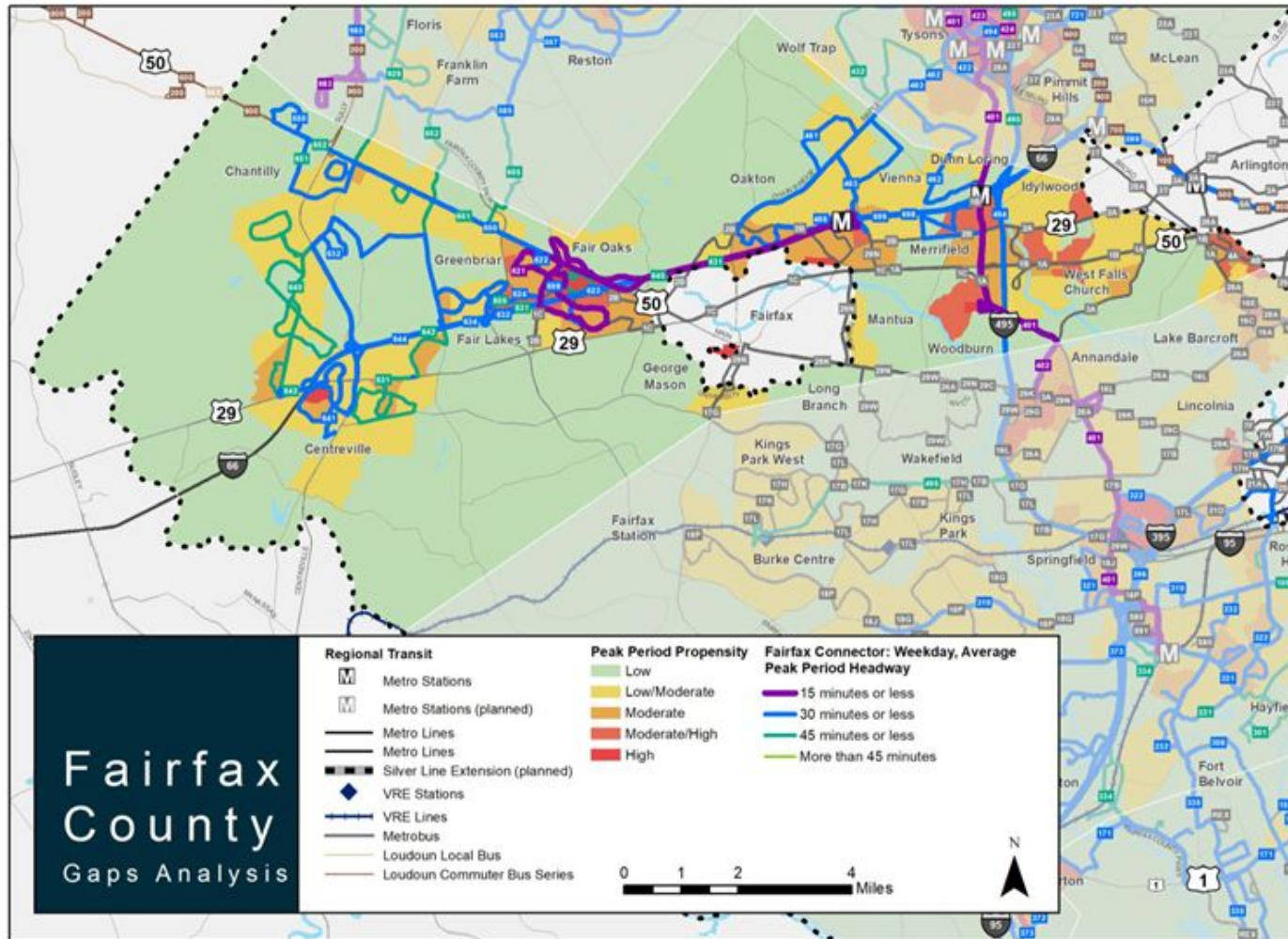


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-23: CENTREVILLE-CHANTILLY-VIENNA SUBAREA PEAK SERVICE PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

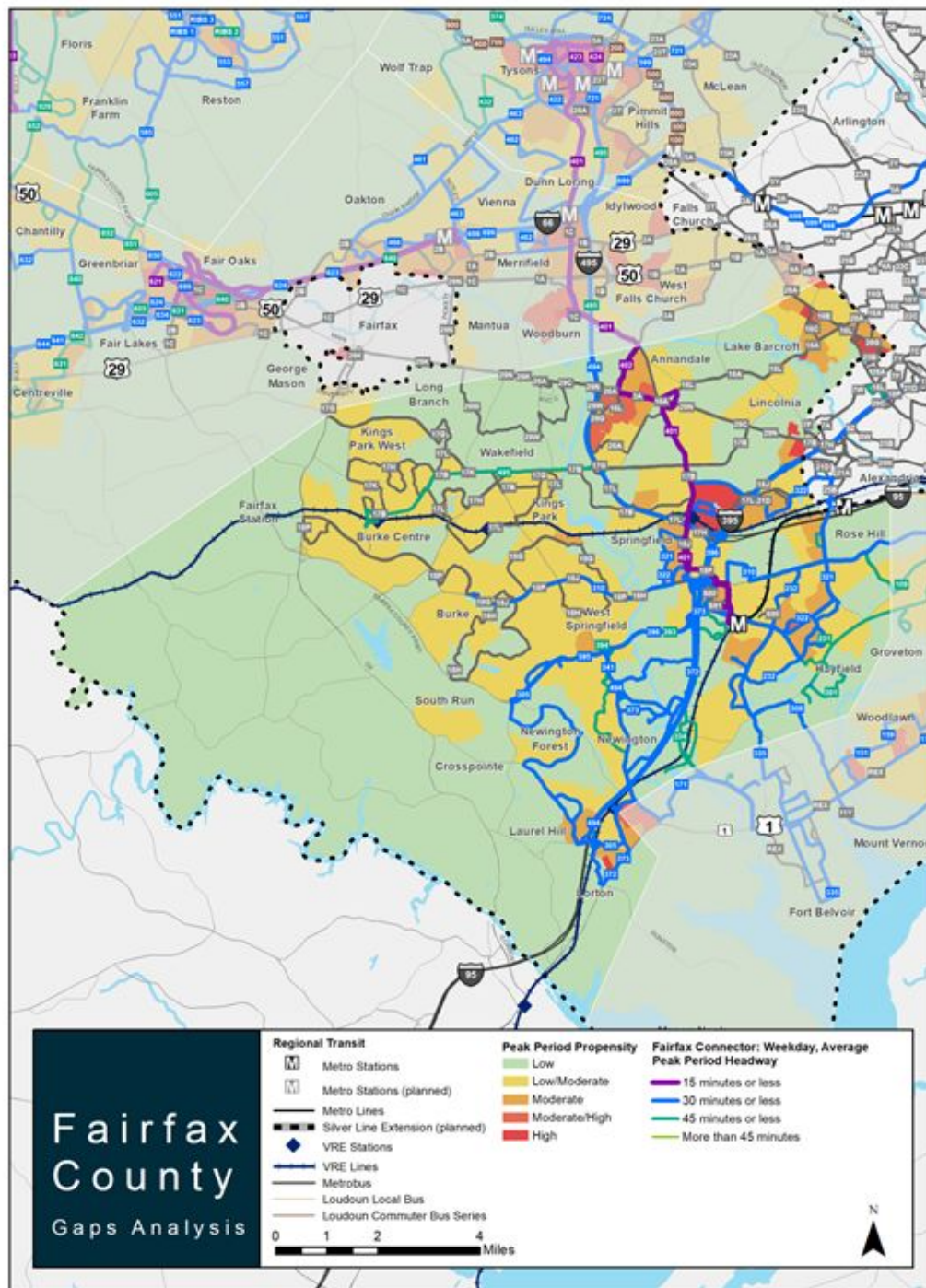


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-24: FRANCONIA-SPRINGFIELD SUBAREA PEAK SERVICE PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

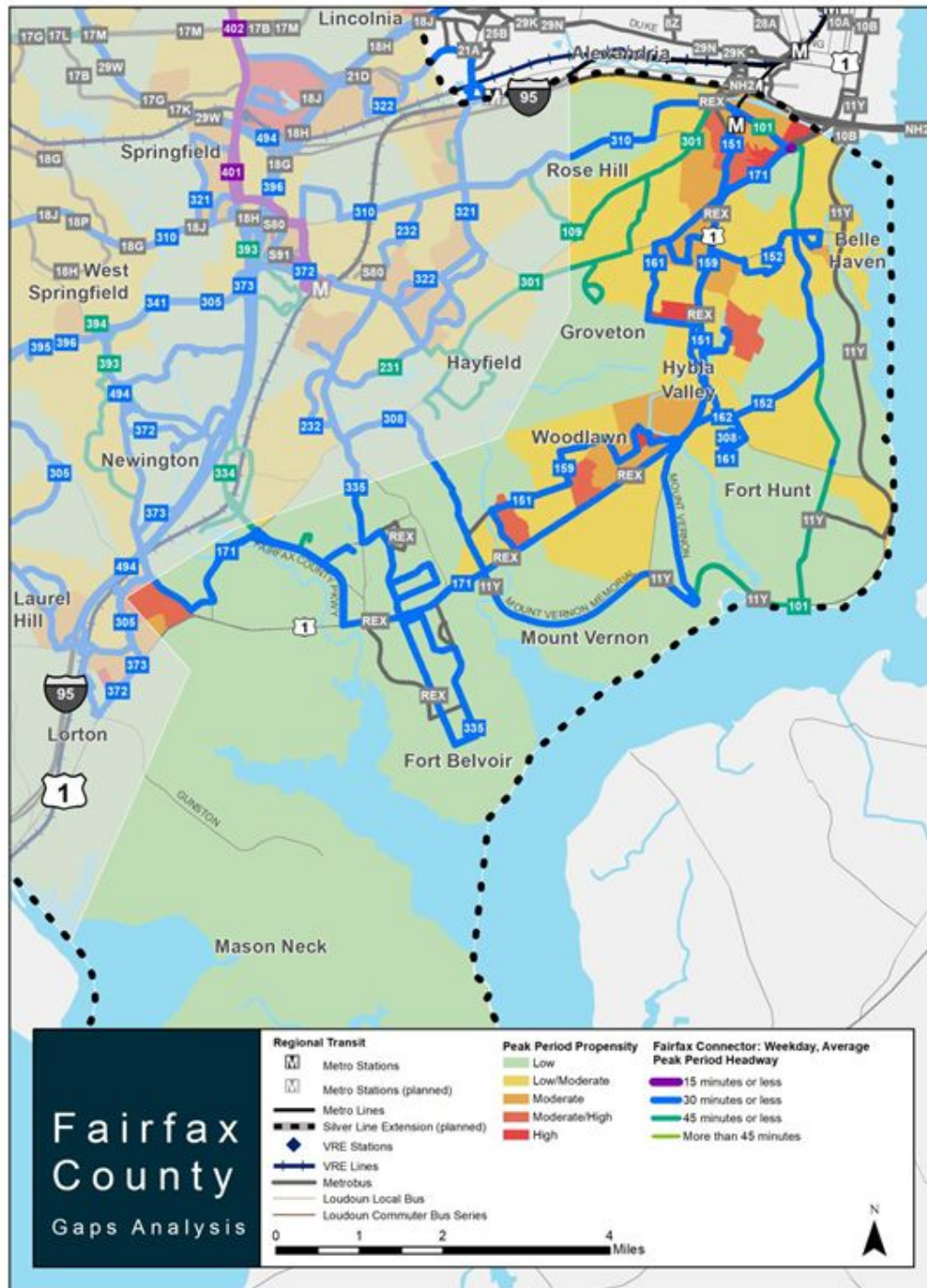


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-25: HUNTINGTON SUBAREA PEAK SERVICE PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)



Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



Enhanced Propensity Service Index

The enhanced transit propensity analysis identifies areas most suitable for frequent service, or service with a 15-minute or less headway. The enhanced service propensity index identifies areas with both high levels of transit-oriented population and commuter origins, as well as high levels of activity and employment destinations as presented in **Section 2.2.1. Figure 2-26** through **Figure 2-30** illustrate where higher frequency transit service, 15-minute or better service, make the most sense in each subarea of Fairfax County. In these figures, gaps in service were indicated by areas with moderate to high propensities with more than 15-minute peak service.

Gaps in services were identified for each subarea:

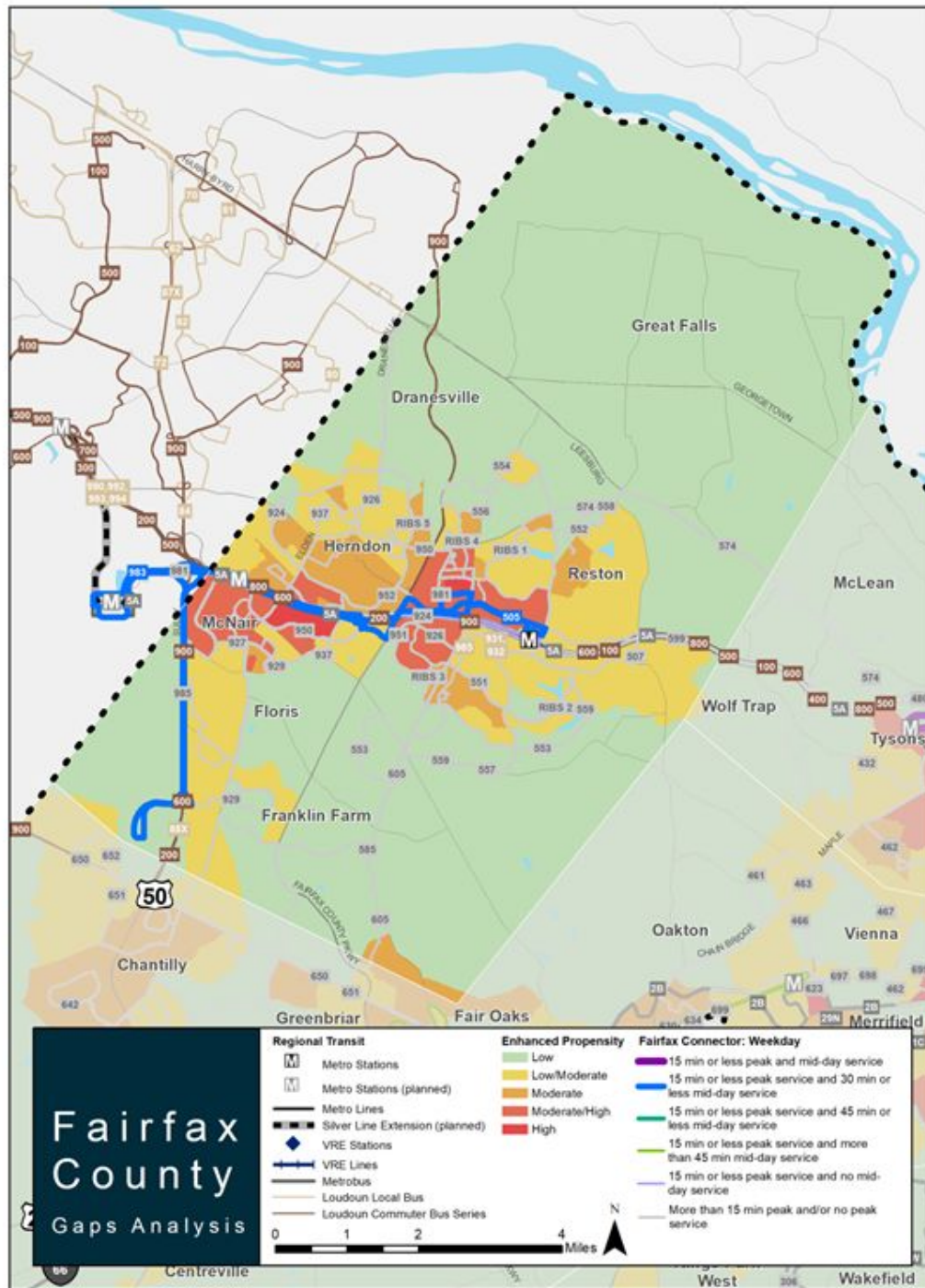
- The Reston-Herndon subarea's enhanced propensity is shown in **Figure 2-26**. High and moderate/high propensity areas were concentrated in Reston and McNair. These areas were served by three Connector routes that operated high-frequency service during peak periods: 983, 505, and 980. Route 980 operated during peak periods only. Route 983 served moderate/high, low/moderate, and low propensity areas and operated with 30-45 minute headways during mid-day periods. Both Reston and McNair had a significant density of Connector services but a limited number of high-frequency routes operating during peak periods. McNair could support additional high-frequency service along existing Connector routes 927 and 950.
- The Tysons subarea's enhanced propensity is shown in **Figure 2-27**. High and moderate/high propensity areas north of the Metrorail line were served by high-frequency services during peak and midday periods. Metrobus Lines 3T, and 28A served the high propensity area in Pimmit Hills. The area south of the Leesburg Pike and Chain Bridge Road was of moderate/high propensity and was not covered by frequent services. Routes 422, 462, and 463 operated in the areas but exhibited headways greater than 15 minutes during peak periods. The area of moderate/high propensity north of Old Dominion Drive, in McLean, was served by several Fairfax Connector and Metrobus routes but no high-frequency Connector services.
- The Centreville-Chantilly-Vienna subarea's enhanced propensity is shown in **Figure 2-28**. High and moderate/high propensity was concentrated in Centreville, Fair Oaks, George Mason, Merrifield, and Woodburn. High-frequency peak period service operated on Connector Route 401 through Merrifield and Woodburn, but propensity levels suggested the area could support all-day high-frequency service. High propensity in this area can be attributed to the concentration of apartments and Inova Hospitals. Fair Lakes north of I-66 was served by many Connector routes but none operated at high-frequency during peak periods and midday.



- The Franconia-Springfield subarea's enhanced propensity is shown in **Figure 2-29**. High and moderate/high propensity was concentrated in Burke Center, Annandale, and Springfield. Springfield and Annandale were served by routes with high-frequency peak period service and all-day 30-minute or less service. One area of moderate/high propensity in the subarea was attributed to Kingstowne Towne Center, which was served by multiple Connector routes but no high-frequency services.
- The Huntington subarea's enhanced propensity is shown in **Figure 2-30**. Moderate/high, and high propensity areas were located along Richmond Highway with concentrations in Huntington and Hybla Valley. This area of Richmond Highway was served by many Fairfax Connector routes and Metrobus Richmond Highway Express (REX) but was not served by any high-frequency Connector routes. Instead, several routes in the corridor combine to provide effective frequency of 15 minutes or less during peak periods and all-day. Existing services along the route provided the corridor with frequent service.



FIGURE 2-26: RESTON-HERNDON SUBAREA ENHANCED PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

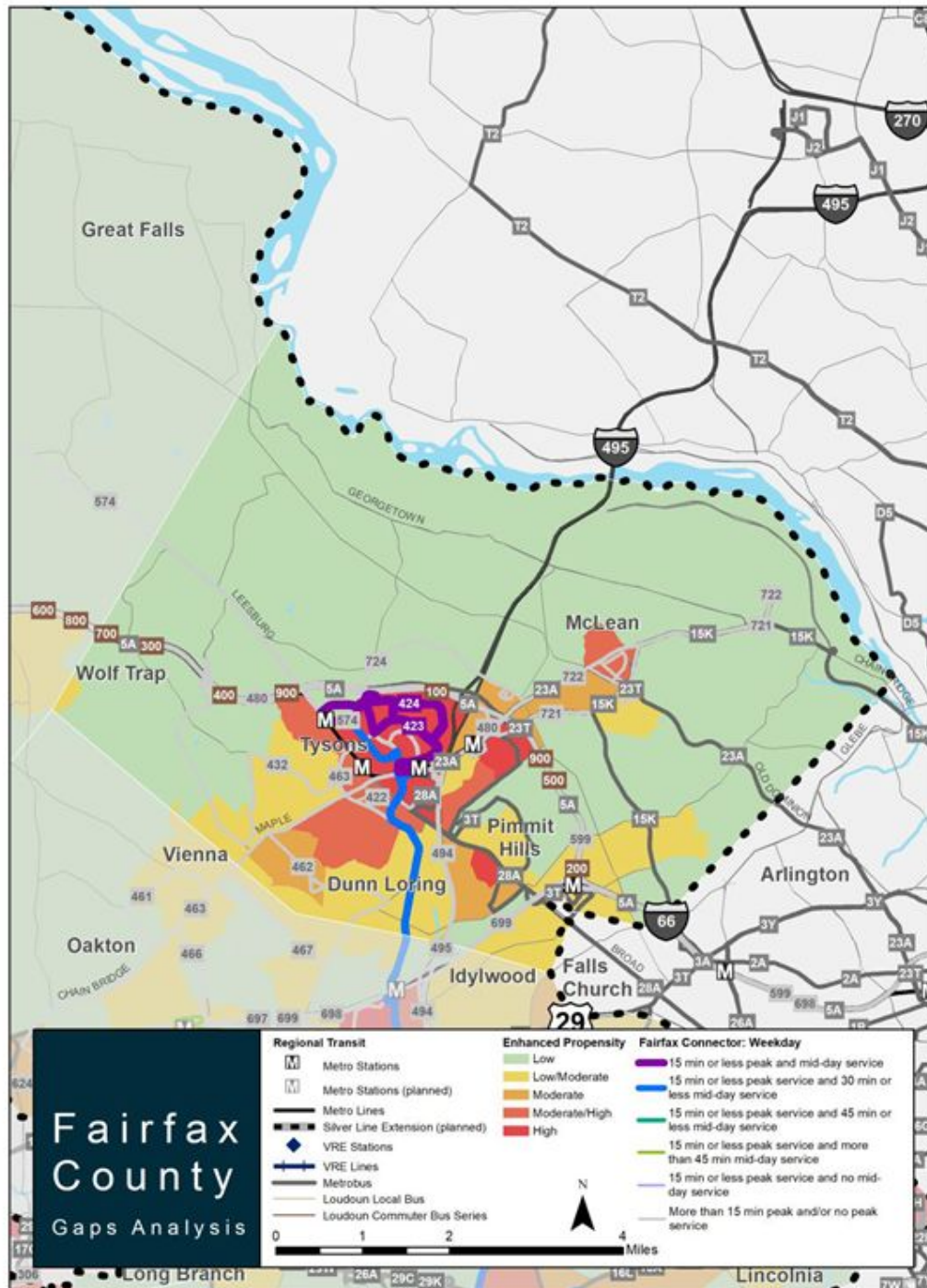


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-27: TYSONS SUBAREA ENHANCED PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

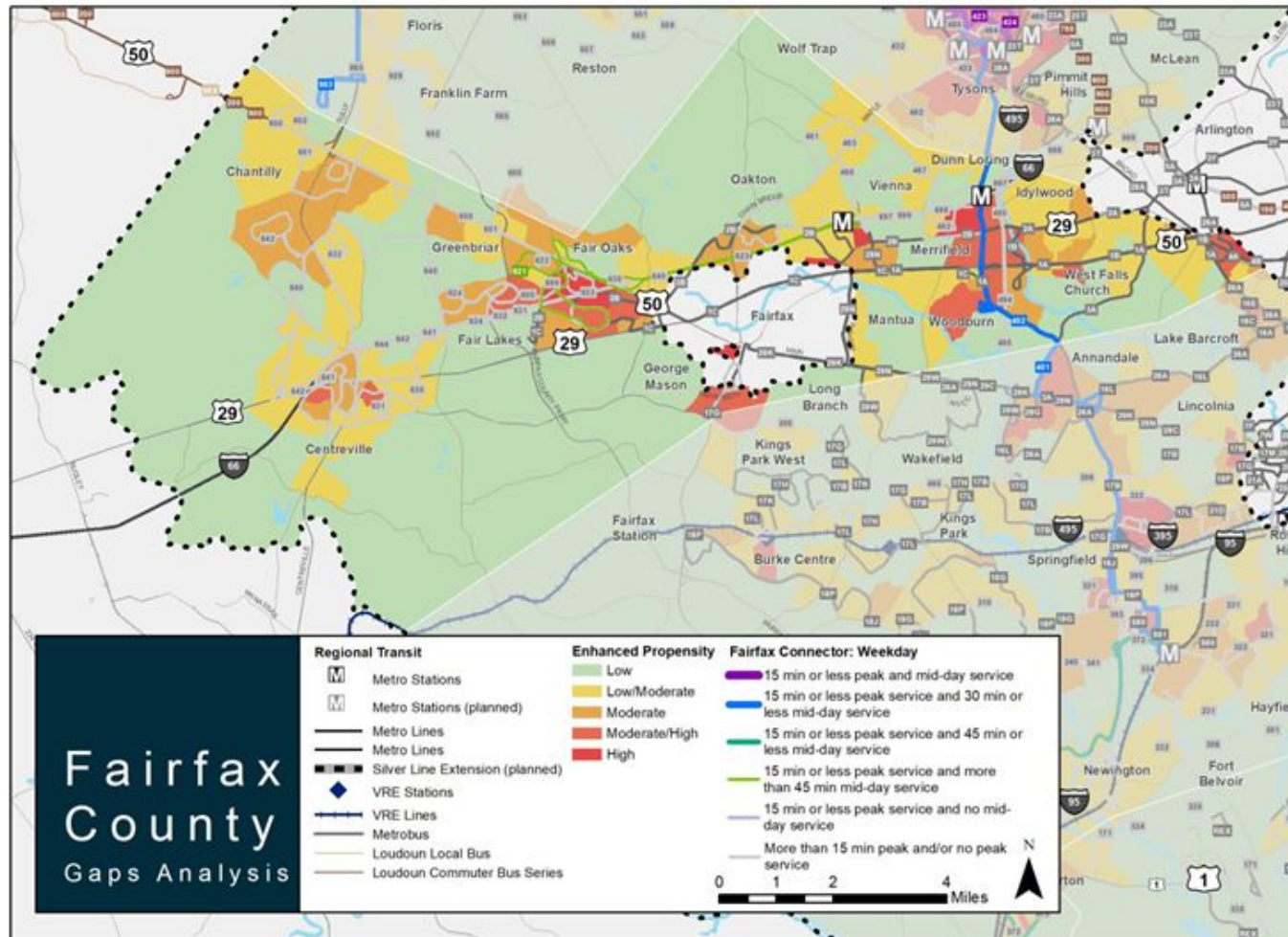


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-28: CENTREVILLE-CHANTILLY-VIENNA SUBAREA ENHANCED PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

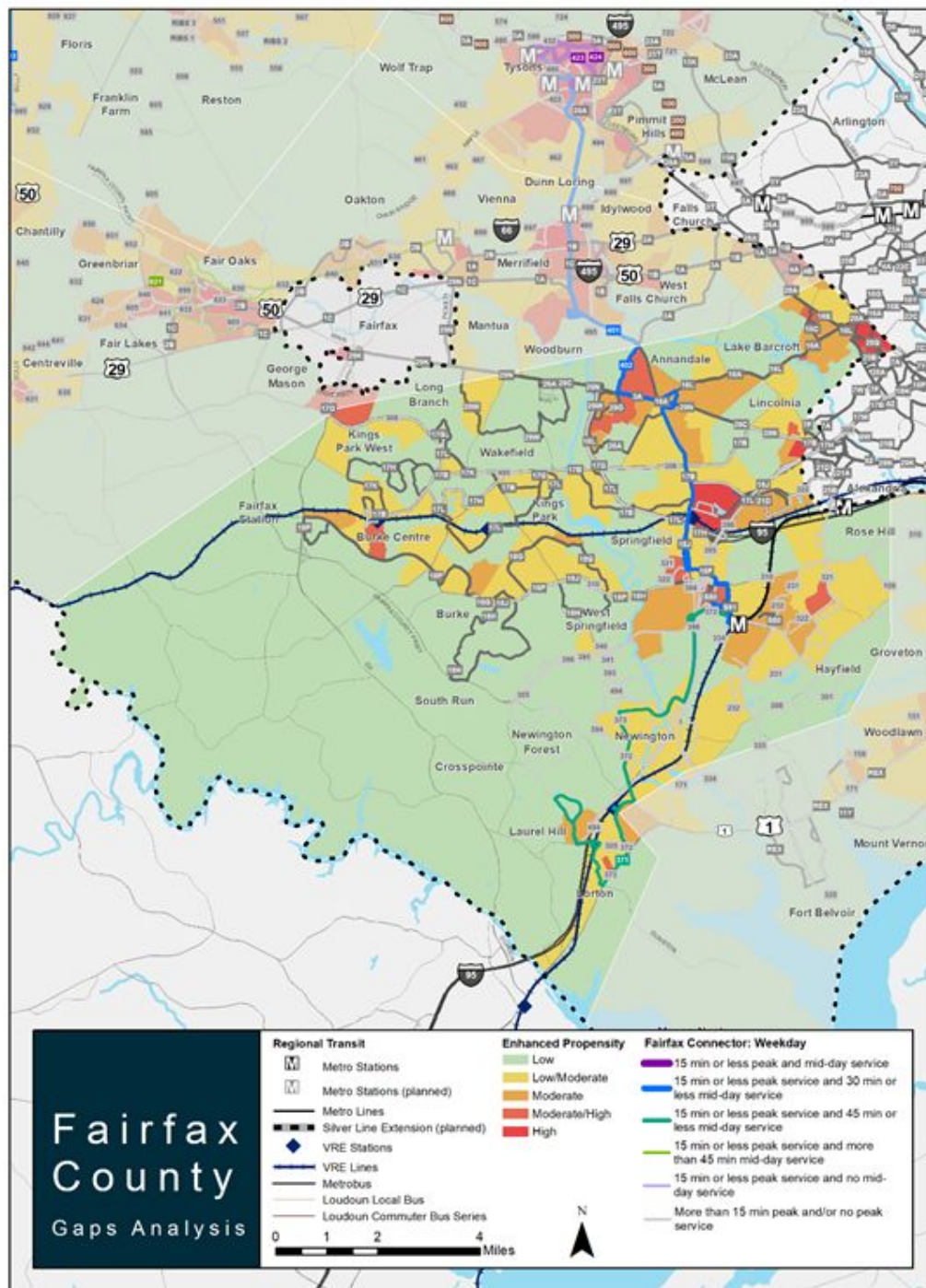


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-29: FRANCONIA-SPRINGFIELD SUBAREA ENHANCED PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)

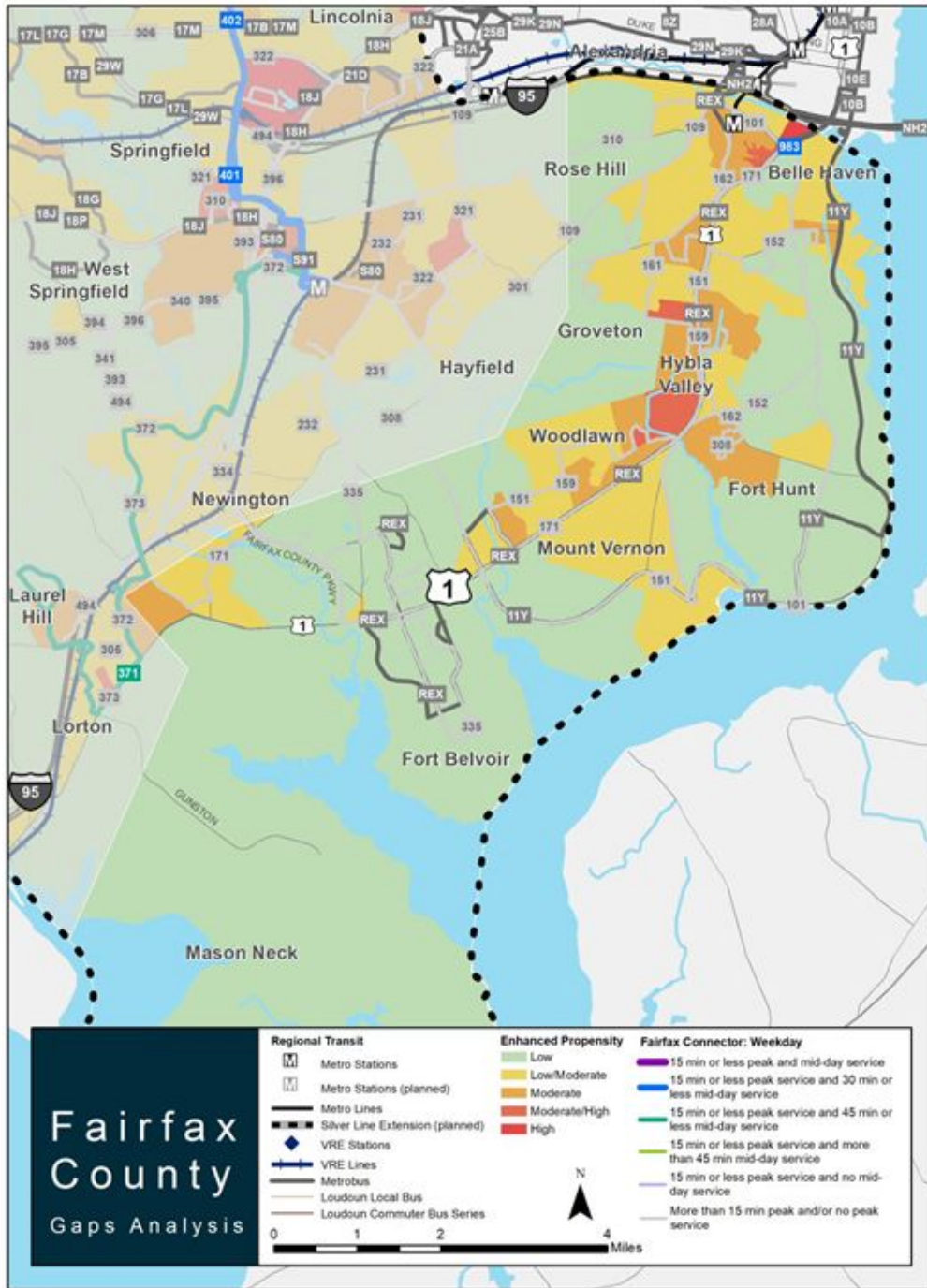


Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.

Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.



FIGURE 2-30: HUNTINGTON SUBAREA ENHANCED PROPENSITY INDEX (PRE-SILVER LINE EXTENSION)



Sources: U.S. Census Bureau 2018 American Community Survey, 2017 LEHD/LODES data, August 2020 Fairfax Connector Service Schedule.

Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis. Effective frequency of 15 minutes or less for peak and mid-day service is provided by multiple overlapping routes on segments of Richmond Highway.



SUMMARY OF GAPS

Table 2-7 and **Figure 2-31** provides a summary of the most significant transit service gaps that were identified in Fairfax County. More detail regarding each service type and subarea can be found in the preceding sections. Gaps in the Reston-Herndon subarea were addressed by the bus service changes that started on November 16, 2022.

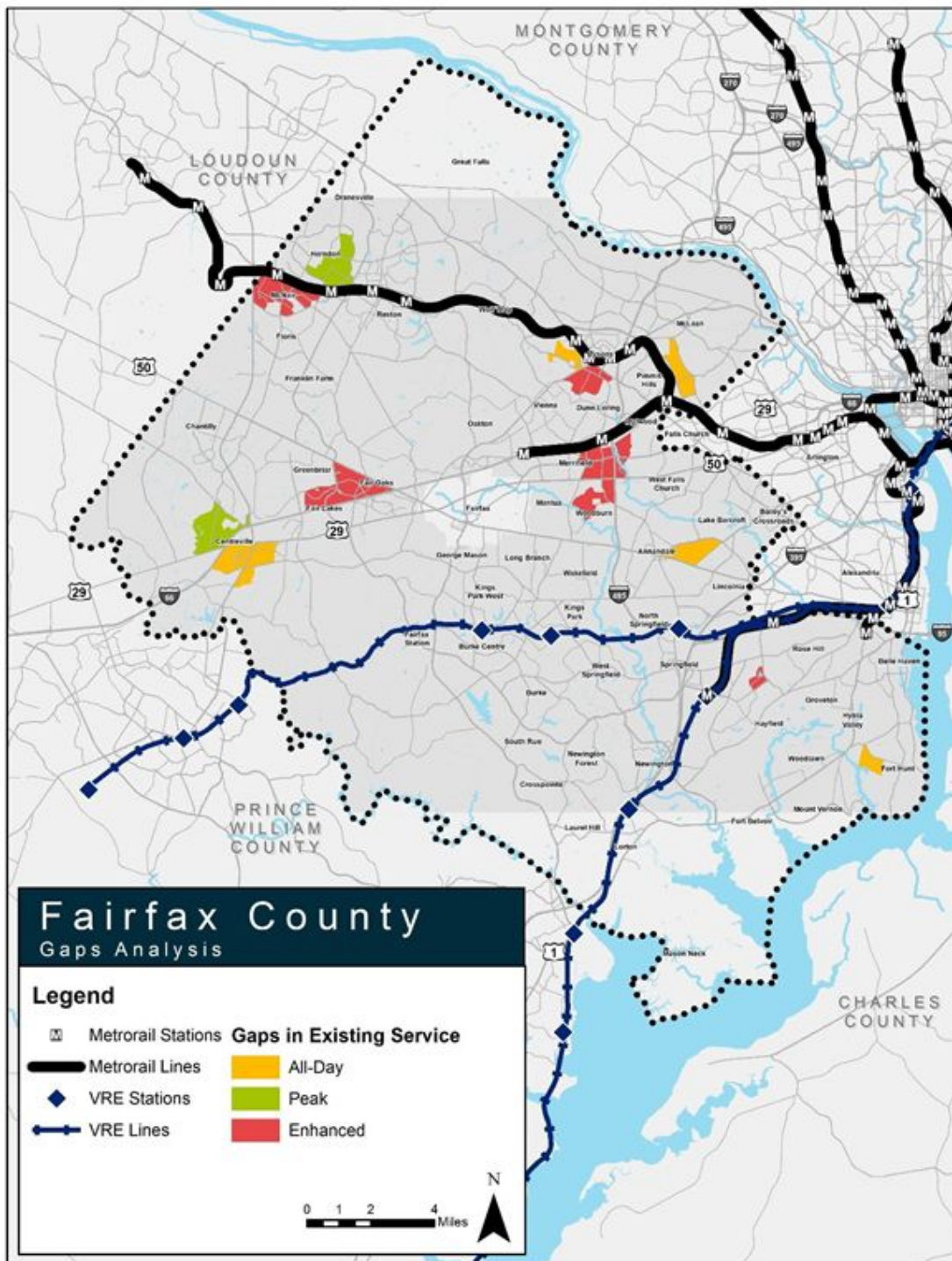
TABLE 2-7: GAPS IN EXISTING SERVICE (PRE-SILVER LINE EXTENSION)

Subarea	All-Day Index <i>Areas that could support more midday service</i>	Peak Service Index <i>Areas that could support more peak period service</i>	Enhanced Service Index <i>Areas that could support more frequent service</i>
Reston-Herndon		Residential neighborhoods west of the Fairfax County Parkway.	McNair could support additional high-frequency service.
Tysons	East of Great Falls Street and west of Westmoreland Street West of the Greensboro Metrorail station along Old Courthouse Road		South of the Leesburg Pike and Chain Bridge Road.
Centreville-Chantilly-Vienna	Centreville between US 29 and New Braddock Road, and along Centreville Road	Centreville along Stone Road and Braddock Road, near US 29.	Merrifield and Woodburn could support all-day high-frequency service. Fair Lakes north of I-66
Franconia-Springfield	Lincolnia Heights particularly along Lincolnia Road and the Old Colombia Pike		Kingstowne Towne Center
Huntington	Between Fort Hunt and Hybla Valley		

Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.



FIGURE 2-31: GAPS IN EXISTING SERVICE (PRE-SILVER LINE EXTENSION)



Note. Service changes have occurred for Fairfax Connector and Metrobus since the time of analysis.



2.3 Performance Evaluation

2.3.1 Performance Evaluation

This section evaluates performance in calendar year (CY) 2019 against the performance standards defined at the end of **Chapter 1** (see **Table 1-8**). CY 2019 data was used in the evaluation to account for seasonal fluctuations in transit use throughout the year and avoid the service and performance anomalies of years impacted by COVID-19. As a result, some of the routes referenced in this section no longer operate due to service changes that have occurred since 2019.

Performance was evaluated for the following aspects of service: system accessibility, ridership, reliability, cost efficiency, safety, and customer satisfaction. **Table 2-8** contains systemwide averages for the measures that were evaluated, and comparisons to the benchmarks set in **Chapter 1** are included in the following subsections. Performance-based opportunities for improvement are identified in **Section 2.3.3** based on this analysis.



TABLE 2-8: PERFORMANCE SUMMARY

Service Aspect	Key Performance Indicator	Route Classification	Measure (CY 2019)
System Accessibility	Fairfax County Population Within Service Area	Systemwide	54%
		Local	11.6
		Express	14.5
Ridership	Passengers per Revenue Hour (average weekday)	Systemwide	12.5
		Local	1.0
		Express	1.0
	Passengers per Revenue Mile (average weekday)	Express	1.0
		Systemwide	1.0
		Local	9.6
Passengers per One-Way Trip (average weekday)	Express	12.2	
	Systemwide	10.4	
	Local	0.26	
Reliability	On-Time Performance (average weekday)	Express	0.41
		Systemwide	0.31
		Local	80%
Cost Efficiency	Operating Cost per Passenger (average weekday)	Express	77%
		Systemwide	79%
		Local	\$9.58
Safety	Bus Collisions	Systemwide	0.28 per 100,000 miles
	Customer Injuries	Systemwide	32
Customer Service	Customer Complaints	Systemwide	3.6 per 10,000 passenger trips

Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System, Service Schedules for 1/20/2019 to 1/24/2020, 2020 Fairfax County DOT Title VI Plan, FY 2019 National Transit Database Report. Fairfax County DOT and Kimley-Horn, 2021.



SYSTEM ACCESSIBILITY

Fairfax Connector seeks to maintain at least fifty percent of Fairfax County's population within a quarter-mile walking distance of a local route alignment or express route stop. According to the analysis conducted in the 2020 Fairfax County Title VI Program Update, **fifty-four percent of the population has access to Connector service**—exceeding the performance benchmark. About fifty-nine percent of the minority population and forty-nine percent of the non-minority population is within a quarter mile of the service, respectively.

RIDERSHIP

Fairfax Connector evaluates four key ridership metrics: passengers per revenue hour, passengers per revenue mile, passengers per one-way trip, and maximum vehicle load factor. These metrics are evaluated for local and express routes separately as the two types of service have different operating characteristics. As presented in **Chapter 1**, the benchmark for the first three metrics is one standard deviation below the systemwide average for local or express routes, as applicable. Routes that fall below this benchmark may be flagged as an opportunity to improve ridership performance; however, it is important to remember that low-performing routes may still be important components of the system for meeting Connector's goals of choice and access. FCDOT typically takes a deeper look at routes with performance outside of two standard deviations. The benchmark for maximum vehicle load factor is 1.25 for local routes and 1.0 for express routes. Routes that fall above this benchmark may be flagged as an opportunity to alleviate passenger crowding.

For this analysis, ridership metrics were evaluated using average weekday performance data from CY 2019, calculated based on the schedule periods for January 20, 2019, through January 24, 2020. There were no disruptions of service due to COVID-19 during this time period.

Passengers per Revenue Hour

Passengers per revenue hour compares the total ridership on a route to the total number of revenue hours operated by the route. This is a measure of the productivity of a route's average passengers per revenue hour. **Figure 2-34** shows the route-level weekday passengers per revenue hour for CY 2019 as well as the benchmark level of one standard deviation below the systemwide average for either local or express routes.

Overall, express routes were more productive than local routes with an average of 14.5 passengers per revenue hour compared with a local route average and a combined systemwide average of 11.6 and 12.5 passengers per revenue hour, respectively. The most productive express route was Route 634 (Stringfellow Road – Fair Lakes), followed by Routes 980 (Herndon – Monroe), 395 (Gambrill Road – Pentagon), 699 (Government Center – Downtown D.C.) and 632 (Westfields – Vienna). The most productive local route was Route 171 (Richmond Highway), followed by Routes 151 (Engleside – Mt. Vernon), 950 (Herndon – Reston), 401 (Backlick – Gallows Northbound), and 402 (Backlick – Gallows Southbound). These routes each had an average of 20 or more passengers per revenue hour.

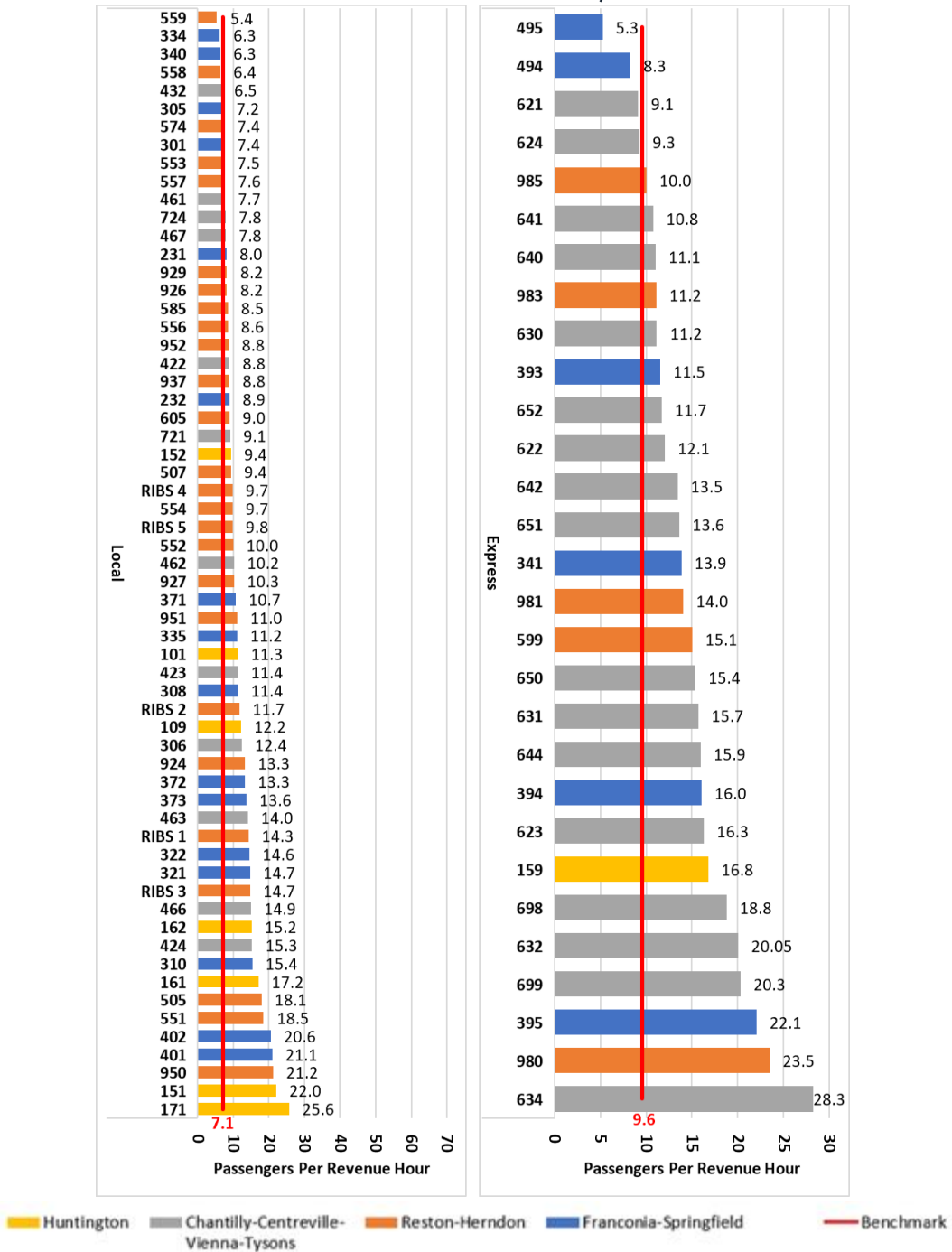
Huntington subarea routes were the most productive of the subareas, for both local and express routes, with a local route average of 16.1 passengers per revenue hour and an express route



average of 16.8 passengers per revenue hour. However, there were only seven local routes and one express route in this subarea. Franconia-Springfield local routes had an average of 11.9 passengers per revenue hour, while Reston-Herndon and Chantilly-Centreville-Vienna-Tysons had averages of 10.6 and 10.5 passengers per hour for local routes, respectively. For express routes, Chantilly-Centreville-Vienna-Tysons and Reston-Herndon each had 14.9 and 14.8 passengers per revenue hour, respectively, with Franconia-Springfield express routes having an average of 12.8 passengers per revenue hour.



FIGURE 2-32: PASSENGERS PER REVENUE HOUR, CY 2019 WEEKDAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System, Service Schedules for 1/20/2019 to 1/24/2020. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



Passengers per Revenue Mile

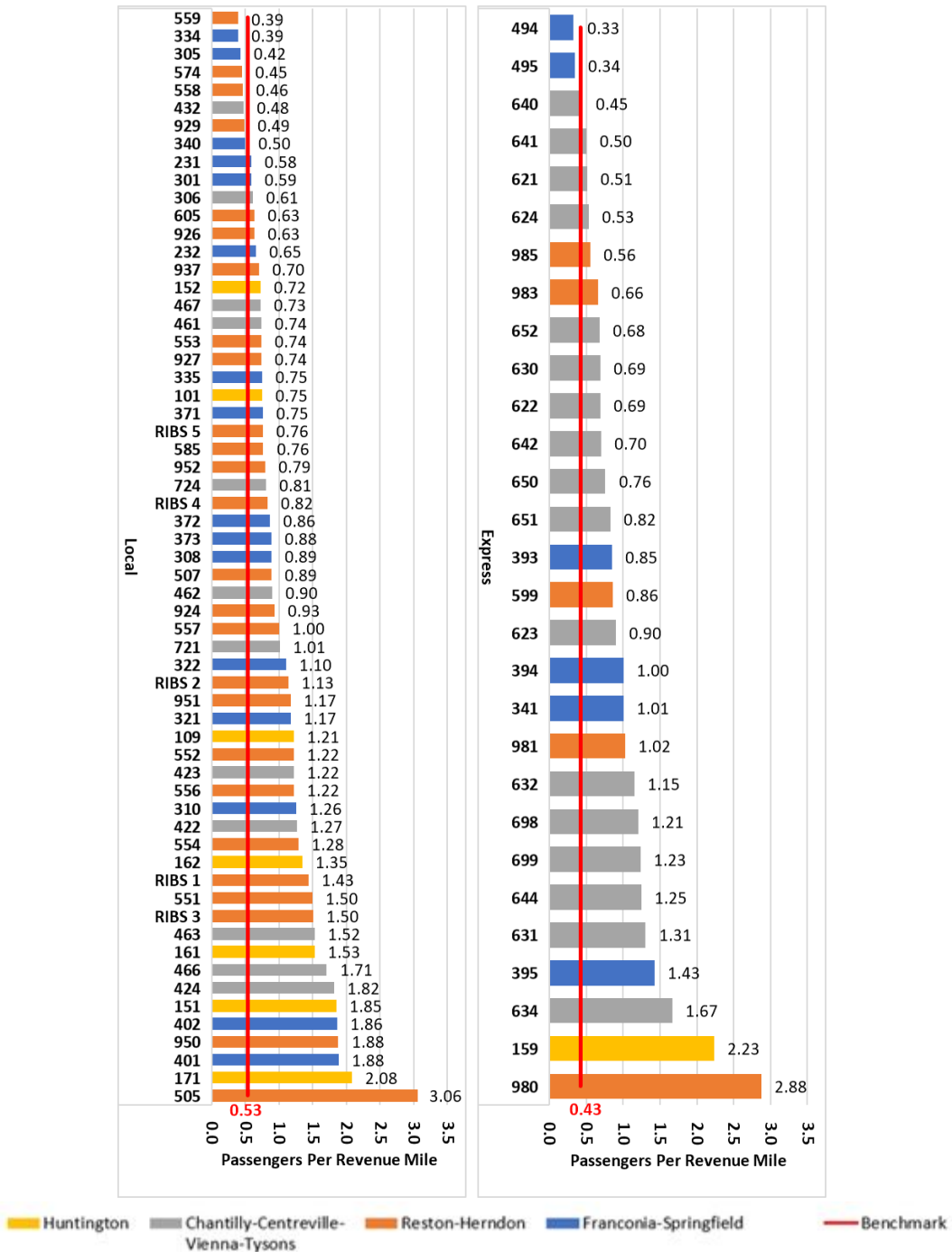
Similar to passengers per revenue hour, passengers per revenue mile compares total ridership on a route to the total number of revenues miles operated by the route and is a measure of the productivity of a route's average revenue mile. **Figure 2-35** shows the route-level weekday passengers per revenue mile for CY 2019 as well as the benchmark level of one standard deviation below the systemwide average for either local or express routes.

The highest performing route was Route 505 (Reston Town Center), a local route with 3.1 passengers per revenue mile. The next two highest performing routes were both express routes—Route 980 (Herndon – Monroe) and Route 159 (Engleside Limited-Stop) at 2.9 and 2.2 passengers per revenue mile, respectively, followed by local Route 171 (Richmond Highway) at 2.1 passengers per revenue mile. **Overall, the systemwide averages for local routes, express routes, and all routes combined were 1.0 passengers per revenue mile.**

Again, Huntington was the highest-performing subarea with averages of 1.4 and 2.2 passengers per revenue mile for local and express routes, respectively. This was primarily driven by the high performance of Route 159 (Engleside Limited-Stop), which is the only express route in the subarea. The other three subareas all had average passengers per revenue mile between 0.8 and 1.2 for both local and express routes.



FIGURE 2-33: PASSENGERS PER REVENUE MILE, CY 2019 WEEKDAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System, Service Schedules for 1/20/2019 to 1/24/2020. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



Passengers per One-Way Trip

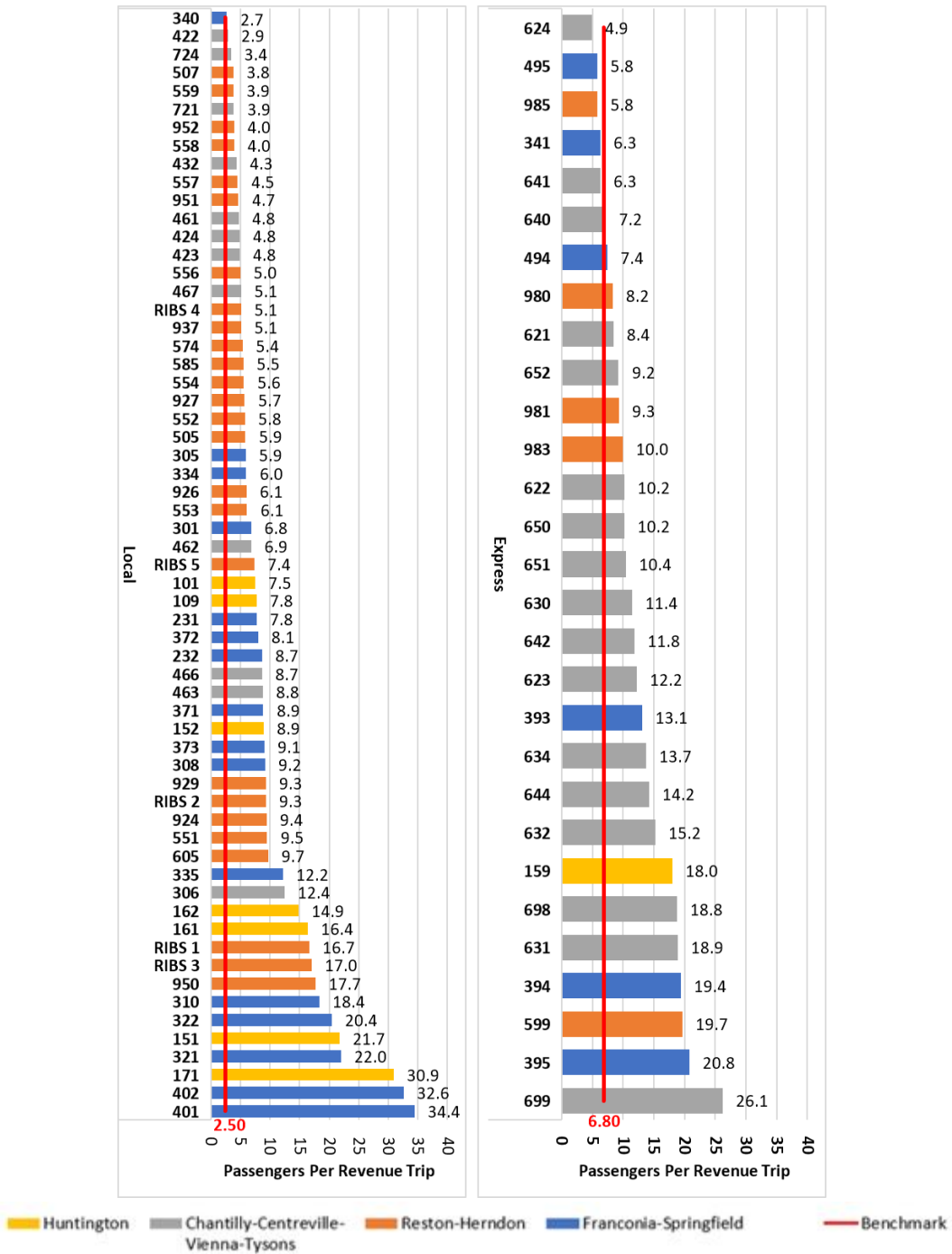
Passengers per revenue trip or one-way trip is the third ridership metric and compares the total ridership on a route to the total number of vehicle trips on the route. **Figure 2-34** shows the route-level weekday passengers per one-way trip for CY 2019 as well as the benchmark level of one standard deviation below the systemwide average for either local or express routes.

The highest performing routes on a passengers per trip basis were Routes 401 and 402, which are the northbound and southbound Backlick – Gallows routes, with 34 and 33 passengers per trip, respectively. The next highest-performing route was Route 171 (Richmond Highway), also a local route, with 31 passengers per trip. The last route with more than 25 passengers per trip was express Route 699 (Government Center – Downtown D.C.) with 26 passengers per trip. Although these local routes were amongst the highest performing in the system, **overall local routes had an average of 9.6 passengers per trip compared to an average of 12.2 passengers per trip for express routes.**

Huntington was the highest-performing subarea for both local and express routes. After Huntington, the Franconia-Springfield subarea had the highest performing local routes with an average of 13.3 passengers per trip. The local route averages were much lower in the Reston-Herndon and Chantilly-Centreville-Vienna-Tysons subareas (7.4 and 5.9 passengers per revenue trip, respectively). However, for express routes, the Chantilly-Centreville-Vienna-Tysons subarea had the second-highest number of passengers per trip at 12.3, closely followed by the Franconia-Springfield area at 12.1 passengers per revenue trip.



FIGURE 2-34: PASSENGERS PER ONE-WAY TRIP, CY 2019 WEEKDAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System, Service Schedules for 1/20/2019 to 1/24/2020. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



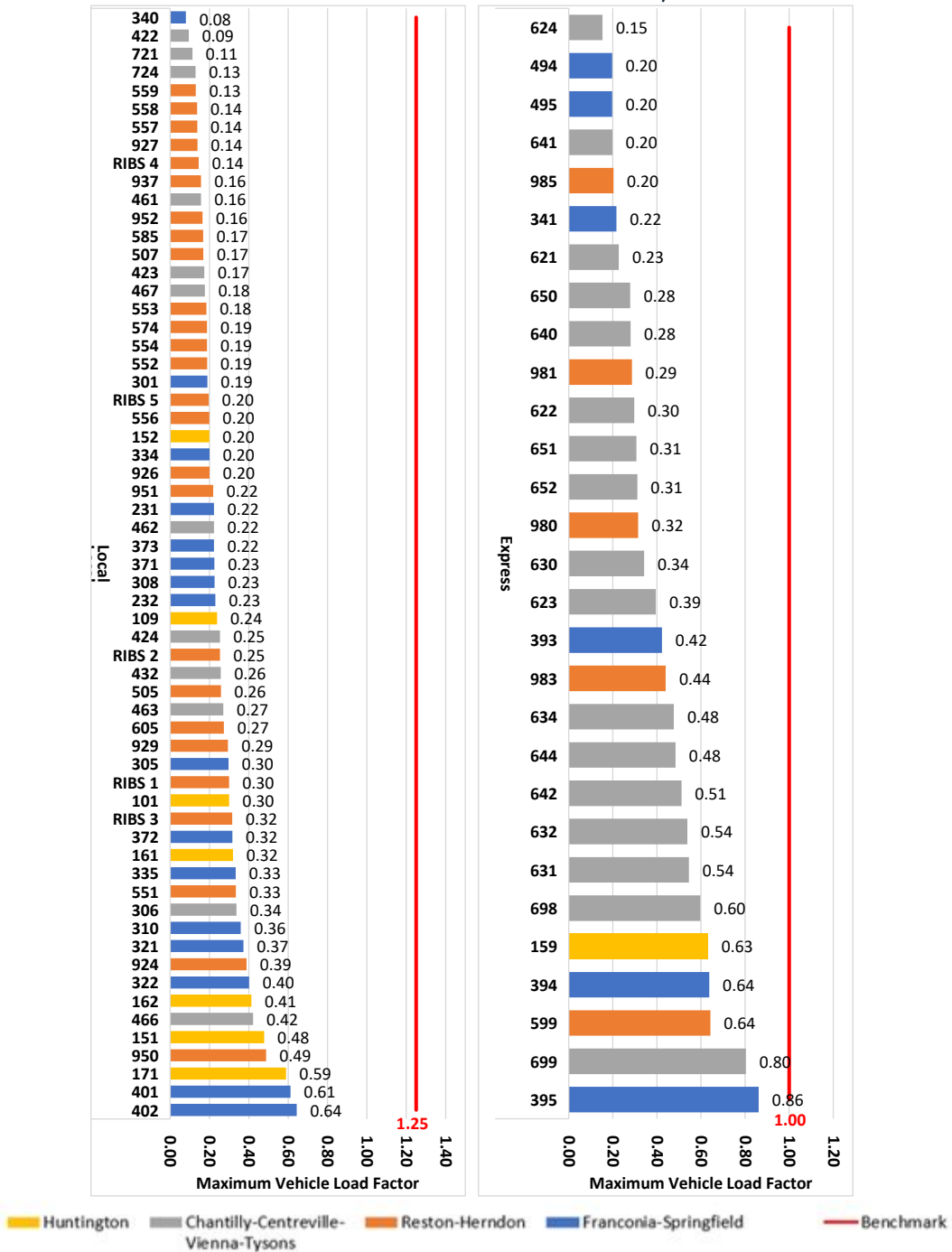
Maximum Vehicle Load Factor

Maximum vehicle load factor compares the maximum passenger load on a route to the average number of available seats in order to evaluate the level of passenger crowding. **Figure 2-35** shows the weekday maximum vehicle load factors for each route as well as the benchmark levels for both local and express routes. Overall, local routes had an average maximum load factor of 0.26 compared to an average of 0.41 for express routes.

None of the routes exceeded the benchmark values in CY 2019. Express Route 395 (Gambrill Road – Pentagon) had the highest load factor at 0.86, closely followed by another express route, Route 699 (Government Center – Downtown D.C.) at 0.80. The highest maximum load factor on a local route was 0.64 on Route 402 (Backlick – Gallows Southbound), closely followed by Route 401 (Backlick – Gallows Northbound) at 0.61. This means that all routes—both local and express—had a maximum load of less than one passenger per seat for weekday service. There were no routes that exceeded a maximum load factor of one passenger per seat for Saturday or Sunday service.



FIGURE 2-35: WEEKDAY MAXIMUM VEHICLE LOAD FACTOR, CY 2019 WEEKDAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System, 2020 Fairfax County DOT Title VI Plan. Fairfax County DOT and Kimley-Horn, 2021.

Available seats for local RIBS routes were assumed to be 37 based on the average available seats for trips systemwide. Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



RELIABILITY

On-Time Performance

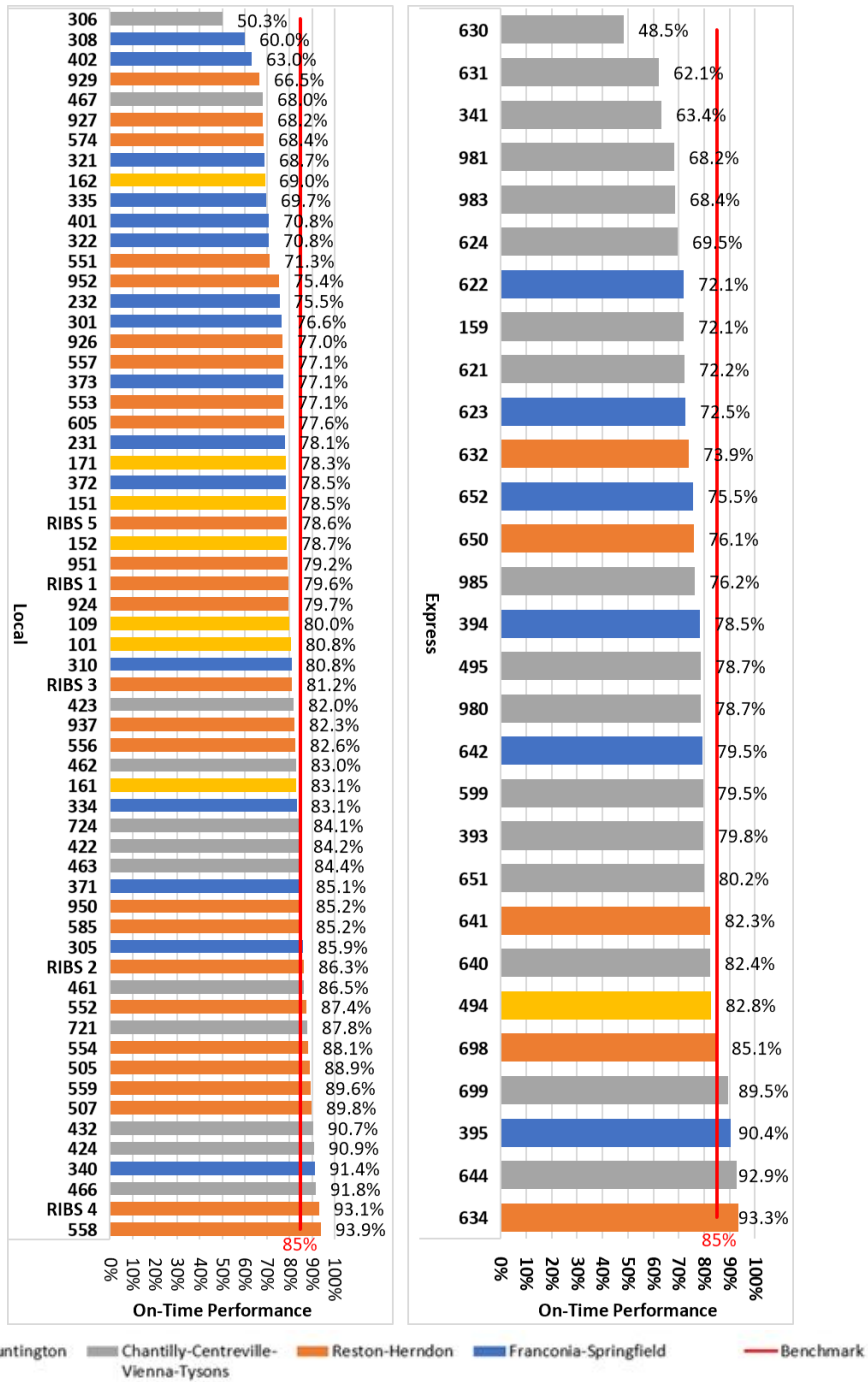
Fairfax Connector evaluates reliability in terms of on-time performance. Connector requires its operating contractor to maintain a minimum standard of at least 85 percent of trips for each route being “on-time,” which is defined as being between one minute early and six minutes late at time points. **The average weekday on-time performance for all routes in CY 2019 was 79 percent.** Local routes were slightly better, with an average on-time performance of 80 percent compared to 77 percent for express routes. **Figure 2-36** shows the route-level weekday on-time performance for each route as well as the benchmark level of 85 percent. On-time performance has improved since the onset of the COVID-19 pandemic and has trended upward since the CY 2019 data.

There were 18 local routes and 5 express routes with on-time performance of 85 percent or more. The highest performing route was local Route 558 (Center Harbor – Lake Fairfax) with 94 percent on-time performance. This was followed by the highest performing express route, Route 634 (Stringfellow Road – Fair Lakes), and then local route RIBS 4 (North Point) and express Route 644 (Centreville [Stone Road] Park and Ride), all of which had on-time performance rates of 93 percent.

Overall, Reston-Herndon had the highest on-time performance of all of the subareas at 81 percent. Chantilly-Centreville-Vienna-Tysons had an average on-time performance of 74 percent for express routes, which was the lowest of all of the subareas. This was attributed to the unreliability of I-66 during congested peak periods for routes going to and from the Vienna Metrorail station. This reliability is expected to be improved with the construction of Express Lanes on I-66 that opened fully in November 2022. The Franconia-Springfield subarea had the lowest on-time performance for local routes at 76 percent compared to the other subareas.



FIGURE 2-36: ON-TIME PERFORMANCE, CY 2019 WEEKDAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



COST EFFICIENCY

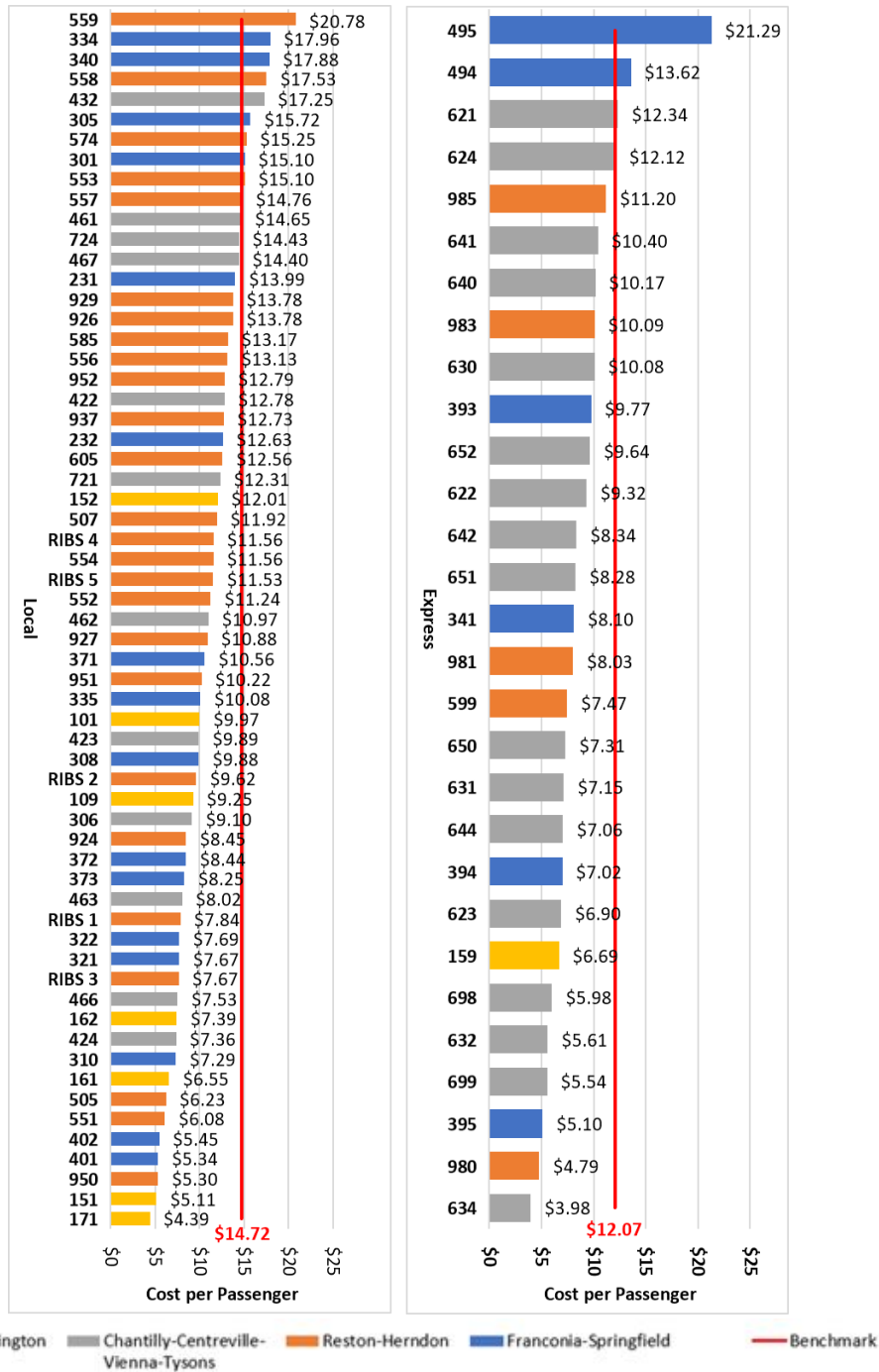
Operating cost per passenger is a measure of the cost efficiency of service on a route that compares operating costs for a route to total ridership on the route. For this analysis, annual operating costs by route were estimated by first calculating Fairfax Connector's operating costs per revenue hour (based on total operating costs and vehicle revenue hours reported in the FY 2019 NTD Report) and applying this to the total CY 2019 annual revenue hours operated on each route estimated from service schedules. For the purpose of this calculation, the fully-allocated cost was used, as the resources invested in activities like administration and planning are all necessary to put service on the street. Unlike the previous ridership and reliability measures, for this cost efficiency measure, a *lower* number means better performance and routes should operate *below* the benchmark level. **Figure 2-37** shows the route-level operating cost per passenger for FY 2019 as well as the benchmark level of one standard deviation above the systemwide average for either local or express routes. Routes that have higher costs than this benchmark may be flagged as an opportunity to improve efficiency; however—like ridership—low-performing routes from a cost-efficiency standpoint may still be important components of the system for meeting Connector's goals of choice and access.

Express routes had a lower average operating cost per passenger at \$8.74 per passenger compared to an average cost of \$11.03 for local routes. The highest performing routes with operating costs less than \$5.00 per passenger were express Routes 634 (Stringfellow Road – Fair Lakes) and 980 (Herndon – Monroe), with costs per passenger of \$3.98 and \$4.79, respectively, as well as local Route 171 (Richmond Highway) with a cost per passenger of \$4.39. The highest operating cost per passenger in the system was for Route 495 (Burke Centre – Tysons). Three other express routes had costs per passenger greater than the express route benchmark of \$12.07, including Routes 494 (Lorton – Springfield – Tysons), 621 (Fairfax County Government Center), and 624 (Stringfellow Road – Fair Lakes). There were 10 local routes with costs per passenger greater than the local route benchmark of \$14.72, starting with Route 559 (Reston South – Glade – Soapstone), followed by Routes 334 (Newington Circulator), 340 (Patriot Ridge – Saratoga), 558 (Center Harbor – Lake Fairfax), 432 (Old Courthouse – Beulah), 305 (Newington Forest – Silverbrook Road), 574 (Reston – Tysons), 301 (Telegraph Road), 553 (Reston South – Viking – Pinecrest), and 557 (Reston South – Soapstone).

The Huntington subarea had the lowest operating costs per passenger of all the subareas, with a combined local and express route average cost per passenger of \$7.67. For local routes, the subarea with the next lowest average operating cost per passenger was Franconia-Springfield at \$10.87 per passenger, while the other subareas were over \$11.50 per passenger. For express routes, Chantilly-Centreville-Vienna-Tysons and Reston-Herndon had similar costs per passenger at \$8.25 and \$8.32, respectively, while Franconia-Springfield had the highest average operating cost per passenger at \$10.82 per passenger.



FIGURE 2-37: OPERATING COST PER PASSENGER, CY 2019



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System. FY 2019 National Transit Database Report. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



SAFETY

There are several factors that can be considered when measuring safety. The two that are considered in this performance evaluation are bus collisions and customer injuries reported.

Bus Collisions

The bus collision safety measure identifies the number of bus collisions and incidents occurring in a year. In CY 2019, there were 36 bus collisions. Normalizing by vehicle mileage, there were **0.28 collisions per 100,000 miles in CY 2019**, which is well below the benchmark of 2.0 per 100,000 miles.

Customer Injuries

The customer injuries safety measure looks at the number of customer injuries identified, where injuries are defined as any damage or harm done to a person as a result of an event that requires immediate medical attention away from the scene. In CY 2019, there were **32 injuries identified**. This number was higher than the benchmark of zero injuries that Connector strives to achieve. Many of these injuries were a result of incidents that were non-preventable, such as another vehicle coming into contact with the bus.

CUSTOMER SERVICE

Customer complaints per 10,000 passenger trips is used as a measure of customer satisfaction. This metric uses passenger trips as a base for comparing across time periods with different ridership levels. In CY 2019, there were **3.6 customer complaints for every 10,000 passenger trips**. This measure was slightly higher than the benchmark of 2.5 customer complaints for every 10,000 passenger trips.

2.3.2 Trend Analysis

This trend analysis reports on and assesses Fairfax Connector's routes during a seven-year period spanning FY 2016 to FY 2022. Such an evaluation allows for an assessment of transit services over time and sheds light on how development and changing demographics have impacted transit performance and system growth. This analysis looks at performance metrics for service area characteristics, operational statistics, ridership, and revenue and cost. In accordance with DRPT's *Performance Based Operating Assistance Allocation Guidance*, this analysis includes the following performance metrics:

- Ridership
- Passengers per Vehicle Revenue Mile
- Passengers per Vehicle Revenue Hour
- Operating Cost
- Operating Cost per Vehicle Revenue Mile
- Operating Cost per Vehicle Revenue Hour
- Operating Cost per Passenger



SERVICE AREA CHARACTERISTICS

A review of service area characteristics allows an agency to assess how the scale of its operations and its constituency size have evolved along with the service provided. As shown in **Table 2-9**, there was an increase in service area population over the past seven years. Overall, from FY 2016 to FY 2022, there was a 3 percent increase in population. There was no change in the service area square mileage.

TABLE 2-9: TREND ANALYSIS SERVICE AREA STATISTICS

Service Area Statistics	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Square Miles	407	407	407	407	407	407	407
Population	1,131,886	1,138,652	1,125,385	1,152,873	1,152,873	1,150,856	1,164,025

Source: FY 2016 – FY 2022 National Transit Database Reports

OPERATIONAL STATISTICS

A review of operational statistics describes the level of service Fairfax Connector has provided from FY 2016 to FY 2022. **Table 2-10** presents the vehicles operated in maximum service as well as the revenue hours and revenue miles operated by Connector during the past seven years. As shown in **Table 2-11**, all three operational measures have increased since FY 2016 as a result of expanding Connector service, particularly in the years following the COVID-19 pandemic.

TABLE 2-10: TREND ANALYSIS OPERATIONAL STATISTICS

Operational Statistics	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Vehicles Operated in Maximum Service (VOMS)	226	235	245	264	237	276	284
Vehicle Revenue Miles (VRM)	9,191,836	9,574,848	9,865,555	10,047,341	9,519,621	9,989,631	10,863,043
Vehicle Revenue Hours (VRH)	721,190	735,918	749,786	759,778	783,021	777,466	840,571

Source: FY 2016 - 2022 National Transit Database Reports



TABLE 2-11: TREND ANALYSIS OPERATIONAL STATISTICS PERCENT CHANGE

Operational Statistics	FY2016 – FY2022
Vehicles Operated in Maximum Service (VOMS)	+26%
Vehicle Revenue Miles (VRM)	+18%
Vehicle Revenue Hours (VRH)	+17%

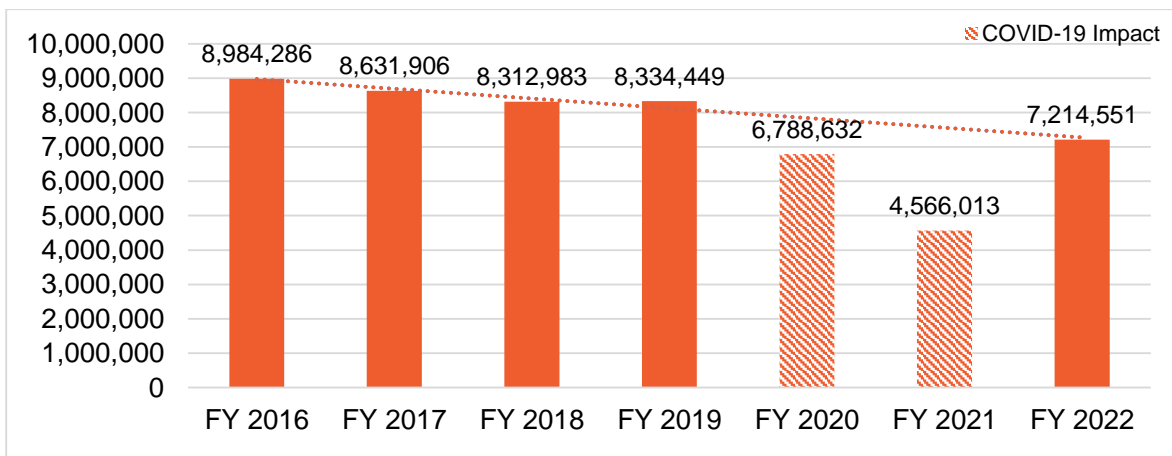
Source: FY 2016 - FY 2022 National Transit Database Reports. Kimley-Horn, 2023.

RIDERSHIP

An assessment of ridership reveals how the usage of Fairfax Connector services has changed over the seven-year analysis period. This analysis looks at unlinked passenger trips, or the total number of boardings on vehicles, regardless of how many transfers were made during any single trip.

As shown in **Figure 2-38**, there has been a decrease in ridership since FY 2016. **Table 2-12** shows that between FY 2016 and FY 2018, there was a gradual decrease in ridership of about 4 percent per year, but ridership was leveling out and even increasing between 2018 and 2019 prior to the COVID-19 pandemic. This is similar to the national trend of a decline in bus ridership of 6.3 percent from 2015 to 2019 as reported by the American Public Transportation Association (APTA)²¹. FY 2020 brought a 19 percent decrease in ridership compared to FY 2019 due to impacts of the COVID-19 pandemic on transit usage. While ridership has rebounded significantly from the pandemic decline, FY 2022 ridership remained 13% below that of FY 2019. **Figure 2-39** shows all of Northern Virginia’s transit ridership since FY 2016, which shows a similar trend.

FIGURE 2-38: TREND IN TOTAL RIDERSHIP



Source: FY 2016 - FY 2022 National Transit Database Reports

²¹ <https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/>

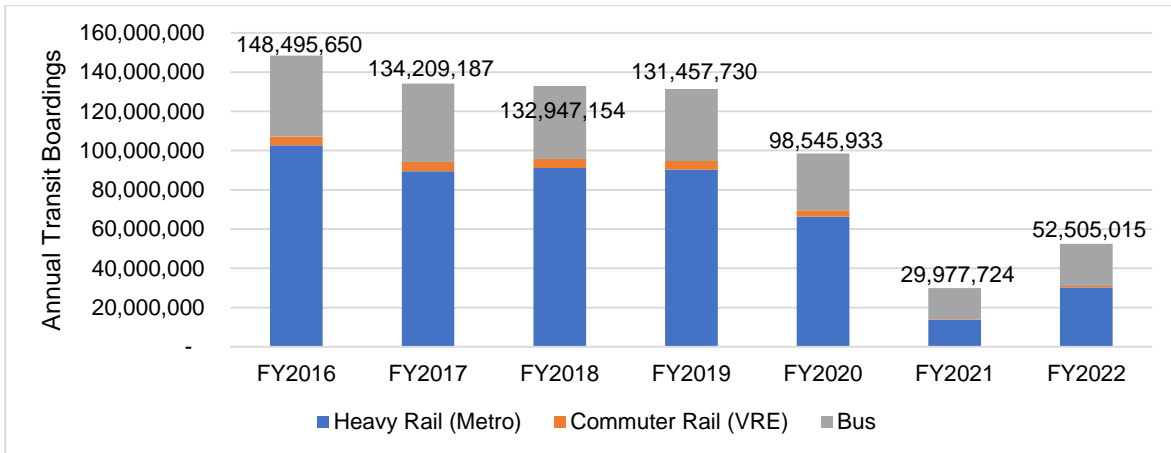


TABLE 2-12: TOTAL RIDERSHIP PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	-20%

Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.

FIGURE 2-39: NORTHERN VIRGINIA ANNUAL TRANSIT BOARDINGS (ALL MODES), FY 2016 - FY 2022



Source: Northern Virginia Transportation Commission²²

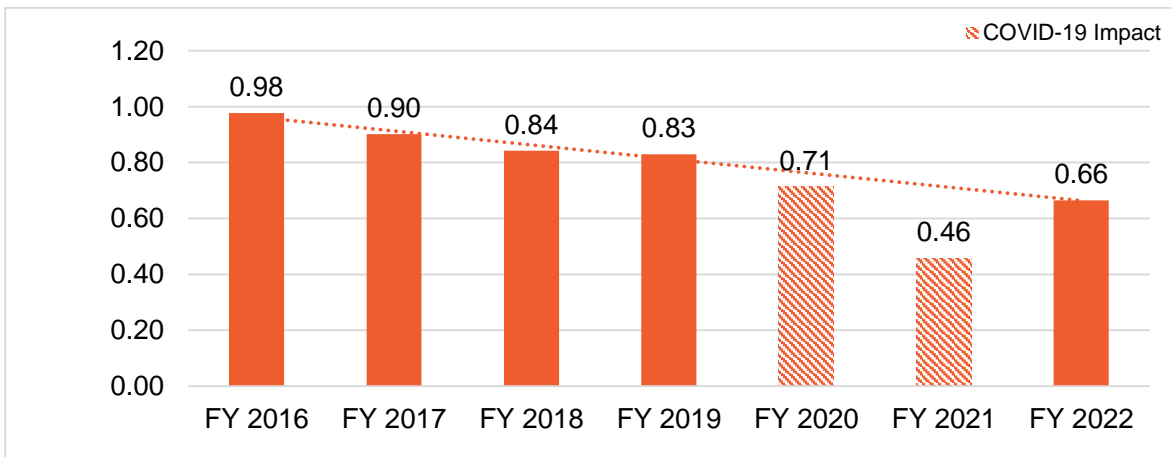
²² <https://novatransit.org/data-archive/>



Passengers per Revenue Mile

Passengers per revenue mile measures the productivity of Fairfax Connector in transporting its passengers. This measure is often, but not always, linked with trends in total ridership. Similar to the recent trend in total ridership, there was a decrease in passengers per revenue mile from FY 2016 to FY 2020, as shown in **Figure 2-40**, but the total decrease was more significant than the decrease in ridership, as shown in **Table 2-13**. This reflects the fact that while ridership decreased—especially between 2019 and 2020 due to the COVID-19 pandemic—revenue miles increased as new and enhanced services were introduced. Like ridership, this measure was leveling out between FY 2018 and FY 2019 prior to COVID-19 impacts. Similarly, passengers per revenue mile have recovered significantly from the pandemic decline and remained 20% below FY 2019 levels as of FY 2022.

FIGURE 2-40: TREND IN PASSENGERS PER REVENUE MILE



Source: FY 2016 – 2022 National Transit Database Reports

TABLE 2-13: PASSENGERS PER REVENUE MILE PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	-32%

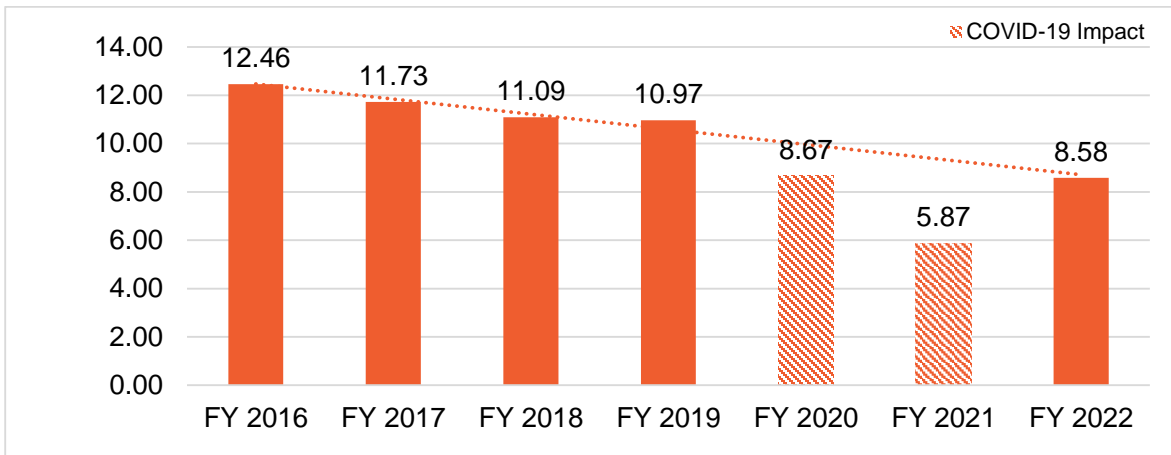
Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.



Passengers per Revenue Hour

Passengers per revenue hour is another metric used to evaluate how productively Fairfax Connector vehicles spend their time (rather than distance) in service. As was the case with other ridership metrics covered in this section, passengers per revenue hour decreased from FY 2016 to FY 2019 with a steeper decrease in FY 2020 and FY 2021 attributed to the COVID-19 pandemic, as shown in **Figure 2-41** and **Table 2-14**. Between 2018 and 2019 passengers per revenue hour was leveling off compared to slight declines in prior years. Here too, passengers per revenue hour for FY 2022 showed a significant improvement over the declines induced by the pandemic and remained 22% lower than in FY 2019.

FIGURE 2-41: TREND IN PASSENGERS PER REVENUE HOUR



Source: FY 2016 – FY 2020 National Transit Database Reports

TABLE 2-14: PASSENGERS PER REVENUE HOUR PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	-31%

Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.

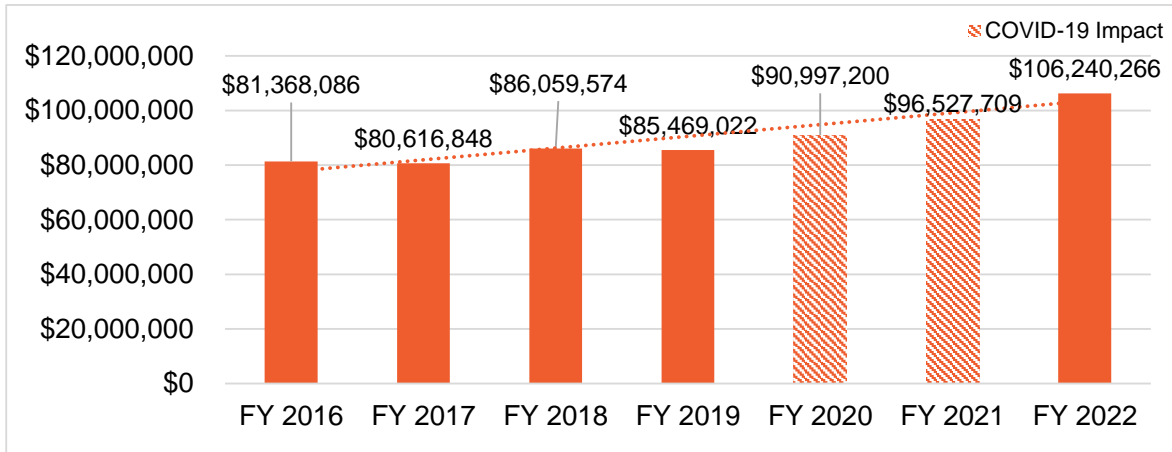
REVENUE AND COST

An analysis of operating expenses over time can elicit an understanding of how much money Fairfax Connector expends to operate its services each fiscal year. This analysis looked at fully-allocated costs in order to incorporate all costs necessary to provide service, including costs such as administration and planning costs. Unlike ridership data, the percent change in operating expenses was neither consistently negative nor positive across the analysis time frame as **Figure 2-42** shows. Overall, there was a 5 percent increase in operating expenses from FY 2016 to FY 2019 and an additional 6 percent increase in operating expenses in from FY 2019 to FY 2020. There were several factors that contributed to increased expenses between FY 2019 and FY 2022 including a new service contract being initiated, which set new



hourly rates paid to the contractor for operating Connector service, and increased expenses due to COVID-19 (deep cleaning, masks, etc.). Since the pandemic started, operating expenses have continued to increase, with FY 2022 up 24% over FY 2019.

FIGURE 2-42: TREND IN OPERATING EXPENSES



Source: FY 2016 - 2022 National Transit Database Reports

TABLE 2-15: OPERATING EXPENSES PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	+31%

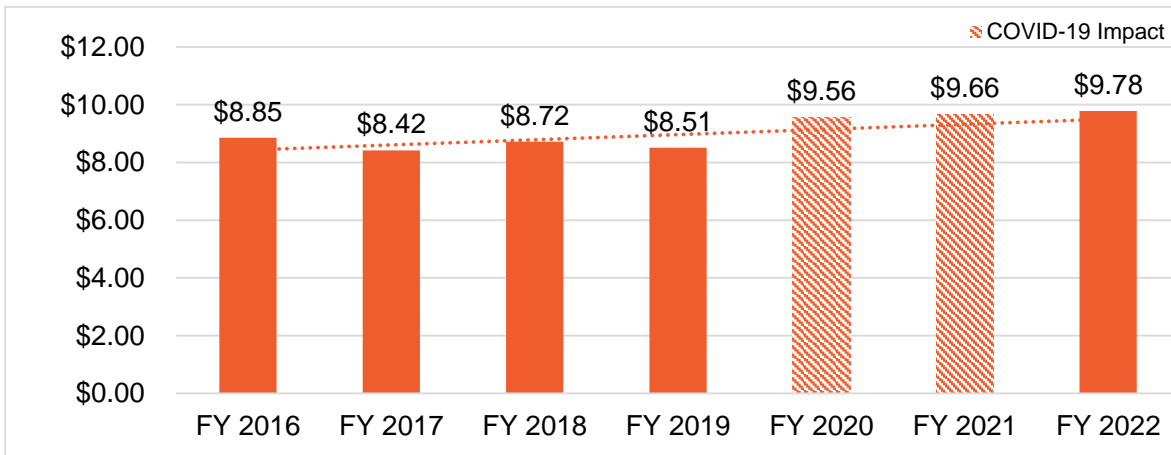
Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.



Operating Expenses per Revenue Mile

Analyzing operating expenses per vehicle revenue mile allows for an evaluation of the efficiency of revenue miles operated by the service. While vehicle revenue miles increased each year from the prior year, with the exception of FY 2020 due to COVID-19, operating expenses did not consistently increase or decrease. As a result, operating expenses per revenue mile oscillated between FY 2016 and FY 2020, as seen in **Figure 2-43**. In total, operating expenses per vehicle revenue mile were down from FY 2016 to FY 2019, but the increase from FY 2019 to FY 2022 resulted in an overall increase over the period, as shown in **Table 2-16**. Operating expenses per revenue mile increased 12% in FY 2019 and have continued to slowly increase.

FIGURE 2-43: TREND IN OPERATING EXPENSES PER REVENUE MILE



Source: FY 2016 - 2020 National Transit Database Reports

TABLE 2-16: OPERATING EXPENSES PER REVENUE MILE PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	+10%

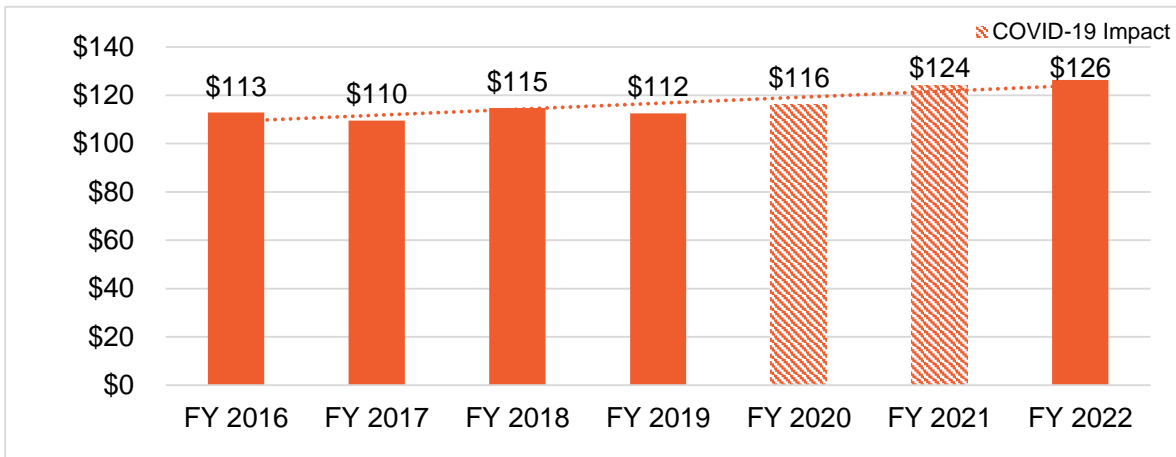
Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.



Operating Expenses per Revenue Hour

Operating expenses per vehicle revenue hour is similar to operating expenses per vehicle revenue mile, but it looks at the efficiency of vehicle time rather than distances traveled. **Figure 2-44** shows that again this metric increased and decreased slightly over the past several years. **Table 2-17** shows that from FY 2016 to FY 2019 operating expenses per vehicle hour was ultimately flat despite the changes in the interim years, but operating expenses per vehicle hour increased in FY 2020 through FY 2022 relative to previous years due to the changes in operating expenses and revenue hours discussed above.

FIGURE 2-44: TREND IN OPERATING EXPENSES PER REVENUE HOUR



Source: FY 2016 - 2020 National Transit Database Reports

TABLE 2-17: OPERATING EXPENSES PER REVENUE HOUR PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	+12%

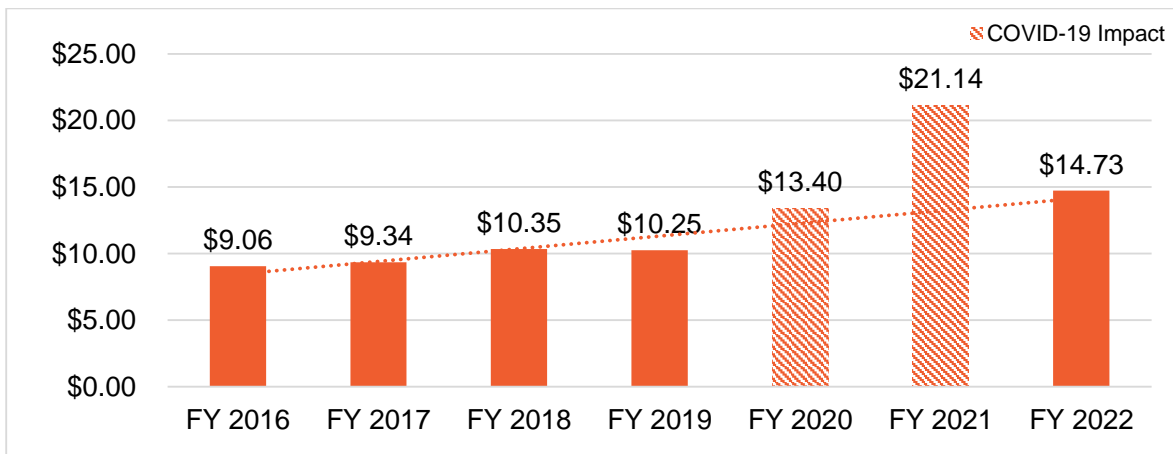
Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.



Operating Expenses per Passenger

Operating expenses per passenger trip can provide insight into how efficiently an agency is utilizing its operating resources. This analysis can also shed light on whether a transit system’s cost changes are correlated with ridership trends, in which case this measure would remain relatively flat year to year. **Figure 2-45** and **Table 2-18** show the change in operating expenses per passenger trip from FY 2016 to FY 2022. Between 2018 and 2019 operating expenses per passenger trip decreased compared to slight increases in prior years. In FY 2020, operating expenses increased 6 percent while ridership decreased 19 percent from FY 2019 due to reduced transit use during COVID-19. In response to the ridership impacts of the pandemic, operating expenses per passenger trip increased 58% in FY 2021 before declining 30% for FY 2022. In terms of recovery post-pandemic, FY 2022 figures remained 44% higher than in FY 2019.

FIGURE 2-45: TREND IN OPERATING EXPENSES PER PASSENGER TRIP



Source: FY 2016 - 2022 National Transit Database Reports

TABLE 2-18: OPERATING EXPENSES PER PASSENGER TRIP PERCENT CHANGE

Year Range	Percent Change
FY 16 – FY 22	+63%

Sources: FY 2016 – FY 2022 National Transit Database Reports. Kimley-Horn, 2023.



2.3.3 Performance Based Opportunities for Improvement

This section summarizes opportunities for improvement based on unmet performance benchmarks discussed in the previous section. CY 2019 data was used in the evaluation to account for seasonal fluctuations in transit use throughout the year and avoid the service and performance anomalies of years impacted by COVID-19. As a result, some of the routes referenced in this section no longer operate due to service changes that have occurred since 2019.

SYSTEM ACCESSIBILITY

While Connector meets its benchmark of providing access to at least 50 percent of Fairfax County residents, there are opportunities to improve connections to fixed-route bus service in areas that have traditionally been unserved or difficult to service with bus service given the road networks and development patterns. Many of the areas outside of Connector's existing service area have low transit potential, as presented in **Section 2.2**. This includes areas such as Clifton, the Fairfax County Parkway corridor, South Run, and Great Falls. However, some areas have moderate transit potential, as shown in orange in **Figure 2-46**, that are adjacent to the service area represented as a ¼-mile buffer from existing routes. These areas include:

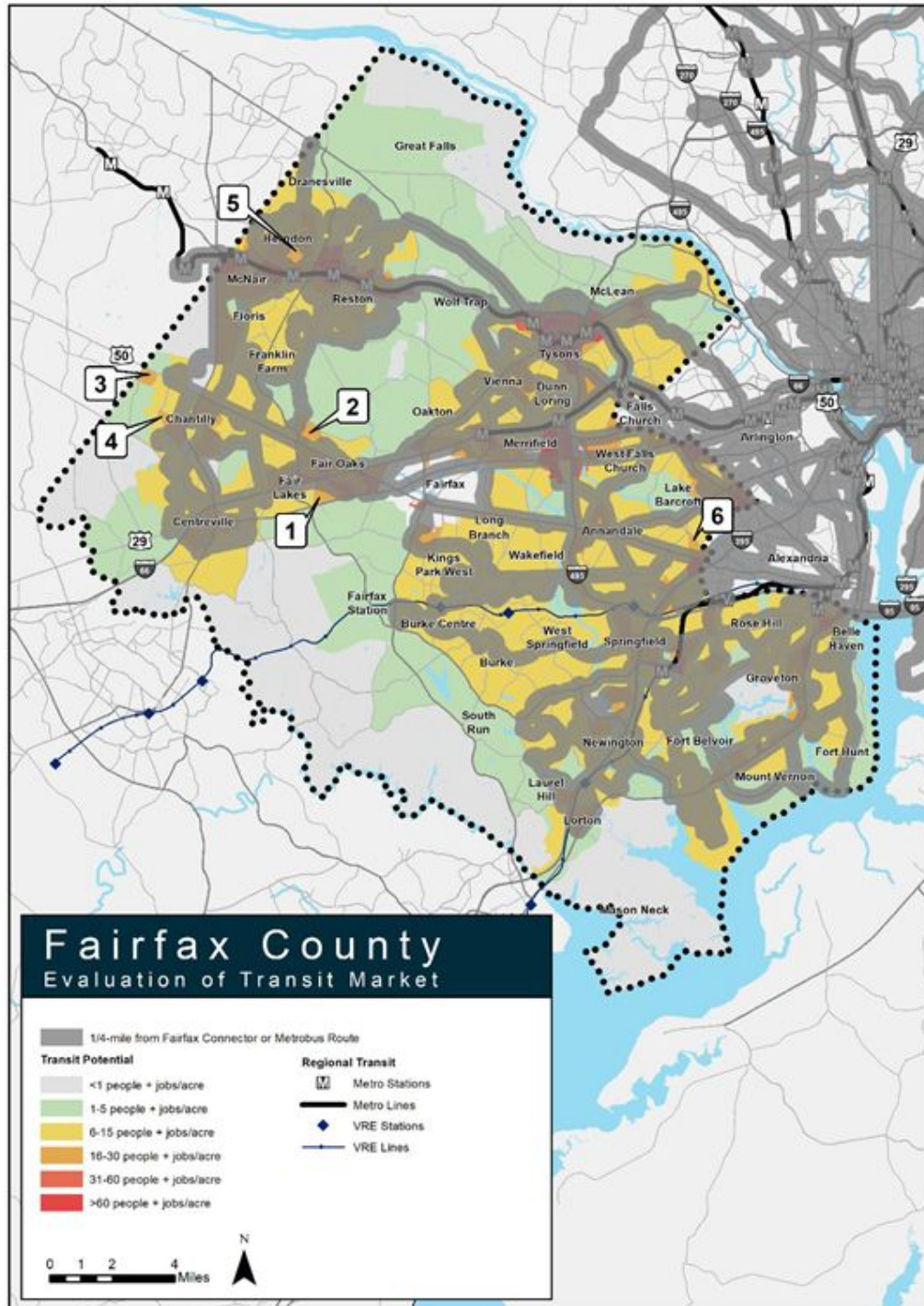
1. Along Legato Road north of US 29
2. Fair Oaks between Penderbrook Drive and Ox Trail
3. Lafayette Business Center at US 50 and Pleasant Valley Road
4. Chantilly along Stonecroft Boulevard near Westfield High School
5. Town of Herndon along Spring Street
6. Along Lincolnia Road in Lincolnia Heights

Additionally, areas of low-moderate transit potential, shown in yellow in the figure, are often lower density residential areas with road networks less conducive to fixed-route transit. However, these have transit supportive densities based on the transit potential model in **Section 2.2.1**.

In the future, Connector can consider innovative ways for expanding access to more locations that warrant connections through different types of service. This could include more flexible route or demand-response service types using smaller vehicles. Fairfax County completed a feasibility study on alternative transit services that could be operated either by Connector or through partnership with another mobility provider to connect customers from lower-density areas to fixed-route service.



FIGURE 2-46: OPPORTUNITIES TO EXPAND SYSTEM ACCESSIBILITY (PRE-SILVER LINE EXTENSION)



Note. Service changes have occurred for Fairfax Connector since the time of analysis.



RIDERSHIP

Routes that did not meet the benchmarks in CY 2019 in this category based on passengers per revenue hour were:

- **Local:** 334, 340, 432, 558, 559
- **Express:** 494, 495, 621, 624

Routes that did not meet the benchmarks in CY 2019 in this category based on passengers per revenue mile were:

- **Local:** 305, 334, 340, 432, 558, 574, 559, 929
- **Express:** 494, 495

Routes that did not meet the benchmarks in CY 2019 in this category based on passengers per one-way trip were:

- **Express:** 341, 495, 624, 641, 985

Connector can consider what strategies might be most effective for increasing ridership along these routes. Strategies for maximizing ridership include updating route alignments to streamline service and improve travel time, providing new connections to demand generators, and improving overall quality of service (for example, reliability). Additionally, increased awareness of service availability and customer convenience aspects of service such as easy-to-understand and reliable real-time information can support healthy ridership.

All routes met maximum load factor benchmarks in CY 2019 in this category.

RELIABILITY

There were many routes that did not meet the benchmark in this category in CY 2019. The routes with the worst on-time performance (70 percent or less) included:

- **Local:** 162, 306, 308, 321, 335, 402, 467, 574, 927, 929
- **Express:** 341, 494, 495, 624, 641, 985

Strategies that Connector can consider for improving on-time performance include adjusting schedules to add running time or recovery time or realigning routes.

COST EFFICIENCY

Routes that did not meet the benchmarks in CY 2019 in this category were:

- **Local:** 301, 305, 334, 340, 432, 553, 557, 558, 559, 574
- **Express:** 494, 495, 621, 624

Cost efficiency is correlated to ridership productivity, so strategies for improving cost efficiency are similar to those for ridership presented above. Connector should evaluate these strategies for all of the routes that did not meet the operating cost per passenger benchmark, even if they met all ridership benchmarks.



SAFETY

Connector met its safety benchmark for bus collisions in CY 2019. However, it exceeded its benchmark for customer injuries. In the past, many of the injuries were a result of incidents that were non-preventable, such as another vehicle coming into contact with the bus. Connector will continue to promote a safety culture, utilize best safety practices, and provide the best available safety and security training for all employees.

CUSTOMER SERVICE

Connector exceeded its benchmark for customer complaints in CY 2019. Strategies for improving customer service are related to many of the service aspects already presented on quality, reliability, and safety.



2.4 Operating and Network Efficiency Evaluation

2.4.1 Efficiency Evaluation

This section evaluates the operating efficiency of Connector service. When appropriate, measures were evaluated against the performance standards or guidelines as defined in **Chapter 1**. Efficiency was evaluated for the following aspects of service: frequency, span, ridership by time period, speed, and reliability. The analysis was conducted for CY 2019 using the schedule for the September 2019 service period and data for the January, March, May, and September 2019 service periods. CY 2019 data was used in the evaluation to account for seasonal fluctuations in transit use throughout the year and avoid the service and performance anomalies of years impacted by COVID-19. As a result, some of the routes referenced in this section no longer operate due to service changes that have occurred since 2019.

SERVICE DESIGN

The service design measures evaluated in this section include frequency and span of service. These aspects of service design are important aspects of Connector's goal to provide high-quality transportation service and facilitate an efficient and cost-effective multi-modal transportation system. These design measures were evaluated the last service period of CY 2019 which operated from September 9, 2019, through January 24, 2020.

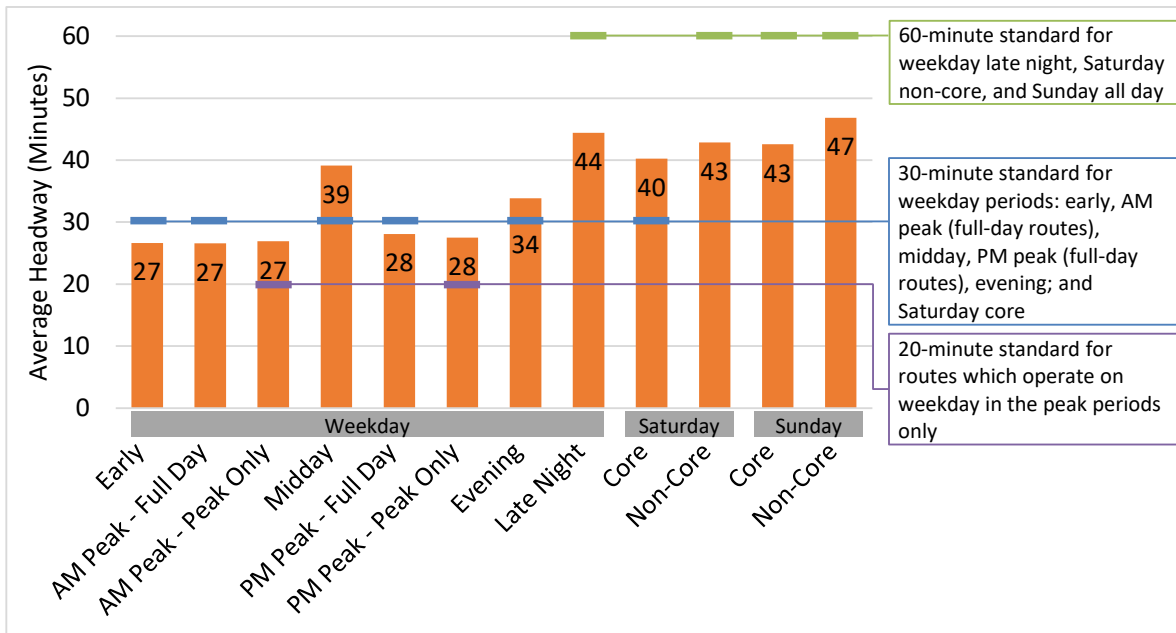
Headway

Vehicle headway, or frequency, is correlated with passenger wait times and therefore is an important service consideration. On the other hand, although shorter headways result in shorter customer wait times, they also result in higher costs due to greater demand for vehicles and operators as well as more revenue hours and miles. As a result, it is important to balance the tradeoff between shorter customer wait times and higher costs. The service standards for minimum vehicle headways are provided in **Table 1-5** in **Chapter 1**. There are different standards for full-day routes versus weekday peak-only routes and for peak and off-peak time periods.

Figure 2-47 shows the variation in average headways by day of week and time of day compared to the applicable standards. The standards that were not met based on these averages were morning and afternoon weekday peak-only routes, weekday midday, weekday evening, and Saturday Core. Average headways in these periods were 7 to 10 minutes longer than the standard. At current funding levels, attaining the headway standard for every route is cost-prohibitive, so Connector must prioritize its resources when setting route headways. Additionally for weekday peak-only routes, Connector uses a 20-minute headway standard for the peak of the peak only, so the average headway calculated over the overall peak period may exceed this. Multiple routes may also work together along a shared corridor to provide a combined effective headway that meets standards.



FIGURE 2-47: AVERAGE HEADWAYS COMPARED TO STANDARDS



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Source: 2020 Fairfax County Title VI Program Update

Span

Span of service is important to ensuring that service is available when passengers need it so that Connector can be a trusted transportation alternative. Connector’s span of service guidelines are provided in **Table 1-4** in **Chapter 1**. For weekday service in CY 2020, there were 49 routes classified as full-day routes and the remaining 42 were considered weekday peak-only routes. Only full-day routes operate on weekends. This analysis excludes Route 480 (Wolf Trap Express).

While there was a lot of variability in span of service, this is often intentional as Connector has routes that supplement each other and therefore do not need to run simultaneously to achieve the span guideline. For example, full-day Route 371 (Lorton – Franconia-Springfield Metro) operated during the midday on weekdays and did not meet the full-day span of service guidelines, but during the morning and evening peak periods Routes 372 (Lorton – Alban Road) and 373 (Lorton – Fullerton Road) operated along a similar route in order to provide nearly uninterrupted service throughout the day.

The span of service for each full-day and weekday peak-only route as well as the start and end of the span of service guidelines are shown in **Figure 2-48**. For weekdays, the full-day route service guidelines are for service between 5:00 a.m. and 10:00 p.m. Of the 49 full-day routes included in the analysis, 32 of them started later than 5:00 a.m., but only 11 started after 6:00 a.m. Most of the remaining routes started at 8:30 a.m. or later, so they had limited to no morning peak service and were complemented by one or more peak-only routes. Only 12 of the 49 full-



day routes did not have service after 10:00 p.m., with four ending service between 9:00 p.m. and 10:00 p.m., and another three ending service between 8:00 p.m. and 9:00 p.m. Route 306 (GMU – Pentagon) only operated midday service from 8:50 a.m. to 3:53 p.m. and was the only full-day route that ended service before 7:30 p.m. This route, previously supplemented by Metrobus 17A until its suspension by WMATA, is now supplemented by Metrobus 17G which provides morning and afternoon peak service for the majority of the Route 306 alignment except for Braddock Road inside the Capital Beltway (I-495).

The span of service guidelines for weekday peak-only routes are 5:00 a.m. to 9:00 a.m. for the morning peak and 3:00 p.m. to 7:00 p.m. for the afternoon peak. However, the service guidelines recognize that for many routes service is tied to Metrorail service and therefore the ideal Connector span of service may be slightly different at certain Metrorail stations in order to maximize connectivity. Four routes met the guidelines in both the morning and afternoon periods: Routes 159 (Engleside Limited-Stop), 232 (Kingstowne Circulator), 341 (Patriot Ridge – Saratoga), and 980 (Herndon – Monroe).

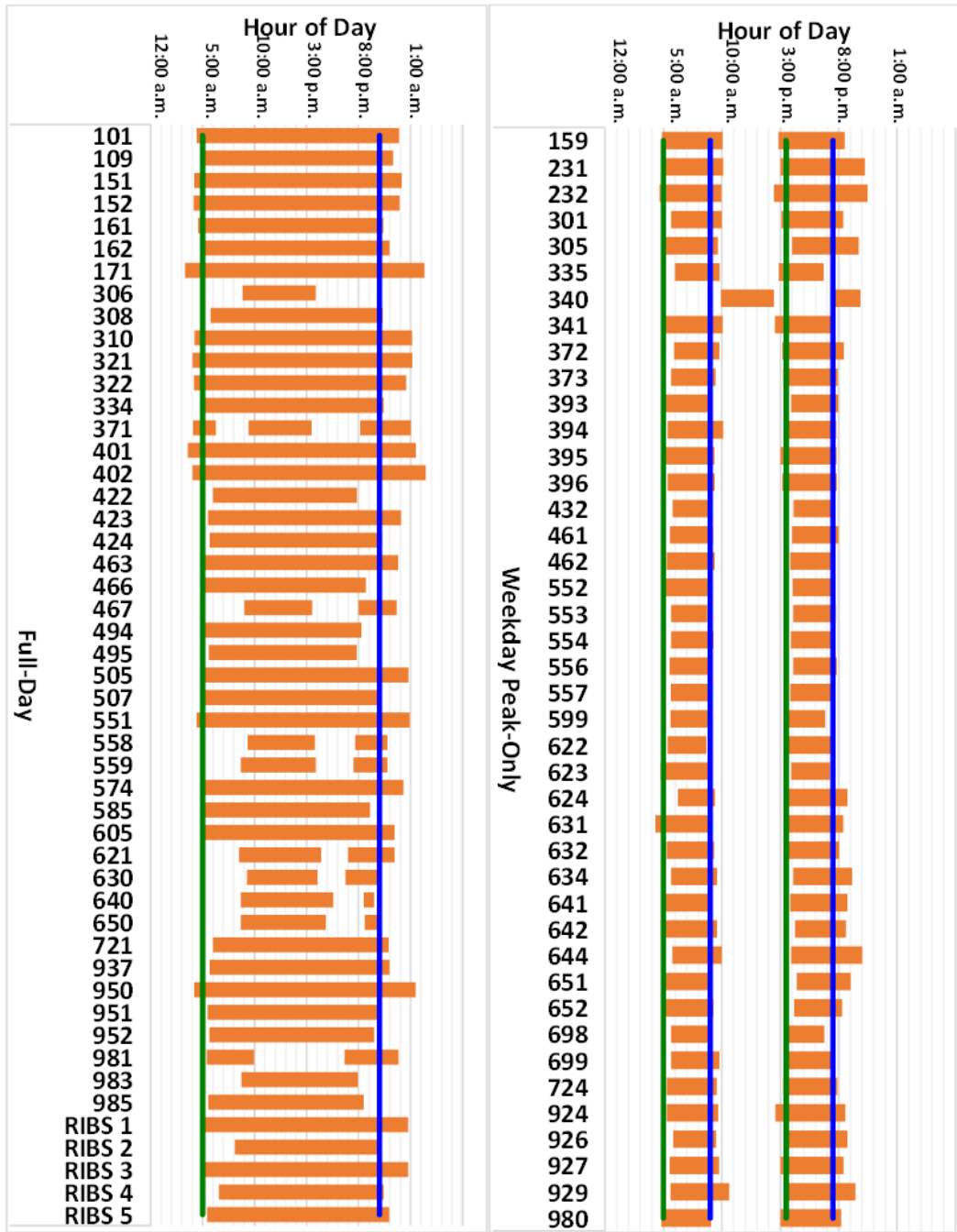
In the morning peak, 11 routes met the service guideline and began service by 5:00 a.m. However, all but two routes (Routes 340 and 624) began service by 6:00 a.m. All but six routes operated through the end of the morning service period at 9:00 a.m., and the earliest a route ended was only 8:40 a.m., or just 20 minutes before the guideline time.

Again, in the afternoon peak most routes did not begin service until after the guideline start time, but most did operate after the guideline end time. Eight of the 42 peak-only routes began service by 3:00 p.m. Another 25 of the routes began service between 3:00 p.m. and 4:00 p.m. This left only nine routes that started after 4:00 p.m. This included Route 340 which was intended to operate midday and evening service while Route 341 provided peak service. Only three routes ended service before 7:00 p.m., and they all ended service less than 20 minutes before the guideline time (the earliest was Route 335 at 6:43 p.m.).

Only routes classified as full-day routes operate on weekends, and they can differ on Saturdays and Sundays. **Figure 2-49** shows the weekend spans of service and guideline start and end times. There were 37 routes in the analysis that operated on Saturdays, and 14 of those met the service guidelines (6:00 a.m. to 9:00 p.m.). None of the remaining 23 routes began service before 6:00 a.m., although 14 began service by 7:00 a.m. However, only six of the routes did not meet the Saturday end of service guideline. There are 34 routes that operated on Sundays, and 31 of them met the span of service guidelines (8:00 a.m. – 8:00 p.m.). Of the remaining three routes, Route 109 (Rose Hill) and Route 937 (Coppermine – Elden) ended service at 7:52 p.m. and 7:48 p.m., respectively, and Route 983 (Udvar-Hazy Center – Wiehle-Reston East) only operated 8:43 a.m. – 7:54 p.m. but had Route 981 serving most of the route during a longer span of service.



FIGURE 2-48: WEEKDAY SPAN OF SERVICE



Span of Service Start of Service Period End of Service Period

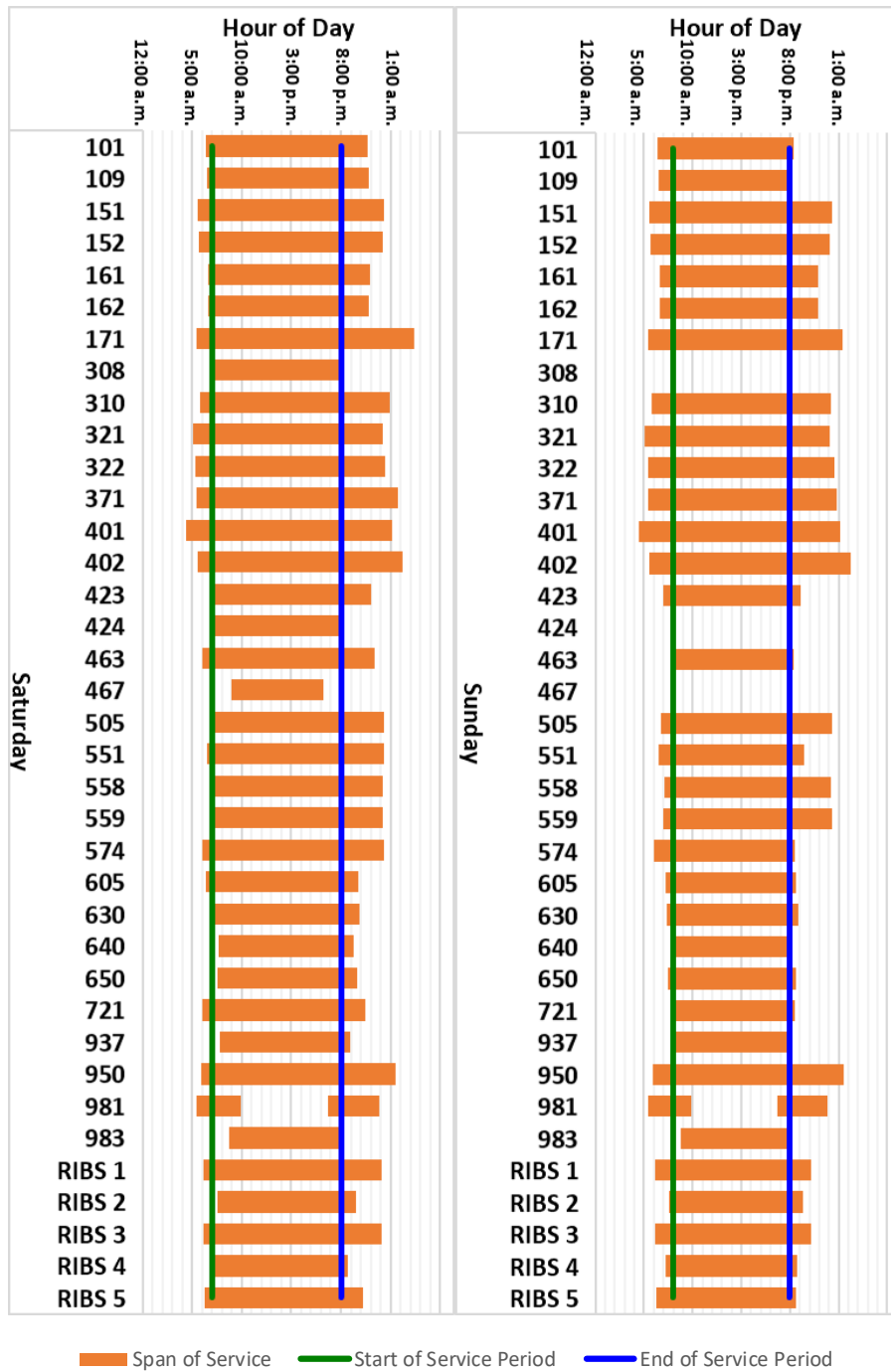
Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: General Transit Specification Feed (GTFS) for service week of 1/25/2020. Kimley-Horn, 2021.

Excludes Route 480 (Wolf Trap Express) and routes that did not operate in January 2020.



FIGURE 2-49: WEEKEND SPAN OF SERVICE



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: General Transit Specification Feed (GTFS) for service week of 1/25/2020. Kimley-Horn, 2021.

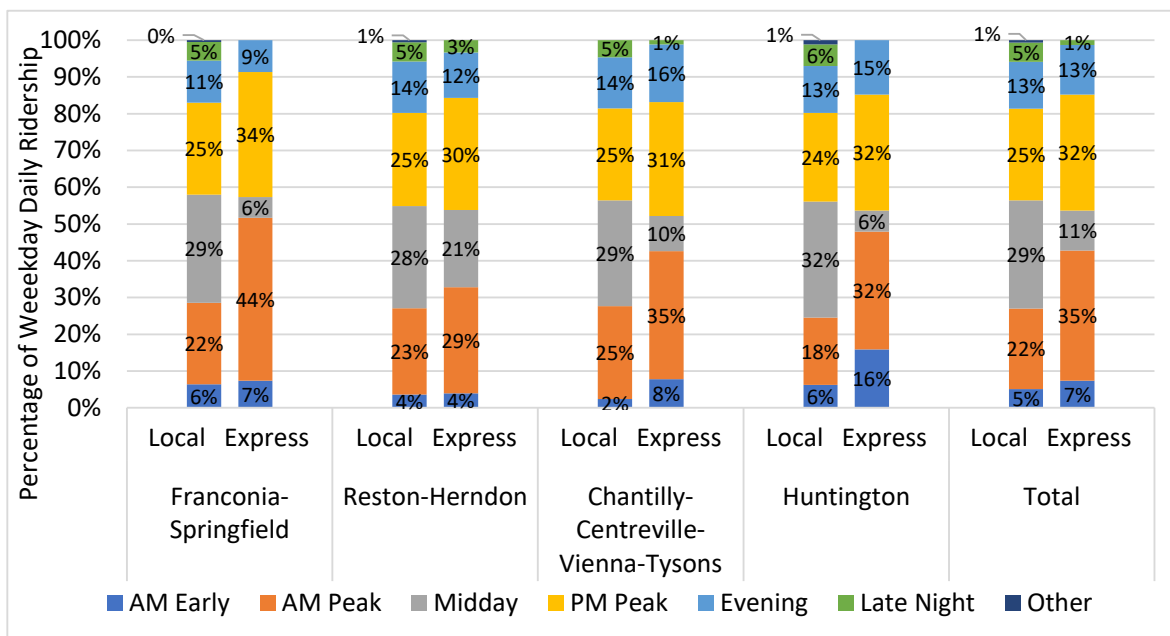
Includes only routes with Saturday or Sunday service and excludes routes that did not operate in January 2020.



RIDERSHIP BY TIME OF DAY

Understanding ridership by time of day is important for aligning service with demand. **Figure 2-50** shows the percent distribution of ridership across the different times of day for local and express routes in CY 2019. The ridership patterns were relatively consistent across the different subareas, but the patterns were different between local and express routes. For local routes, ridership was greatest during the midday period, closely followed by the morning peak and then the afternoon peak. Systemwide, 76 percent of ridership on local routes was during the midday and peak periods with an additional 13 percent of ridership occurring during the evening period. Express service was more heavily weighted towards ridership in the morning and afternoon peak periods. Early morning ridership was also generally greater on express routes than local routes.

FIGURE 2-50: PERCENT OF WEEKDAY AVERAGE DAILY RIDERSHIP BY TIME OF DAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System for 1/20/2019 to 1/24/2020. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.

SPEED

Average weekday speeds by time of day are presented in **Table 2-19**. **Figure 2-51** shows histograms of the percentage of routes that operated in each speed range during each time period. Express routes generally experienced faster average speeds (23 mph), regardless of the time of day, compared to local routes (15 mph). Speeds were also slightly lower during the peak periods when road congestion was greatest and higher in the early morning and late night. The



routes with the lowest overall average speeds were 423, 467, 505, and 556 which all ranged from 11 to 12 mph. These local routes operated in the Reston-Herndon or Tysons areas.

TABLE 2-19: SPEED BY TIME OF DAY (IN MPH)

Time Period	Express Routes	Local Routes
AM Early	25	16
AM Peak	22	15
Midday	22	15
PM Peak	21	14
Evening	22	15
Late Night	20	16
Other	N/A	15
Overall	23	15

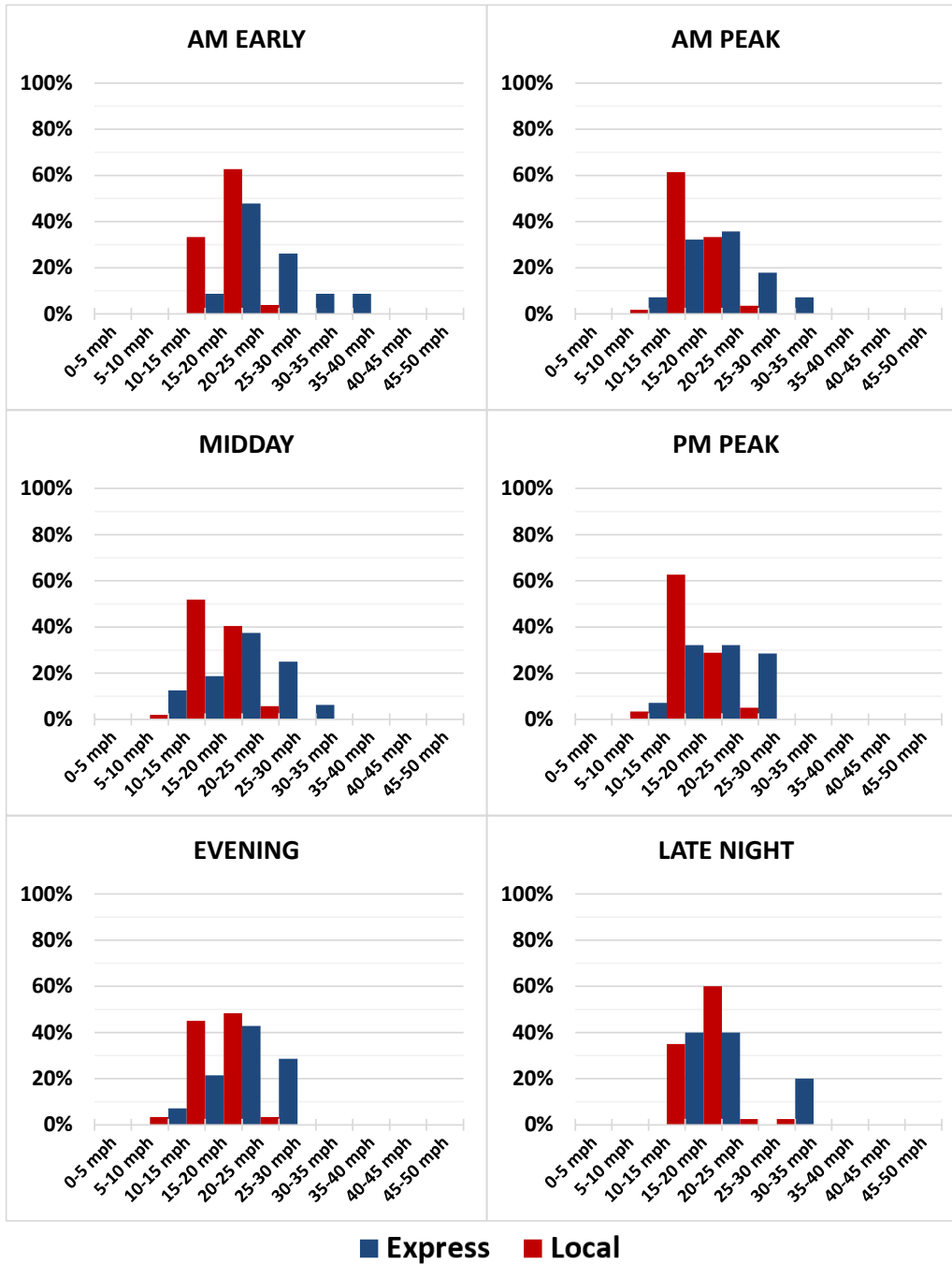
Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System for 1/20/2019 to 1/24/2020. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes that did not operate during CY 2019.



FIGURE 2-51: SPEED BY TIME OF DAY



Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: Fairfax Connector's fleet Intelligent Transportation System for 1/20/2019 to 1/24/2020. Fairfax County DOT and Kimley-Horn, 2021.

Excludes seasonal Route 480 (Wolf Trap Express) and existing routes which did not operate during CY 2019.



RELIABILITY

On-time performance as a measure of reliability is discussed in **Section 2.3.1**.

2.4.2 Efficiency Based Opportunities for Improvement

This section summarizes opportunities for improvement based on routes that did not meet the standards or guidelines for efficiency-based measures as discussed in the previous section. CY 2019 data was used in the evaluation to account for seasonal fluctuations in transit use throughout the year and avoid the service and performance anomalies of years impacted by COVID-19. As a result, some of the routes referenced in this section no longer operate due to service changes that have occurred since 2019.

In order to better meet vehicle headway standards, Connector can consider increasing the frequency of the routes shown in **Table 2-20** in the future, if warranted by demand. These were routes for which average headways were more than 10 minutes greater than the standard for any given time period, with the specific time period highlighted in yellow.

TABLE 2-20: OPPORTUNITIES FOR IMPROVED HEADWAY (PRE-SILVER LINE EXTENSION)

Legend: Headway exceeds standard in this time period by more than 10 minutes

Route	Route Type	Early AM	Peak AM	Midday	Peak PM	Evening	Late	Saturday	Sunday
101	Full-Day								
109	Full-Day								
152	Full-Day								
161	Full-Day								
162	Full-Day								
301	Peak-Only								
306	Full-Day								
308	Full-Day								
321	Full-Day								
322	Full-Day								
334	Full-Day								
371	Full-Day								
393	Peak-Only								
394	Peak-Only								
432	Peak-Only								
463	Full-Day								
467	Full-Day								
494	Full-Day								
495	Full-Day								
559	Full-Day								
585	Full-Day								
605	Full-Day								
621	Full-Day								
630	Full-Day								
631	Peak-Only								
640	Full-Day								
642	Peak-Only								
650	Full-Day								
651	Peak-Only								
652	Peak-Only								
927	Peak-Only								
929	Peak-Only								
951	Full-Day								
985	Full-Day								
RIBS 2	Full-Day								
RIBS 4	Full-Day								
RIBS 5	Full-Day								

Note. Service changes have occurred for Fairfax Connector since the time of analysis.

Sources: General Transit Specification Feed (GTFS) for service week of 1/25/2020. Kimley-Horn, 2021.



In order to better meet the span of service guidelines, Connector can consider adding additional trips in the future for the following routes if warranted by demand and the route makes logical connections during earlier or later hours:

All-Day Routes

- Additional a.m. trip(s) to extend service earlier: **308, 423, 424, 495, 558, 721, 937, 985, RIBS 4**
- Additional p.m. trips(s) to extend services later: **466, 494, 495, 585, 985**

Peak-Only Route:

- Additional a.m. trip(s) to extend service earlier: **301, 335, 432, 461, 553, 554, 557, 599, 624, 634, 698, 699, 927, 929**
- Additional p.m. trip(s) to extend service later: **305, 393, 432, 461, 624, 634, 642, 644, 652, 698, 699, 929**

Saturday Routes

- Additional a.m. trip(s) to extend service earlier: **109, 308, 423, 424, 467, 505, 551, 558, 559, 630, 640, 650, 937, RIBS 4**
- Additional p.m. trips(s) to extend services later: **308**

The lists above do not include routes that may not meet the span of service guidelines but that operated along shared corridors with other routes so that comprehensive service is provided along the majority of the route throughout the periods identified by the span of service guidelines.

Although there are no benchmarks for speed, Connector can continue to review route alignments in the Bus Review Studies for each subarea to identify opportunities for improving speeds. Other opportunities for improving reliability are included in **Section 2.3.3**.



2.5 Analysis of Opportunities to Collaborate with Other Providers

2.5.1 Collaboration Analysis

Fairfax Connector operates service alongside other transit providers in the greater Washington region. This includes WMATA Metrorail and Metrobus, VRE, CUE, Arlington Transit (ART), Alexandria DASH, OmniRide, and Loudoun County Transit. With the exception of VRE, all of these transit systems operate on the regional smartcard-based fare system, SmarTrip®, which allows customers to seamlessly travel throughout the regional transit system using a single fare media. Connector honors free bus-to-bus transfers and \$2.00 discounts for bus-to-rail transfers. For passengers transferring from the VRE system to a Fairfax Connector bus, a free one-way transfer is allowed when the passenger displays valid VRE fare media (passes, tickets).

Connector provides service to and from all Metrorail and VRE stations in Fairfax County, with the exception of the VRE Rolling Road Station. When possible, Connector service is coordinated with these services—for example with Metrorail start and end times and VRE train schedules at connection points. Coordination is also required with WMATA for Metrobus service in Fairfax County, particularly when there are planned Metrobus service changes that impact travel opportunities for Fairfax County residents, workers and visitors.

The regional Bus Transformation Project also contained 26 recommendations²³—many of which will require collaboration among transit operators in the region. The 26 recommendations all fell under four main recommendations:

1. Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth.
2. Give buses priority on roadways to move people quickly and reliably.
3. Create an excellent customer experience to retain and increase ridership.
4. Empower a publicly appointed task force to transform bus and lead the implementation of a truly integrated regional system.

2.5.2 Collaboration Based Opportunities for Improvement

The following are opportunities for collaboration-based improvements which could benefit Fairfax Connector and other transit providers:

Coordination with WMATA on Metrobus routes: Fairfax Connector has a longstanding relationship with WMATA to operate fixed-route bus service in Fairfax County alongside Metrobus. Fairfax County is also collaborating through WMATA's Better Bus Network Redesign project. Over the years, operations for some routes that were historically operated as Metrobus have been transferred to Fairfax Connector. Recent examples of this include Routes 350, 351, 352, and 353 (formerly TAGS Routes S80 and S91, operated by WMATA) as well as Routes 703 (Metrobus 3T), Route 715 (Metrobus 15K), Route 803 (Metrobus 3A), 834 (Metrobus 29C) and 835 (Metrobus 29W). Additional route transfers are likely to continue in the future as Fairfax County has found it can achieve greater efficiency and control of service levels when routes are operated by Fairfax Connector than when they are operated by WMATA. Close collaboration

²³ <https://bustransformationproject.com/resources/#strategy>



with WMATA should continue as future reductions or eliminations of Metrobus service in Fairfax County are considered in order for Fairfax Connector to ensure that ongoing service continues to be provided to these areas.

Coordination with OmniRide and Loudoun County Transit on future transit services in the Route 28 and Route 7 corridors: Route 28 is a major north-south travel corridor that connects Manassas, Manassas Park, Centreville, Chantilly, Dulles, and Sterling. It crosses between Prince William, Fairfax, and Loudoun counties. Route 7 is a major east-west corridor connecting Ashburn, Sterling, Reston, Great Falls, Vienna and Tysons. Fairfax Connector should collaborate with neighboring transit providers on future connections along this corridor.

Coordination with OmniRide on future connections between Western Prince William County and Fairfax County: Connector service in the Centreville area stops less than five miles from the regional activity centers of Manassas, Manassas Park and Yorkshire. Although these activity centers are in a different county, daily transportation needs rarely conform to political boundaries. Many Fairfax County workers are residents of neighboring jurisdictions and vice versa. This is true of these activity centers, and many of their residents work in Fairfax County (approximately 30 to 40 percent according to 2018 U.S. Census Bureau data²⁴). Fairfax County should collaborate with OmniRide on future transit connections in order to provide a robust transit network in the region.

Coordination with OmniRide on future connections between Eastern Prince William County and Fairfax County: Fairfax County should collaborate with OmniRide on future transit connections that span Prince William County and Fairfax County. Examples include connecting Prince William County to Fort Belvoir via the US Route 1 corridor, and Dale City/Woodbridge to George Mason University, Fairfax County Government Center, and Fair Oaks.

Coordination with regional partners on future transit service across the American Legion Bridge between Fairfax County and Maryland: The Virginia Department of Rail and Public Transportation (DRPT) and Maryland Department of Transportation (MDOT) embarked on a study in 2020 to find potential multimodal solutions to reduce congestion, improve trip reliability and regional connections, and enhance existing and planned multimodal mobility and connectivity across the American Legion Bridge. In the draft summary report, future potential transit connections were identified between locations in Fairfax County (Tysons, Reston, Dulles, Dunn Loring) and Maryland (Bethesda, Gaithersburg, Silver Spring, Germantown, Frederick). The most near-term potential service identified was bi-directional bus service between Bethesda and Tysons. The Fairfax County Board of Supervisors endorsed the draft report in January 2021. Fairfax Connector should collaborate with regional and state partners as they determine the necessary operator(s) and associated infrastructure required to support the new service.

Support the regional Bus Transformation Project Action Plan: Fairfax Connector should support or lead, as applicable, elements of the Action Steps of the Bus Transformation Project in collaboration with WMATA and other bus operating agencies. Details on recommendations and roles are contained in the Action Plan²⁵.

²⁴ Longitudinal Employer-Household Dynamics (LEHD) program

²⁵ <https://bustransformationproject.com/wp-content/uploads/2019/12/Action-Plan-2019-12-06-SECURE.pdf>

3



Planned Improvements and Modifications



3. Planned Improvements and Modifications

This chapter describes Connector’s planned service improvements and modifications based on the strategic vision, public priorities, and opportunities for improvement identified in **Chapters 1 and 2**.

- **Section 3.1** describes specific service changes, level of service, and impacts on operations, ridership, and service efficiency. Each project description also includes how it supports the needs of the system.
- **Section 3.2** describes the prioritization of financially constrained planned service improvements and places each of the projects into short-term (through fiscal year [FY] 2025), mid-term (FY 2026 through FY 2029), and long-term (FY 2030 through FY 2033) timeframes, highlighting the associated capital and operating costs.
- **Section 3.3** summarizes service development and the prioritized projects by operational requirements such as annual service hours.

All improvements outlined in this chapter are financially constrained, meaning that funding for them is reasonably expected to be available over the timeframe of the plan. **Appendix C** contains financially unconstrained improvements that do not have identified funding but could be considered for implementation if funding becomes available in the future.

3.1 Planned Service Improvements

This section presents specific route improvements or modifications based on the needs identified in **Chapters 1 and 2**. The section is grouped into three subsections by geography of Fairfax County:

- **Section 3.1.1**— Reston and Herndon area routes
- **Section 3.1.2**—Centreville, Chantilly, Vienna, and Tysons area routes, including Annandale, Falls Church, and neighboring areas
- **Section 3.1.3**—Franconia, Springfield, and Huntington area routes

While routes are assigned to one of three geographies, routes that operate across multiple areas of the county are cross-referenced in each section. The end of each section also contains a list of routes that do not have changes and routes that are planned to be eliminated through streamlining service, right-sizing to demand, and maintaining service in those areas with other new or modified routes.

Planned service improvements were primarily identified through Fairfax County’s recurring transit planning processes and Bus Service Review Studies. Improvements and modifications of routes in the Huntington area were identified through the Richmond Highway BRT feeder plan and were refined through the TSP process. Additional improvements were identified through the TSP process beyond these previous area plans to fill gaps or address needs.



The following subsections present recommendations in a standard format.

- **Recommendation ID:** routes that have multiple improvements at different times over the 10-year horizon of the TSP are numbered consecutively
- **Improvement Type:** identifies if the recommendation is a new route or a modified route
- **Financial Status:** identifies if the recommendation is financially constrained (funding is reasonably expected to be available over the timeframe of the plan) or unconstrained. **Section 3.2** describes the methodology for how recommendations were prioritized, phased, and identified as financially constrained or unconstrained. All improvements in this chapter are financially constrained while those in **Appendix C** are financially unconstrained.
- **Timeframe:** short-term, mid-term, or long-term. **Section 3.2** describes the methodology for how recommendations were prioritized and phased.
- **Description:** a description of the service changes and level of service. Rush hour refers to peak commuting travel periods while non-rush hour refers off-peak travel periods. One-page route sheets for every planned route are included in **Appendix E**, and contain additional details such as maps, transfer connections, and span of service.
- **Justification:** why the service change is needed.
 - **Goals:** applicable goals and objectives of **Section 1.2.1** that the recommendation helps meet
 - **Public Priorities:** applicable priorities and service improvement needs identified through public survey efforts—increased frequency, increased span of service, faster travel, and increased coverage and connectivity
 - **Opportunities for Improvement:** applicable opportunities for improvement identified in **Chapter 2**—travel demand and underserved areas, performance-based, and efficiency-based
- **Estimated annual riders:** estimate of future ridership developed from Fairfax County’s validated TBEST (Transit Boardings Estimation and Simulation Tool) model. Estimates are for a 2032 long-term analysis scenario that contains all financially constrained service improvements in one network.
- **Annual revenue hours:** approximate annual service hours the route is planned to operate, which relates to operating cost, bus operator needs, and peak vehicle requirements

3.1.1 Reston and Herndon Area Service

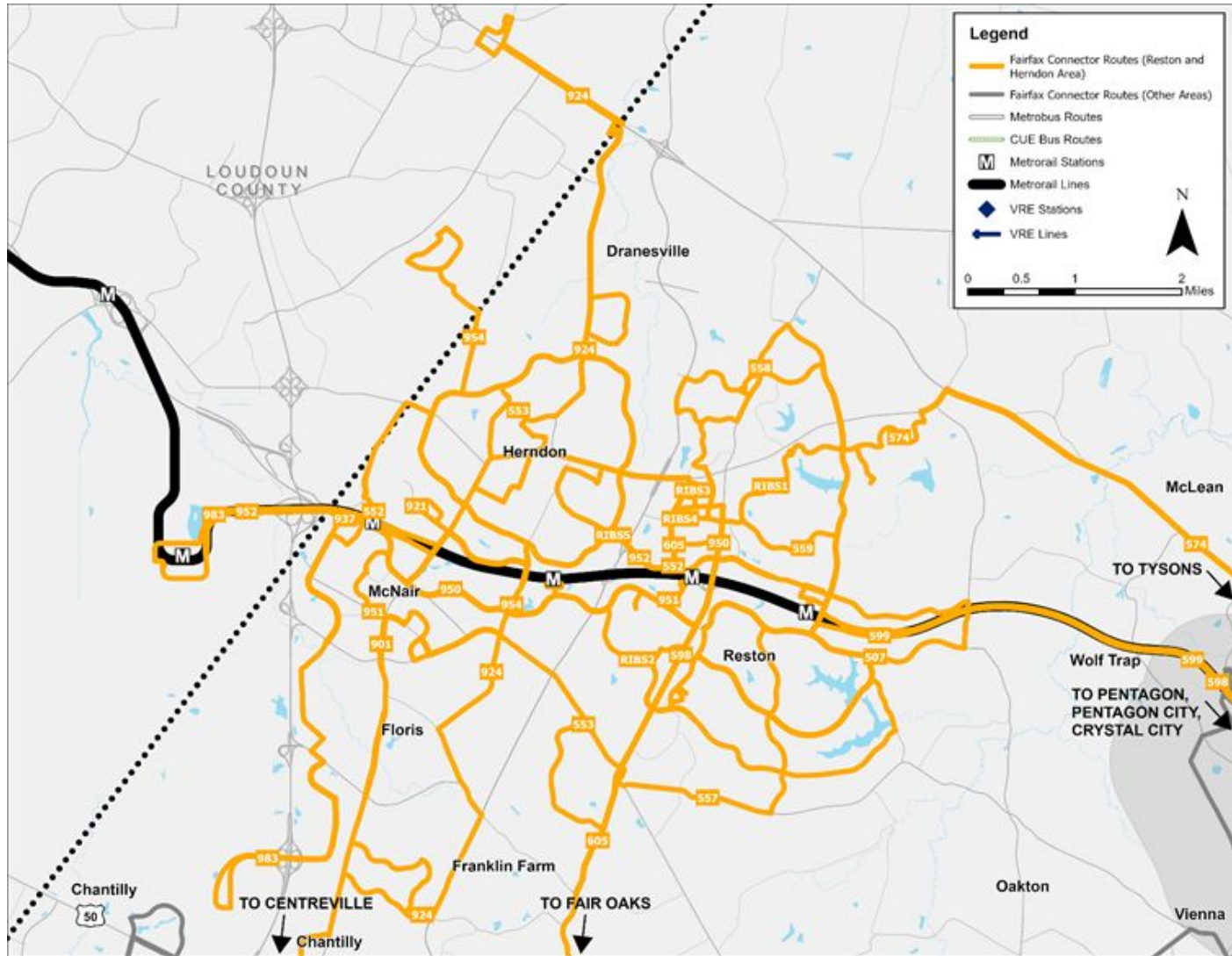
This section summarizes service improvements and modifications for routes that primarily operate in the Reston and Herndon area. Many of the improvements are service changes associated with the opening of the Metrorail Silver Line extension from Wiehle-Reston East to Ashburn station in Loudoun County. **Figure 3-1** highlights the locations of the financially constrained service improvements, and **Appendix D** contains a full system map.



All recommendations described in this section for the Reston-Herndon area, with the exception of recommendations 615 – 2 for Route 615 and 598 – 1 for Route 598, were implemented in the service changes that started on November 16, 2022.



FIGURE 3-1: RESTON AND HERNDON AREA ROUTES





ROUTE 507—WIEHLE-RESTON EAST METRO TO PARKRIDGE BLVD

Recommendation 507 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for a shifted span of service to match demand. Operate all day on weekdays with 25-minute frequency.	
Justification Goals	Choice, Quality, Efficiency	
Annual Estimated Riders	16,600	
Annual Revenue Hours	3,634	

*More recommendation details can be found in **Appendix E**.*

ROUTE 552—WIEHLE-RESTON EAST METRO TO INNOVATION CENTER METRO

Recommendation 552 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for improved connectivity with several medium-density residential areas and three Metrorail stations. Operate on weekdays with 20-minute frequency during rush hour.	
Justification Goals	Choice, Quality, Efficiency	
Justification Public Priorities	Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders	98,200	
Annual Revenue Hours	7,667	

*More recommendation details can be found in **Appendix E**.*



ROUTE 553—RESTON TOWN CENTER METRO TO HERNDON HIGH SCHOOL

Recommendation 553 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity between Fox Mill Road to Reston Town Center and Herndon Metrorail station south of the Dulles Toll Road. Operate on weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (Cost Efficiency)	
Annual Estimated Riders	81,600		
Annual Revenue Hours	9,099		

*More recommendation details can be found in **Appendix E**.*

ROUTE 557—RESTON SOUTH TO WIEHLE-RESTON EAST METRO

Recommendation 557 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to maintain peak-period connection between Reston South Park and Ride and Wiehle-Reston East Metrorail station via Soapstone Road. Operate on weekdays with 40-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Opportunities for Improvement	Performance-Based (Cost Efficiency)	
	Annual Estimated Riders	10,700	
Annual Revenue Hours	1,573		

*More recommendation details can be found in **Appendix E**.*



ROUTE 558/559—RESTON TOWN CENTER TRANSIT TO CENTER HARBOR RD AND WIEHLE AVE

Recommendation 558/559 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity with North Shore Drive and Reston Town Center. Route 558 operates between Wiehle-Reston East Metrorail station and Center Harbor Road via Wiehle Avenue, and Route 559 operates between Wiehle-Reston East Metrorail station and Reston Town Center via North Shore Drive. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	66,400		
Annual Revenue Hours	3,770 (Route 558) 5,021 (Route 559)		

*More recommendation details can be found in **Appendix E**.*



ROUTE 574—RESTON TOWN CENTER TRANSIT CENTER TO TYSONS WEST*PARK TRANSIT CENTER

Recommendation 574 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for reduced travel time between Reston Town Center and Tysons. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	72,500		
Annual Revenue Hours	14,175		

*More recommendation details can be found in **Appendix E**.*

ROUTE 598—RESTON SOUTH PARK AND RIDE TO PENTAGON / CRYSTAL CITY

Recommendation 598 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new express route connecting Reston South Park and Ride to the Pentagon, Pentagon City, and Crystal City. Operate weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders	44,600		
Annual Revenue Hours	7,715		

*More recommendation details can be found in **Appendix E**.*



ROUTE 599—RESTON NORTH PARK AND RIDE TO PENTAGON / CRYSTAL CITY

Recommendation 599 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for a shifted span of service to match demand. Operate on weekdays with 25-minute frequency during rush hour.	
Justification Goals	Choice, Quality, Efficiency	
Annual Estimated Riders	53,800	
Annual Revenue Hours	4,358	

*More recommendation details can be found in **Appendix E**.*

ROUTE 605—RESTON TOWN CENTER TRANSIT TO FAIRFAX COUNTY GOVERNMENT CENTER

Recommendation 605 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for increased connectivity and faster travel time between Reston and Fair Oaks Mall. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.	
Justification	Goals	Choice, Quality, Efficiency
	Public Priorities	Faster Travel, Increased Coverage and Connectivity
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)
Annual Estimated Riders	89,300	
Annual Revenue Hours	12,303	

*More recommendation details can be found in **Appendix E**.*



ROUTE 615—FAIR OAKS HOSPITAL TO MONUMENT DRIVE PARK AND RIDE

Recommendation 615 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new local route to replace the section of Route 605 currently operating between Fair Oaks Hospital and Fair Oaks Mall, via Stringfellow Road and Fair Lakes Parkway. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	See 615 - 2		
Annual Revenue Hours	12,033		
Recommendation 615 - 2		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to connect to the Stringfellow Road Park and Ride. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	130,700		
Annual Revenue Hours	13,042		

*More recommendation details can be found in **Appendix E**.*



ROUTE 901—HERNDON METRO TO CENTREVILLE UMC PARK AND RIDE

Recommendation 901 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross county route connecting Herndon, Centreville, and Chantilly areas. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	163,200		
Annual Revenue Hours	17,361		

*More recommendation details can be found in **Appendix E**.*

ROUTE 921—HERNDON METRO TO HERNDON TOWN HALL

Recommendation 921 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new local route operating as a loop through the Town of Herndon, connecting Herndon downtown and historical areas to the Herndon Metrorail station. Operate all day seven days a week with 40-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	22,700		
Annual Revenue Hours	4,593		

*More recommendation details can be found in **Appendix E**.*



ROUTE 924—NOVA - LOUDOUN - HERNDON - FRANKLIN FARM

Recommendation 924 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity to NOVA Loudoun Campus, Herndon Metrorail station, and Franklin Farm; and for improved access to employment, shopping, and Loudoun County Transit. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	249,800		
Annual Revenue Hours	17,902		

More recommendation details can be found in **Appendix E**.

ROUTE 937—HARBOR HOUSE TO HERNDON METRO

Recommendation 937 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for shifted span of service to match demand. Operate seven days a week with 40-minute frequency during weekday midday and all day on weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	49,000		
Annual Revenue Hours	6,721		

More recommendation details can be found in **Appendix E**.



ROUTE 950—RESTON TOWN CENTER METRO TO HERNDON METRO

Recommendation 950 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for increased frequency. Operate all day seven days a week with 15-minute frequency during rush hour and 20-minute frequency during non-rush hour and 20- to 30-minute frequency on weekends.	
Justification	Goals	Choice, Quality, Efficiency
	Public Priorities	Increased Frequency
Annual Estimated Riders	582,900	
Annual Revenue Hours	28,145	

More recommendation details can be found in **Appendix E**.

ROUTE 951—WIEHLE-RESTON EAST METRO TO INNOVATION CENTER METRO

Recommendation 951 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for increased frequency and improved connectivity between commercial and residential areas south of the Dulles Toll Road. Operate on weekdays with 20-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency
	Public Priorities	Increased Frequency, Increased Coverage and Connectivity
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)
Annual Estimated Riders	120,600	
Annual Revenue Hours	9,223	

More recommendation details can be found in **Appendix E**.



ROUTE 952—WIEHLE-RESTON EAST METRO TO DULLES AIRPORT

Recommendation 952 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency and improved connectivity along the north side of the Dulles Toll Road corridor. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Goals	Choice, Quality, Efficiency		
Justification Public Priorities	Increased Frequency, Increased Coverage and Connectivity		
Annual Estimated Riders	34,800		
Annual Revenue Hours	9,219		

*More recommendation details can be found in **Appendix E.***

ROUTE 954—HERNDON METRO TO STERLING PLAZA

Recommendation 954 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new local route connecting Herndon Metrorail station and Sterling Plaza. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Goals	Choice, Quality, Efficiency		
Justification Public Priorities	Increased Coverage and Connectivity		
Annual Estimated Riders	97,600		
Annual Revenue Hours	7,129		

*More recommendation details can be found in **Appendix E.***



ROUTE 983—DULLES AIRPORT TO AIR AND SPACE MUSEUM (UDVAR-HAZY CENTER

Recommendation 983 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity with Innovation Center Metrorail station, Dulles Airport, Udvar-Hazy Center, and Park Center Road. Operate all day seven days a week with 25-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	184,300	
Annual Revenue Hours	8,340		

*More recommendation details can be found in **Appendix E**.*

ROUTE RIBS 1—RESTON TOWN CENTER TRANSIT STATION TO WIEHLE-RESTON EAST METRO

Recommendation RIBS 1 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency. Operate all day seven days a week with 25-minute frequency on weekdays and 20- to 30-minute frequency on weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
	Annual Estimated Riders	104,100	
Annual Revenue Hours	16,345		

*More recommendation details can be found in **Appendix E**.*



ROUTE RIBS 2—RESTON TOWN CENTER TRANSIT STATION TO HERNDON METRO

Recommendation RIBS 2 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency and improved connectivity by merging current RIBS 2 and Route 551 to form a new RIBS 2, operating on a bidirectional basis. Operate all day seven days a week with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Faster Travel	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	267,200		
Annual Revenue Hours	22,190		

*More recommendation details can be found in **Appendix E**.*

ROUTE RIBS 3—RESTON TOWN CENTER TRANSIT STATION TO WIEHLE-RESTON EAST METRO

Recommendation RIBS 3 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency. Operate during the day and evening on weekdays with 25-minute frequency. Operate all day seven days a week with 25-minute frequency on weekdays and 20- to 30-minute frequency on weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	113,800		
Annual Revenue Hours	16,359		

*More recommendation details can be found in **Appendix E**.*



ROUTE RIBS 4—RESTON TOWN CENTER METRO TO NORTH POINT VILLAGE CENTER

Recommendation RIBS 4 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency and improved connectivity by replacing Route 556 and connecting with Reston Town Center Metrorail station. Operate all day seven days a week with 20-minute frequency during rush hour and 40-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	29,800		
Annual Revenue Hours	7,671		

*More recommendation details can be found in **Appendix E**.*

ROUTE RIBS 5—RESTON TOWN CENTER TRANSIT STATION TO NORTH HERNDON

Recommendation RIBS 5 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for more direct service between Harbor House and Elden Street shopping centers, while continuing to link to Reston Town Center Transit Station. Operate all day seven days a week with 45-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	25,300		
Annual Revenue Hours	6,164		

*More recommendation details can be found in **Appendix E**.*



UNCHANGED OR ELIMINATED ROUTES IN THE RESTON AND HERNDON AREA

The following existing routes will be eliminated when previously described short-term service improvements are implemented.

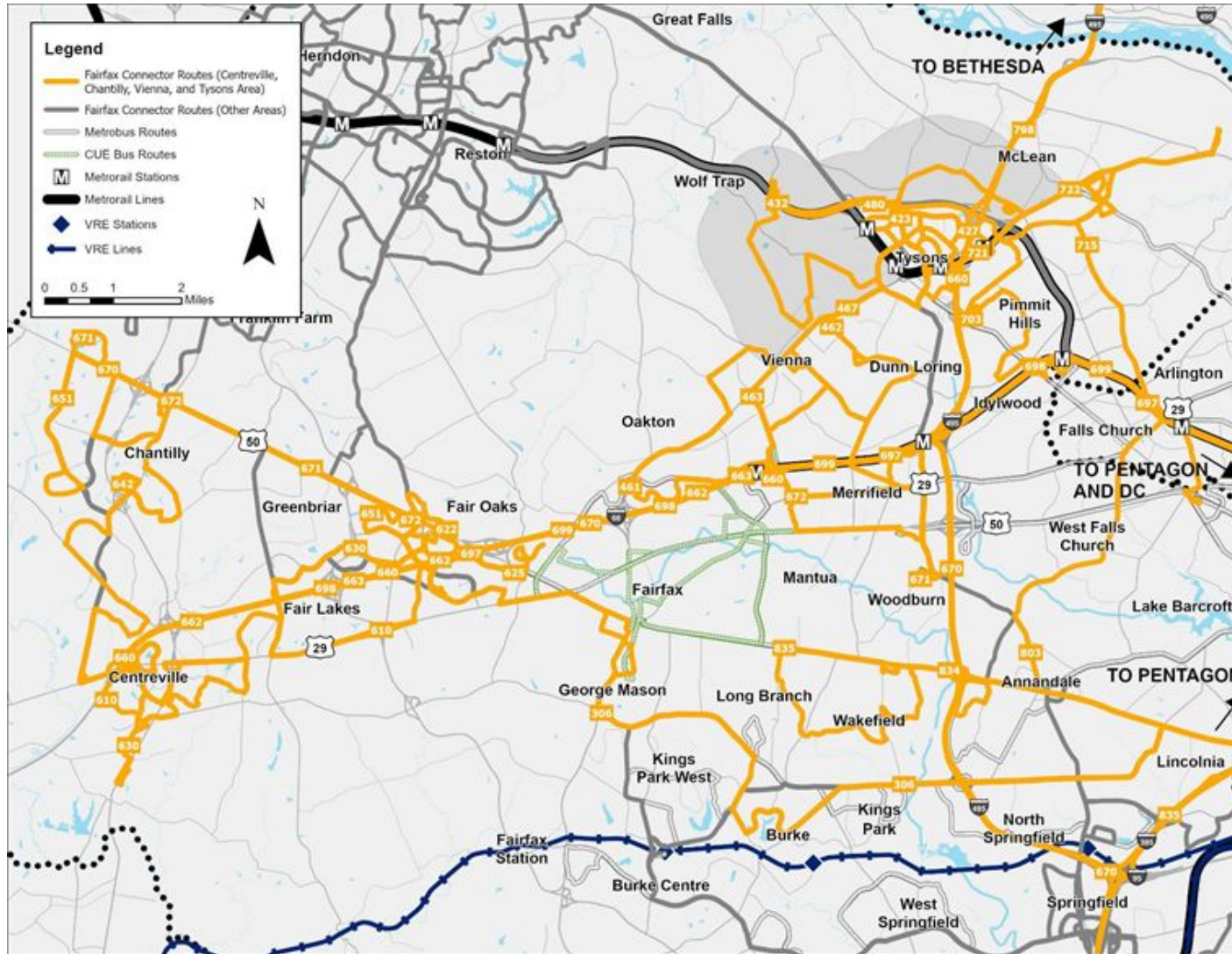
- Route 505—replacement service provided by Routes 952 and RIBS 2
- Route 551—replacement service provided by RIBS 2
- Route 554—replacement service provided by Route 558
- Route 556—replacement service provided by RIBS 4
- Route 559—replacement service provided by Routes 557, RIBS 1, and RIBS 3
- Route 585—replacement service provided by Routes 553, 605, and 924
- Route 926—replacement service provided by Routes 553, 921, 924, and 952
- Route 927—replacement service provided by Routes 901, 950, 951, and 983
- Route 929—replacement service provided by Routes 901, 924, 951, and 983
- Route 980—replacement service provided by Metrorail Silver Line
- Route 981—replacement service provided by Routes 952, 983, RIBS 2, and Metrorail Silver Line
- Route 985—replacement service provided by Route 983 and Metrorail Silver Line

3.1.2 Centreville, Chantilly, Vienna, and Tysons Area Service

This section summarizes service improvements and modifications for routes that primarily operate in the Centreville, Chantilly, Vienna, and Tysons area. Service in this area will be modified to better align with travel patterns and utilize the I-66 Express Lanes for faster and more reliable travel. Realigned routes will be a mix of trunk lines and local routes. Trunk lines will use the express lanes to make regional connections, and local routes will operate all day, serve neighborhoods, and provide connections to the trunk lines. **Figure 3-2** highlights the locations of the financially constrained service improvements, and **Appendix D** contains a full system map.



FIGURE 3-2: CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA ROUTES





ROUTE 423—CENTRAL TYSONS - TYSONS METRO STATION

Recommendation 423 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity and increased frequency. Operate all day on weekdays with 10-minute frequency during rush hour and 20-minute frequency during non-rush hour. Operate all day on weekends with 20-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Faster Travel	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	74,200		
Annual Revenue Hours	7,010		

*More recommendation details can be found in **Appendix E**.*

ROUTE 427—NORTH TYSONS - SPRING HILL METRO STATION

Recommendation 427 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new feeder route connecting North Tysons and Spring Hill and McLean Metrorail stations. Operate on weekdays during rush hour with 20-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	55,300		
Annual Revenue Hours	3,434		

*More recommendation details can be found in **Appendix E**.*



ROUTE 432—OLD COURTHOUSE - FARM CREDIT

Recommendation 432 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity to Lewinsville Road and Farm Credit Drive and increased span of service. Operate on weekdays during rush hour with 40-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity, Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Ridership, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	6,400		
Annual Revenue Hours	3,660		

*More recommendation details can be found in **Appendix E**.*

ROUTE 461—VIENNA - OAKTON

Recommendation 461 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency. Operate all day on weekdays with 20-minute frequency during rush hour and 40-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders	20,900		
Annual Revenue Hours	4,786		

*More recommendation details can be found in **Appendix E**.*



ROUTE 463—MAPLE AVENUE - TYSONS

Recommendation 463 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency on Saturdays. Operate all day on weekdays with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour. Operate all day on Saturday with 30-minute frequency and on Sunday with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	240,200	
Annual Revenue Hours	14,030		

*More recommendation details can be found in **Appendix E**.*

ROUTE 610—GEORGE MASON UNIVERSITY - CENTREVILLE

Recommendation 610 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new local route connecting Centreville and George Mason University via Monument Drive and Stringfellow Road Park and Rides. Operate all day on weekdays with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour. Operate all day on Saturday with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	321,400	
Annual Revenue Hours	12,806		

*More recommendation details can be found in **Appendix E**.*



ROUTE 622—FAIRFAX TOWNE CENTER

Recommendation 622 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for improved connectivity and increased span of service. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
Goals	Choice, Quality, Efficiency	
Justification Public Priorities	Increased Span of Service, Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders	21,300	
Annual Revenue Hours	3,902	

*More recommendation details can be found in **Appendix E**.*

ROUTE 625—RANDOM HILLS - PENDER DR

Recommendation 625 - 1	Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Add new local route connecting Monument Drive Park and Ride, Random Hills Road, and Pender Drive. Operate all day on weekdays with 30-minute frequency.	
Goals	Choice, Quality, Efficiency	
Justification Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	17,100	
Annual Revenue Hours	3,311	

*More recommendation details can be found in **Appendix E**.*



ROUTE 630—CENTREVILLE

Recommendation 630 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased connectivity to southern Centreville and increased frequency and span of service. Operate all day during seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	204,400		
Annual Revenue Hours	15,032		

*More recommendation details can be found in **Appendix E**.*

ROUTE 642—CENTREVILLE – CHANTILLY

Recommendation 642 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity with Centreville (Stone Road) Park and Ride and in Chantilly. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	42,900		
Annual Revenue Hours	7,767		

*More recommendation details can be found in **Appendix E**.*



ROUTE 651—SULLYFIELD

Recommendation 651 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity with Chantilly, Westfields, and Fair Ridge areas. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
	Annual Estimated Riders	80,400	
Annual Revenue Hours	11,712		

*More recommendation details can be found in **Appendix E**.*

ROUTE 660—CENTREVILLE (STONE RD) PARK AND RIDE - TYSONS

Recommendation 660 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross-county connector route connecting Centreville (Stone Road) Park and Ride and Tysons via the Monument Drive Park and Ride and Vienna Metrorail station. Operate on weekdays with 10- to 15-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	346,300	
Annual Revenue Hours	16,919		

*More recommendation details can be found in **Appendix E**.*



ROUTE 662—CENTREVILLE (STONE RD) PARK AND RIDE - VIENNA

Recommendation 662 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross-county connector route connecting Centreville (Stone Road) Park and Ride and the Vienna Metrorail station via Monument Drive Park and Ride. Operate during the day and evening on weekdays with 30-minute frequency during non-rush hour. Operate all day on weekends with 30-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	12,400		
Annual Revenue Hours	7,847		

*More recommendation details can be found in **Appendix E**.*

ROUTE 663—STRINGFELLOW RD - VIENNA

Recommendation 663 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new route connecting Stringfellow Road Park and Ride and the Vienna Metrorail station via Monument Drive Park and Ride. Operate and weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	49,200		
Annual Revenue Hours	3,735		

*More recommendation details can be found in **Appendix E**.*



ROUTE 670—CHANTILLY - FRANCONIA

Recommendation 670 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross-county connector express route connecting Chantilly and the Franconia-Springfield Metrorail and VRE station via Monument Drive Park and Ride and Vienna Metrorail station to Franconia-Springfield. Operate on weekdays with 30-minute frequency during rush hour (15-minute effective frequency between Chantilly and Vienna when combined with Route 671).		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	160,700		
Annual Revenue Hours	8,445		

*More recommendation details can be found in **Appendix E**.*



ROUTE 671—CHANTILLY - DUNN LORING

Recommendation 671 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross-county connector express route connecting Chantilly, Monument Drive Park and Ride, Vienna Metrorail station, Inova Fairfax Hospital, and Dunn Loring Metrorail station. Operate on weekdays with 30-minute frequency during rush hour (15-minute effective frequency between Chantilly and Vienna when combined with Route 670).		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	186,200		
Annual Revenue Hours	8,655		

*More recommendation details can be found in **Appendix E**.*

ROUTE 672—CHANTILLY - VIENNA - DUNN LORING

Recommendation 672 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross-county connector express route connecting Chantilly, Monument Drive Park and Ride, Vienna and Dunn Loring Metrorail stations. Operate 30-minute frequency on weekdays during non-rush hour and on weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	131,100		
Annual Revenue Hours	13,016		

*More recommendation details can be found in **Appendix E**.*



ROUTE 698—STRINGFELLOW - PENTAGON

Recommendation 698 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for improved connectivity and increased span of service. Extend route to Stringfellow Road Park and Ride, and operate on weekdays with 15-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	46,400		
Annual Revenue Hours	10,267		

*More recommendation details can be found in **Appendix E**.*



ROUTE 798—TYSONS - BETHESDA

Recommendation 798 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new express route connecting Tysons and Bethesda via I-495, I-270, and Westfield Montgomery Transit Center. Operate on weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	See 798 - 2		
Annual Revenue Hours	8,220		
<hr/>			
Recommendation 798 - 2		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service and increased frequency. Operate all day on weekdays with 15-minute frequency during rush hour and 45-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders	67,600		
Annual Revenue Hours	15,152		

*More recommendation details can be found in **Appendix E**.*



MICROTRANSIT SERVICE—MCLEAN, TYSONS, WOLF TRAP

Recommendation DRT - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new on-demand microtransit service to provide expanded coverage for the existing routes 432 and 724. Operate during weekdays during rush hour to provide trips between the service zone and Metrorail stations in Tysons.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	23,200	
Annual Revenue Hours	2,490		

*More recommendation details can be found in **Appendix E**.*

OTHER ROUTES OPERATING IN THE CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA WITH IMPROVEMENT

Details on the following route can be found in **Section 3.1.1** or **Section 3.1.3**.

- Route 313—FRANCONIA-SPRINGFIELD METRO AND VRE TO FAIR OAKS MALL
- Route 494—FRANCONIA-SPRINGFIELD METRO AND VRE TO TYSONS GALLERIA SHOPPING CENTER
- Route 495—BURKE CENTER VRE TO TYSONS GALLERIA SHOPPING CENTER
- Route 574—RESTON TOWN CENTER TRANSIT CENTER TO TYSONS WEST*PARK TRANSIT CENTER
- Route 605—RESTON TOWN CENTER TRANSIT TO FAIRFAX COUNTY GOVERNMENT CENTER
- Route 615—FAIR OAKS HOSPITAL TO MONUMENT DRIVE PARK AND RIDE
- Route 901—HERNDON METRO TO CENTREVILLE UMC PARK AND RIDE



UNCHANGED OR ELIMINATED ROUTES IN THE CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA

The following routes operating in the Centreville, Chantilly, Vienna, and Tysons area remain unchanged in the financially constrained plan.

- Route 306—George Mason University - Pentagon Metro Station
- Route 462—Dunn Loring - Navy Federal - Tysons
- Route 467—Dunn Loring - Tysons
- Route 697—Stringfellow Road - L'Enfant
- Route 699—Government Center - Downtown DC
- Route 703—McLean Metro Station - West Falls Church Metro Station
- Route 715—East Falls Church - Langley
- Route 721—Chain Bridge Road - McLean - Langley
- Route 722—McLean - Langley
- Route 803—Patriot Drive - East Falls Church Metro Station
- Route 834—Little River Turnpike - Pentagon
- Route 835—Braeburn Drive - Pentagon Express

The following existing routes will be eliminated when previously described short-term service improvements are implemented.

- Route 424—replacement service provided by Routes 423 and 427
- Route 466—replacement service provided by Route 461
- Route 621—replacement service provided by Routes 622, 651, 670, and 671
- Route 623—replacement service provided by Routes 670 and 671
- Route 624—replacement service provided by Route 630
- Route 631—replacement service provided by Routes 630 and 698
- Route 632—replacement service provided by Routes 651 and 698
- Route 634—replacement service provided by Routes 698
- Route 640—replacement service provided by Routes 615, 630, 642, 651, 662, and 901
- Route 641—replacement service provided by Routes 610 and 630
- Route 644—replacement service provided by Route 660
- Route 650—replacement service provided by Routes 651 and 671
- Route 652—replacement service provided by Routes 651, 670, and 924
- Route 724—replacement service provided by Route 432



3.1.3 Franconia, Springfield, and Huntington Area Service

This section summarizes service improvements and modifications for routes that primarily operate in the Franconia, Springfield, and Huntington area. Service in this area will be realigned to provide better connections both locally and regionally to locations such as Tysons, Fair Oaks, and DC. Several route changes are also planned to coincide with the opening of BRT service on Richmond Highway to streamline duplicative service and provide feeder connections to the BRT stations. **Figure 3-3** highlights the locations of the financially constrained service improvements, and **Appendix D** contains a full system map.



FIGURE 3-3: FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA ROUTES





ROUTE 101—HUNTINGTON METRO (NORTH) - INOVA MT. VERNON HOSPITAL

Recommendation 101 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to connect between Huntington Metrorail station and Inova Mount Vernon Hospital, and increase frequency of weekday and Saturday service. Operate all day seven days a week with 30-minute frequency on weekdays and Saturday and 60-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Coverage and Connectivity	
	Opportunities for Improvement	Transit Demand and Underserved Area (All-Day Service Gap)	
		Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	96,400		
Annual Revenue Hours	12,369		

*More recommendation details can be found in **Appendix E**.*

ROUTE 109—ROSE HILL

Recommendation 109 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency on weekdays. Operate all day seven days a week with 30-minute frequency on weekdays and with 60-minute frequency on weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	91,000		
Annual Revenue Hours	11,882		

*More recommendation details can be found in **Appendix E**.*



ROUTE 151—ENGLESIDE - MT. VERNON

Recommendation 151 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to increase frequency as a replacement for Route 159. Operate all day seven days a week with 15-minute frequency on weekdays during rush hour and 30-minute frequency on weekdays during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	437,000		
Annual Revenue Hours	30,250		

More recommendation details can be found in **Appendix E**.

ROUTE 163—HUNTINGTON METRO (SOUTH) - INOVA MT. VERNON HOSPITAL

Recommendation 163 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new local route connecting Huntington Metrorail (South) to Inova Mt. Vernon Hospital to replace Route 161/162, reduce travel time, and increase frequency. Operate all day seven days a week with 15-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service, Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	138,400		
Annual Revenue Hours	16,203		

More recommendation details can be found in **Appendix E**.



ROUTE 164—HUNTINGTON METRO (SOUTH) - MT. VERNON

Recommendation 164 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new local route connecting Huntington Metrorail (South) to George Washington's Mt. Vernon to replace Route 161/162 and the southern portion of 101. Operate all day seven days a week with 60-minute frequency.		
Goals	Choice, Quality, Efficiency		
Justification Public Priorities	Increased Frequency, Increased Span of Service, Increased Coverage and Connectivity		
Annual Estimated Riders	65,100		
Annual Revenue Hours	8,297		

More recommendation details can be found in **Appendix E**.

THE ONE—RICHMOND HIGHWAY BRT: HUNTINGTON METRO (SOUTH) - FORT BELVOIR

Recommendation BRT - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Long-Term		
Description	Add new high-capacity public transportation system between Huntington Metrorail (South) and Fort Belvoir. Operate all day on weekdays with 6-minute frequency during rush hour and 12-minute frequency during rush hour. Additional rush hour service will be provided between Huntington and Beacon Hill to provide 3-minute frequency. Operate all day on weekends with 20-minute frequency.		
Goals	Choice, Quality, Efficiency		
Justification Public Priorities	Increased Frequency, Faster Travel, Increased Coverage and Connectivity		
Annual Estimated Riders	3,838,000		
Annual Revenue Hours	57,594		

More recommendation details can be found in **Appendix E**.



ROUTE 231—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 231 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to provide a more direct connection between Franconia-Springfield and Van Dorn Street Metrorail stations via Van Dorn Street, Franconia Road, and Beulah Street with bidirectional service. Eliminate Route 232. Operate on weekdays with 30-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
	Opportunities for Improvement	Performance-Based (Cost Efficiency)	
Annual Estimated Riders	18,400		
Annual Revenue Hours	3,478		

*More recommendation details can be found in **Appendix E**.*

ROUTE 301—HUNTINGTON METRO (NORTH) TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 301 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for more direct service and faster travel time between Huntington Metrorail station and Franconia-Springfield Metrorail and VRE station. Operate on weekdays with 45-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (Cost Efficiency)	
Annual Estimated Riders	19,900		
Annual Revenue Hours	3,817		

*More recommendation details can be found in **Appendix E**.*



ROUTE 305—SILVERBROOK RD AND LAUREL CREST DR TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 305 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to connect between Franconia-Springfield Metrorail and VRE station and Laurel Crest Drive. Operate on weekdays with 45-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
Annual Estimated Riders	19,900		
Annual Revenue Hours	3,659		

*More recommendation details can be found in **Appendix E**.*

ROUTE 310—ROLLING VALLEY PARK AND RIDE TO HUNTINGTON METRO (NORTH)

Recommendation 310 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to connect to Springfield Community Business Center (CBC) Commuter Parking Garage and for increased frequency on all days. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and on Saturday, and 60-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Coverage and Connectivity	
Annual Estimated Riders	471,300		
Annual Revenue Hours	30,246		

*More recommendation details can be found in **Appendix E**.*



ROUTE 313—FRANCONIA-SPRINGFIELD METRO AND VRE TO FAIR OAKS MALL

Recommendation 313 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new cross-county connector route connecting Franconia-Springfield Metrorail and VRE station and Fair Oaks Mall via Fairfax City and Old Keene Mill Road. Operate all day on weekdays with 30-minute frequency during rush hour, 60-minute frequency during non-rush hour, and 60-minute frequency on Saturday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	226,700		
Annual Revenue Hours	12,389		

More recommendation details can be found in **Appendix E**.

ROUTE 321—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 321 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency on weekdays and Sundays. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and Saturday, and 45-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	204,400		
Annual Revenue Hours	21,305		

More recommendation details can be found in **Appendix E**.



ROUTE 322—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 322 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency on weekdays and Sundays. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and Saturday, and 45-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	209,300		
Annual Revenue Hours	20,598		

*More recommendation details can be found in **Appendix E**.*

ROUTE 334—FRANCONIA-SPRINGFIELD METRO AND VRE TO DEFENSE LOGISTICS AGENCY

Recommendation 334 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for shifted span of service on weekdays. Operate on weekdays with 30-minute frequency during rush hour and during limited non-rush hours.		
Justification	Goals	Choice, Quality, Efficiency	
Annual Estimated Riders	11,700		
Annual Revenue Hours	4,254		

*More recommendation details can be found in **Appendix E**.*



ROUTE 350—SPRINGFIELD CIRCULATOR: FRONTIER DR. - HILTON SPRINGFIELD - FRANCONIA-SPRINGFIELD METRO

Recommendation 350 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route by streamlining service, and connect Franconia-Springfield Metrorail and VRE station, Frontier Drive, and Hilton Springfield. Operate all day on weekdays with 15-minute frequency during rush hour and 15- to 20-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
Annual Estimated Riders	26,800		
Annual Revenue Hours	5,534		

*More recommendation details can be found in **Appendix E**.*

ROUTE 351—TSA - NVCC MEDICAL COLLEGE - FRANCONIA-SPRINGFIELD METRO

Recommendation 351 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route by streamlining service to connect Franconia-Springfield Metrorail and VRE station, TSA, and NVCC Medical Education Campus. Operate weekdays with 15- to 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
Annual Estimated Riders	7,900		
Annual Revenue Hours	2,066		

*More recommendation details can be found in **Appendix E**.*



ROUTE 352—TSA - SPRINGFIELD TOWN CENTER - FRANCONIA-SPRINGFIELD METRO

Recommendation 352 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new route to cover portion of existing Route 350 between Franconia-Springfield Metrorail and VRE station, Metropolitan Center Drive, Loisdale Road, and Spring Mall Road, and adjust route for increased frequency. Operate on weekdays with 15- to 20-minute frequency during midday.		
Goals	Choice, Quality, Efficiency		
Justification Public Priorities	Increased Frequency, Faster Travel		
Annual Estimated Riders	2,000		
Annual Revenue Hours	1,462		

*More recommendation details can be found in **Appendix E**.*

ROUTE 353—FRANCONIA SPRINGFIELD METRO - METRO PARK

Recommendation 353 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Add new route to cover portion of existing Route 350 between Franconia-Springfield Metrorail and VRE station, and Metrorail Park. Operate all day on weekdays with 15-minute frequency during rush hour and 15- to 20-minute frequency during non-rush hour.		
Goals	Choice, Quality, Efficiency		
Justification Public Priorities	Faster Travel		
Annual Estimated Riders	4,800		
Annual Revenue Hours	2,979		

*More recommendation details can be found in **Appendix E**.*



ROUTE 371—LORTON PARK AND RIDE TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 371 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency to replace Routes 372 and 373. Operate all day seven days a week with 15-minute frequency on weekdays, 30-minute frequency on Saturday, and 45-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	441,900	
Annual Revenue Hours	31,345		

*More recommendation details can be found in **Appendix E**.*

ROUTE 393—SARATOGA PARK AND RIDE TO PENTAGON METRO

Recommendation 393 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to connect to Springfield CBC Commuter Parking Garage. Operate on weekdays with 40-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	71,400	
Annual Revenue Hours	3,424		

*More recommendation details can be found in **Appendix E**.*



ROUTE 396—BACKLICK NORTH PARK AND RIDE TO PENTAGON METRO

Recommendation 396 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route to connect to Springfield CBC Commuter Parking Garage. Operate on weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	196,100		
Annual Revenue Hours	5,370		

More recommendation details can be found in **Appendix E**.

ROUTE 494—FRANCONIA-SPRINGFIELD METRO AND VRE TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 494 - 1		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term		
Description	Adjust route for increased frequency, reduced travel time, and more direct connection between Tysons and Franconia-Springfield Metrorail and VRE station. Operate on weekdays with 15-minute frequency during rush hour and 60-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Faster Travel	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	66,000		
Annual Revenue Hours	8,188		

More recommendation details can be found in **Appendix E**.



ROUTE 495—BURKE CENTER VRE TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 495 - 1	Improvement Type: Modified Route	Financial Status: Constrained
Timeframe	Short-Term	
Description	Adjust route for reduced travel time and more direct connection between Tysons and Burke Center VRE station. Adjust span of service and frequency to match demand. Operate weekdays with 35-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency
	Public Priorities	Faster Travel
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)
	Annual Estimated Riders	6,900
Annual Revenue Hours	2,992	

*More recommendation details can be found in **Appendix E**.*

OTHER ROUTES OPERATING IN THE FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA WITH IMPROVEMENT

Details on the following route can be found in **Section 3.1.2**.

- Route 670—CHANTILLY - FRANCONIA

UNCHANGED OR ELIMINATED ROUTES IN THE FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA

The following routes operating in the Franconia, Springfield, and Huntington area remain unchanged in the financially constrained plan.

- Route 152—Huntington Metro (South) - Mt. Vernon
- Route 171—Huntington Metro (North) - Lorton VRE
- Route 308—Franconia-Springfield Metro and VRE Station to Inova Mt. Vernon Hospital
- Route 335— Franconia-Springfield Metro and VRE Station to Fort Belvoir
- Route 341—Franconia-Springfield Metro and VRE Station to Saratoga Park and Ride
- Route 394—Rolling Road and Saratoga Shopping Center to Pentagon Metro
- Route 395—Gambrill Road Park and Ride to Pentagon Metro
- Route 401/402—Franconia-Springfield Metro and VRE Station to West*Park Transit Station. Depending on available funding, an express limited-stop version of the 401/402, the 400X, will be implemented. Details of 400X are in **Appendix C**.



The following existing routes will be eliminated when previously described short-term service improvements are implemented.

- Route 159—replacement service provided by Route 151
- Route 161—replacement service provided by Routes 163 and 164
- Route 162—replacement service provided by Routes 163 and 164
- Route 232— replacement service provided by Route 231
- Route 340—replacement service provided by Route 341, when operating
- Route 372—replacement service provided by Route 371
- Route 373—replacement service provided by Route 371

3.1.4 Metrobus Routes in Fairfax County

Improvements to the Metrobus service were not explicitly identified in the development of the TSP. WMATA is undertaking a redesign of its Metrobus network in coordination with regional partners beginning in 2022 through 2024 with its Better Bus Network Redesign project. Final Year One and Visionary Networks are anticipated to be developed in 2024 with implementation of the new network beginning in 2025. A draft Visionary Network shared with the public for input in 2023 is included for reference in **Appendix D**. Given the uncertainty of the changes to the regional network while developing the TSP, improvements to Metrobus or networks of other operators as a result of the Better Bus Network Redesign project will be incorporated into future annual updates of the TSP.

Service improvements for Fairfax Connector, needs, and priorities identified in the TSP will be used as input to the Metrobus planning process conducted by WMATA. Fairfax County is also participating on the Technical Advisory Committee and in service planning work sessions with WMATA.

During the development of the TSP and public outreach process, Fairfax County received public comments about Metrobus service in the county. Feedback and several specific examples of comments received are summarized below:

- Interest and support for increased Connector service for discontinued Metrobus service or times of day when Metrobus offers lower levels of service. For example, many comments were received in support of Connector Route 835 replacing Metrobus line 29W in July 2021.
- Unreliability of travel options due to discontinued Metrobus service in Fairfax County
- Interest in restoring service for previously discontinued Metrobus service
 - 2T, 11Y, 15K, 17A, 18E, 18H, 18R, 18S, 21D
- Need for schedule coordination between Metrobus and Fairfax Connectors so buses do not bunch and arrive at the same time (for example, Richmond Highway corridor).



- Improved connections and requests for additional service
 - Non-rush hour service along Braddock Road and Little River Turnpike
 - More service along Little River Turnpike, Columbia Pike, and Sleepy Hollow Road
 - More connections and frequent service between Annandale and Falls Church
 - More direct connections between Bailey's Crossroads and Kingstowne, Springfield, and Arlington Boulevard corridor
 - More service along Edsall Road
 - Increased service to Industrial Drive in Springfield
 - More service from central Fairfax/George Mason University into DC
 - Restoring more direct service to the Pentagon
 - Direct bus to Department of Homeland Security in Southeast DC, similar to direct service to the Pentagon

Fairfax County will continue to collaborate with WMATA as the TSP is implemented and as WMATA redesigns its regional Metrobus network to provide a cohesive transit system. Fairfax County may take over the operation of additional Metrobus routes in the county in the future as it did during July 2021 service changes to ensure the county has equitable, reliable, and efficient bus service.



3.2 Prioritization of Planned Service Improvements

3.2.1 Prioritization Methodology

Each of the recommendations detailed in the prior section and the financially unconstrained improvements in **Appendix C** address identified the needs of Fairfax Connector. Prioritizing recommendations assists in planning for the capital and operating expenses associated with improved service levels. All recommendations were prioritized using a two-tier methodology to determine the most suitable timeframe to implement each of the service recommendations and to determine the prioritization of each recommendation within each timeframe.

Recommendations were grouped into three timeframes.

- **Short-Term:** through fiscal year (FY) 2025
- **Mid-Term:** FY 2026 – FY 2029
- **Long-Term:** FY 2030 – FY 2033

Tier one of the prioritization methodology was used to first determine which of the three timeframes each recommendation should be assigned to. Timeframes were preliminary at this stage because financial constraint was not yet applied. After the financial constraint was determined, timeframes were revised to reflect when resources would be available to implement the recommendation. Tier one was scored on seven measures as shown in **Table 3-1**. Some adjustments were made to the assigned timeframes to account for the timing of predetermined funding, such as grant programs, and if improvements are dependent on changes to another route—for example, local route changes that coincide with the Richmond Highway BRT beginning service. A sample calculation of the tier one scoring is shown in **Figure 3-4**.



TABLE 3-1: TIER 1 IMPROVEMENT SCORING

Measure	Definition	Score If Yes
Ready to Implement	Included in a preferred plan of a Bus Service Review Study	4
Service to Equity Emphasis Area	Proposed route provides provide service within ¼ mile of an equity emphasis area, as defined by Metropolitan Washington Council of Governments (MWCOCG)	2
Fills an All-Day Service Gap	Identified in Chapter 2 as areas with moderate to high all-day service propensities that are not served by transit midday, or areas with moderate/high to high propensities served by routes with more than 30-minute midday headways	1
Fills a Peak Service Gap	Identified in Chapter 2 as areas with moderate to high peak service propensities that are not served by transit during peak periods, or areas with moderate/high to high propensities served by routes with more than 30-minute period headways	1
Fills an Enhanced Service Gap	Identified in Chapter 2 as areas with moderate to high enhanced service propensities with more than 15-minute peak headways	1
Fills a Span Gap	Identified in Chapter 2 as existing routes that do not meet guidelines	1
Fills a Headway Gap	Identified in Chapter 2 as existing routes that do not meet standards defined in Fairfax County's Title VI Plan	1
Tier 1 Total Score	Preliminary Timeframe	
≥ 4	Short-Term	
2 to 3	Mid-Term	
0 to 1	Long-Term	



FIGURE 3-4: TIER 1 IMPROVEMENT SCORING SAMPLE CALCULATION

TIER 1: ASSIGN PRELIMINARY TIMEFRAME

		Weight:	4	2	1	1	1	1	1		
Recommendation	Nature of Change	Ready to Implement	Service to Equity Emphasis Area	Fills an All-Day Service Gap	Fills a Peak Service Gap	Fills and Enhanced Service Gap	Fills Span Gap	Fills Headway Gap	Tier 1 Total Score	Preliminary Timeframe	
321 - 1	Increase frequency on weekday and Sunday	Yes	Yes			Yes		Yes	8	Near-Term	
954 - 1	New route	Yes	Yes		Yes				7	Near-Term	
308 - 1	Add Sunday service		Yes					Yes	3	Mid-Term	
153 - 1	New route to replace 151 to feed BRT		Yes						2	Mid-Term Long-Term	

Preliminary timeframe changed because route is dependent on Richmond Highway BRT in Long-Term



After the recommendations were placed in one of the three preliminary timeframes, tier two of the prioritization methodology was used to rank recommendations within each timeframe. Four measures were used to determine the ranking as shown in **Table 3-2**. A sample calculation of the tier two scoring is shown in **Figure 3-5**.

TABLE 3-2: TIER 2 IMPROVEMENT SCORING

Measure	Definition	Weight
Transit-Oriented Population Propensity	Total population in a quarter-mile buffer of local route alignment or express route stop multiplied by transit-oriented population propensity index. Propensity is described in Section 2.2.1 .	1
Span	Span score (maximum of 3.5): <ul style="list-style-type: none"> • +1.0 if runs during weekday peak periods • +0.5 if runs during weekday off-peak periods • +0.5 if runs after 9:00 p.m. on weekdays • +0.5 if runs on Saturday • +0.5 if Saturday core headway is ≤ 30 minutes • +0.5 if runs on Sunday 	2
Headway	Number of weekday vehicle trips	1
Public Comments	Total comments received on the recommendation during public outreach. Comments received from frequent riders were weighted twice that of comments received from occasional or non-riders.	1
Tier 2 Total Score		
Tier 2 total score was determined by normalizing (on a 0 to 100 scale) each measure for all recommendations in the timeframe and adding weighted normalized values together for each recommendation.		
Final Rank		
The final ranks of the recommendations within each timeframe were determined by combining Tier 1 and Tier 2 scores.		



FIGURE 3-5: TIER 2 IMPROVEMENT SCORING SAMPLE CALCULATION

TIER 2: RANK WITHIN TIMEFRAME

Weight: 1 2 1

Rank compared to all recommendations within the timeframe

Preliminary Timeframe	Recommendation	Nature of Change	Transit-Oriented Population Propensity		Span (span score)		Headway (trips per day)		Public Comment (weighted number of comments)		Tier 2 Total Score	Final Rank
Near-Term	321 - 1	Increase frequency on weekday and Sunday	11,493	52.35	3.5	100.00	44	63.33	44	56.00	371.69	6
Near-Term	954 - 1	New route	5,457	24.49	2.5	66.67	22	26.67	6	8.00	192.49	30
Mid-Term	308 - 1	Add Sunday service	12,007	55.74	3.0	80.00	29	31.75	19	18.52	266.01	23
Long-Term	153 - 1	New route to replace 151 to feed BRT	16,352	100.00	3.5	100.00	60	34.29	11	14.00	348.29	5

Gray columns are the measure normalized between 0-100 for all recommendations within the timeframe

The outcome of the prioritization process, scores and ranks for each recommendation are contained in **Appendix B**. The final rank of recommendations was used as a guide for sequencing improvements over the 10 years of the TSP.

3.2.2 Financially Constrained Plan

Multiple implementation scenarios were developed to assist Fairfax County determine the funding for improvements that is reasonably expected to be available over the duration of the plan. One-one-one coordination meetings were conducted with each member of the Board of Supervisors during this process.

- **Financially Constrained Scenario:** contains improvements and modifications that can be made with existing funding and routes that are reasonably expected to be funded with grants or external funding sources. This scenario also contains the Richmond Highway BRT.
- **Financially Unconstrained Scenario:** contains all improvements identified in the TSP regardless of financial status.

Table 3-3 summarizes the phased improvements to Fairfax Connector under the financially constrained plan and notes any operational or capital investments that are needed. This phasing represents the implementation plans at the time of the TSP development and is subject to change as funding availability becomes clearer.

Financial needs are documented further in **Chapters 4 and 5**, and the following section describes capital or service projects that are included in other plans.



TABLE 3-3: SUMMARY OF PRIORITIZED SERVICE IMPROVEMENTS

Timeframe	Year	Nature of Improvements	Routes Impacted	Approximate Operational Needs ¹	Approximate Capital Needs ²
Short-Term	FY 2023	<p>Status: Implemented</p> <p>Realign Springfield Business Circulator routes. Implement enhanced bus service Reston and Herndon area in coordination with the Metrorail Silver Line extension. Begin express Route 660 service using the I-66 Express Lanes.</p>	<p>Changes to service: Routes 350, 351, 507, 552, 553, 557, 558, 574, 599, 605, 924, 937, 950, 951, 952, 983, RIBS 1, RIBS 2, RIBS 3, RIBS 4, RIBS 5</p> <p>New service: Routes 352, 353, 615, 660, 901, 921, 954</p> <p>Eliminated service (service is provided by other routes): Routes 505, 551, 554, 556, 559, 585, 644, 926, 927, 929, 980, 981, 985</p>	<p>14,300 additional hours of service</p> <p>\$1.8M in additional annual operating cost</p>	<p>16 additional vehicles</p> <p>\$14.4M in capital cost</p>
	FY 2024	<p>Implement enhanced bus service in the Centreville, Chantilly, Vienna, and Tysons area. Implement new or enhanced grant-funded services such as Routes 371, 598, 698, 721, 798.</p>	<p>Changes to service: Routes 371, 423, 432, 461, 463, 494, 622, 630, 642, 651, 698</p> <p>New service: 427, 598, 610, 625, 662, 663, 670, 671, 672, 798</p> <p>Eliminated service (service is provided by other routes): Routes 372, 373, 424, 466, 621, 623, 624, 631, 632, 634, 640, 641, 650, 652, 724</p>	<p>28,500 additional hours of service</p> <p>\$4.0M in additional annual operating cost</p>	<p>7 additional vehicles</p> <p>\$6.5M in capital cost</p>



Timeframe	Year	Nature of Improvements	Routes Impacted	Approximate Operational Needs ¹	Approximate Capital Needs ²
Short-Term (Cont'd)	FY 2025	Implement enhanced bus service in the Franconia, Springfield, and Huntington area. Pilot microtransit service north of Tysons.	<p>Changes to service: Routes 101, 109, 151, 152, 231, 301, 305, 310, 321, 322, 334, 393, 396, 495, 615</p> <p>New service: Route 163, 164, 313, , Microtransit Service (McLean, Tysons, Wolf Trap)</p> <p>Eliminated service (service is provided by other routes): Routes 159, 161, 162, 232, 340</p>	<p>28,300 additional hours of service</p> <p>\$4.1M in additional annual operating cost</p>	<p>5 additional vehicles</p> <p>\$4.8M in capital cost</p>
Mid-Term	FY 2026	Increase service on Route 798 between Tysons and Bethesda	Changes to service: Route 798	<p>7,100 additional hours of service</p> <p>\$1.2M in additional annual operating cost</p>	None
	FY 2027	No planned changes	None	None	None
	FY 2028	No planned changes	None	None	None
	FY 2029	No planned changes	None	None	None



Timeframe	Year	Nature of Improvements	Routes Impacted	Approximate Operational Needs ¹	Approximate Capital Needs ²
Long-Term	FY 2030	Begin service for the One on Richmond Highway.	New service: The One (Richmond Highway BRT)	57,600 additional hours of service \$9.6M in additional annual operating cost	21 additional vehicles \$32.6M in capital cost
	FY 2031	No planned changes	None	None	None
	FY 2032	No planned changes	None	None	None
	FY 2033	No planned changes	None	None	None

¹Cost stated in year of expenditure dollars. See Financial Plan in **Chapter 5** for additional details and anticipated funding sources.

²Cost stated in year of expenditure dollars. Does not include bus lifecycle or rehabilitation costs or non-vehicle capital costs. See Capital Implementation Plan in **Chapter 4** and Financial Plan in **Chapter 5** for additional details on capital needs and anticipated funding sources.



3.2.3 Inclusion in Other Plans

This section describes capital or service projects that are included in other plans or programs. Fairfax County's Capital Improvement Program (CIP) contains several capital projects for Fairfax Connector passenger facilities.

SPRINGFIELD CBC COMMUTER PARKING GARAGE

Fairfax County is constructing a multimodal transit hub in Springfield. The new parking garage will accommodate approximately 1,000 commuter parking spaces and provide a bus transit location on the ground level. This multi-year project is currently under construction with completion anticipated in December 2023. The estimated total cost of this project is \$58 million to be funded with federal and local C&I tax funding sources. Planned service improvements will bring many opportunities for connections throughout the day on both weekdays and weekends at the transit hub including Routes 310, 313, 321, 322, 393, 396, and 494.

MONUMENT DRIVE COMMUTER PARKING GARAGE

The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces and will include a transit center of bus bays, a kiss-and-ride facility, bicycle storage, restroom facility, and Connector store. This project is currently under construction with completion anticipated in fall 2023. The estimated total cost of this project is approximately \$43 million which is fully funded with Transform 66 Concession. Planned service improvements will bring many opportunities for connections throughout the day on both weekdays and weekends at the transit center including Routes 313, 605, 610, 615, 622, 625, 630, 651, 660, 662, 663, 670, 671, and 699.

RICHMOND HIGHWAY BUS RAPID TRANSIT

The Richmond Highway BRT Project includes the implementation of an approximately 7.4-mile new transit service extending along North Kings Highway and Richmond Highway/Route 1 from the Huntington Metrorail Station in the north to Fort Belvoir in the south. The project includes the construction of new BRT-dedicated median lanes; nine BRT stations; streetscape improvements; and walkways and bicycle facilities. The project will operate in mixed traffic along North Kings Highway and dedicated lanes on Richmond Highway. The BRT is expected to be operational by 2030. The preliminary cost estimate for the overall BRT program is approximately \$780 million. The Richmond Highway BRT Project is also contained in the financially constrained element of Visualize 2045, the National Capital Region's long-range transportation plan. The Huntington area service improvements in the TSP will provide convenient and frequent local bus service connection opportunities to BRT stations along the Richmond Highway corridor.

ROUTE 7 BUS RAPID TRANSIT

Fairfax County completed a Route 7 BRT Study in 2021 to provide details of how a BRT system would function in Tysons from Spring Hill Metrorail Station to the I-66 interchange. This study built upon work by the Northern Virginia Transportation Commission (NVTC), which explored transit alternatives between Mark Center in Alexandria and Tysons. As an outcome of the study,



FCDOT recommended Alternative 1/International Drive as the preferred alternative which consists of a median busway on Route 7 and International Drive followed by a bus and turn (BAT) lane on Spring Hill Road and Tyco Road. NVTC continues to study the BRT project in collaboration with regional stakeholders. Implementation of the BRT project is not fully funded.

BUS STOP IMPROVEMENT PROGRAM

Fairfax County has an ongoing Bus Stop Improvement Program which is intended to implement enhancements that can improve access, safety, and passenger amenities at bus stops across the county. Approximately \$1.2 million is dedicated to this program annually.

WORKHOUSE CAMPUS MASTER PLAN

Fairfax County is developing a master plan for the redevelopment of the county-owned 52-acre Workhouse Campus. The vision for the campus is to establish a uniquely, widely recognized destination. Transportation will be an important element of the plan. Fairfax Connector does not currently serve this area of Ox Road, and coordination will be needed with the master planning to understand the potential and need for future transit service in this area. As the Master Plan is developed, additional transit service improvements could be incorporated in TSP annual updates.

The following projects are included in Northern Virginia Transportation Authority's (NVTA's) Six Year Program:

- **Richmond Highway BRT:** \$80 million to support the Richmond Highway BRT Project
- **Route 400X:** \$10 million for the purchase of eight zero-emissions buses to support recommendation 400X – 1 of the TSP
- **Soapstone Drive Extension:** While not a transit project, this roadway project to extend Soapstone Drive over the Dulles Toll Road between Sunrise Valley Drive and Sunset Hills Road will provide an additional option to cross apart from existing Reston Parkway and Wiehle Avenue. This could help with transit travel times due to reduced congestion on current roads and may affect local bus routing after opening.



3.3 Service Development

3.3.1 Operations Planning

This section provides a year-by-year summary of operational changes and needs by route to assist Fairfax Connector in preparing for service changes. **Table 3-4** shows the anticipated implementation of service projects and the approximate annual change in revenue hours and peak vehicles. These changes represent an incremental difference for the routes from the previous year.

TABLE 3-4 SERVICE EXPANSION AND REDUCTION BY YEAR

Year	Route	Description	Change from Previous Year	
			Revenue Hours*	Peak Vehicles
FY 2023 (Implemented)	350	Alignment change		
	351	Alignment change		
	352	Introduce new service to modify 350	-	-
	353	Introduce new service to modify 350		
	505	Eliminate service—replace with 652 and RIBS 2	(12,500)	(3)
	507	Adjust span of service	(700)	-
	551	Eliminate service—replace with RIBS 2	(15,800)	(4)
	552	Alignment change	+4,100	3
	553	Alignment change	+4,700	1
	554	Eliminate service—replace with 558	(3,500)	(2)
	556	Eliminate service—replace with RIBS 4	(3,100)	(2)
	557	Adjust span of service	(1,900)	1
	558	Alignment change	(300)	+3
	559	Eliminate service—replace with 557, RIBS 1, RIBS 3	-	-
	574	Alignment change	(1,500)	1
	585	Eliminate service—replace with 553, 605, 924	(4,800)	(4)
	599	Shift span of service	(200)	(2)
	605	Alignment change and increase frequency	(2,800)	-
	615	Introduce new service	+12,000	+3
	644	Eliminate service—replace with 660**	(2,800)	-
	660	Introduce new service**	+8,500	+10
	901	Introduce new service	+17,400	+5
	921	Introduce new service	+4,600	+1
	924	Alignment change	+14,100	
	926	Eliminate service—replace with 553, 921, 924, 952	(3,400)	+4
	927	Eliminate service—replace with 901, 950, 951, 983	(2,500)	(1)
929	Eliminate service—replace with 901, 950, 951, 983	(5,200)	(2)	
937	Adjust span of service	(4,600)	(2)	
950	Alignment change and increase frequency	(1,000)	-	



Year	Route	Description	Change from Previous Year		
			Revenue Hours*	Peak Vehicles	
FY 2023 (Cont'd) (Implemented)	951	Alignment change and increase frequency	+6,300	-	
	952	Alignment change and increase frequency	+6,100	+3	
	954	Introduce new service	+7,100	+2	
	980	Eliminate service—replace with Metrorail Silver Line	(5,700)	-	
	981	Eliminate service—replace with 952, 983, RIBS 2, and Metrorail Silver Line	(5,800)	(3)	
	983	Alignment change	(10,800)		
	985	Eliminate service—replace with 983 and Metrorail Silver Line	(3,900)	-	
	RIBS 1	Increase frequency	+1,200	-	
	RIBS 2	Alignment change and increase frequency	+16,400	+4	
	RIBS 3	Increase frequency	+1,200	-	
	RIBS 4	Alignment change and increase frequency	+3,300	-	
	RIBS 5	Alignment change	+100	-	
	FY 2024	644	Additional hours due to prorated previous year route**	(2,800)	
		660		+8,500	
371		Increase frequency**	+4,500		
372		Eliminate service—replace with 371**	(1,300)	+1	
373		Eliminate service—replace with 371**	(1,400)		
423		Alignment change and increase frequency	(2,600)	-	
424		Eliminate service—replace with 423 and 427	(12,200)	(3)	
427		Introduce new service	+3,400	+2	
432		Alignment change	+2,000	-	
461		Increase frequency	+2,100	-	
463		Increase frequency	+300	-	
466		Eliminate service—replace with 461	(4,500)	(1)	
494		Alignment change and increase frequency	(300)	-	
598		Introduce new service**	+1,900	+6	
610		Introduce new service	+12,800	+4	
621		Eliminate service—replace with 622, 651, 670, and 671	(4,500)	(4)	
622		Alignment change and increase span of service	+700	+1	
623	Eliminate service—replace with 670 and 671	(3,800)	-		
624	Eliminate service—replace with 630	(2,100)	-		
625	Introduce new service	+3,300	+1		
630	Alignment change and increase frequency	+7,500	+4		
631	Eliminate service—replace with 630 and 698	(5,500)	-		



Year	Route	Description	Change from Previous Year		
			Revenue Hours*	Peak Vehicles	
FY 2024 (Cont'd)	632	Eliminate service—replace with 651 and 698	(5,400)	-	
	634	Eliminate service—replace with 698	(2,100)	(2)	
	640	Eliminate service—replace with 615, 630, 642, 651, 662, 901	(5,000)	(16)	
	641	Eliminate service—replace with 610 and 630	(5,400)	-	
	642	Alignment change	+1,500	+2	
	650	Eliminate service—replace with 651 and 671	(6,000)	(6)	
	651	Alignment change	+7,000	+3	
	652	Eliminate service—replace with 651, 670, 924	(4,800)	-	
	662	Introduce new service	+7,800	-	
	663	Introduce new service	+3,700	+1	
	670	Introduce new service	+8,400	+5	
	671	Introduce new service	+8,700	+4	
	672	Introduce new service	+13,000	-	
	698	Alignment change, increase frequency and span of service**	+1,300	+5	
	724	Eliminate service—replace Route 432	(4,200)	(2)	
	798	Introduce new service**	+4,000	+7	
		371		+13,600	
		372		(3,900)	
	373	Additional hours from prorated previous year route**	(4,100)		
	598		+5,800		
	698		+4,000		
	798		+4,000		
FY 2025	101	Alignment change and increase frequency	(100)	-	
	109	Increase frequency	-	-	
	151	Increase frequency	+5,200	(3)	
	159	Eliminate service—replace with 151	(7,600)	(2)	
	161	Eliminate service—replace with 163 and 164	(8,800)	(2)	
	162	Eliminate service—replace with 163 and 164	(8,600)	(2)	
	163	Introduce new route to replace 161/162	+16,200	+4	
	164	Introduce new route to replace 161/162	+8,300	+1	
	231	Alignment change	(1,900)	(2)	
	232	Eliminate service—replace with 231	(5,900)	-	
	301	Alignment change	(3,000)	(3)	
	305	Alignment change	(3,200)	-	
	310	Alignment change	(3,100)	-	
	313	Introduce new route	+12,400	+5	
	321	Increase frequency	+3,700	+4	
	322	Increase frequency	+3,600		



Year	Route	Description	Change from Previous Year	
			Revenue Hours*	Peak Vehicles
FY 2025 (Cont'd)	334	Adjust span of service	+1,900	+2
	340	Eliminate service	(1,700)	(2)
	393	Alignment change	-	-
	396	Alignment change	(1,500)	(1)
	495	Alignment change	(500)	-
	615	Alignment change	+1,000	-
	Microtransit Service	Introduce new service	+2,500	-
FY 2026	798	Increase span of service and frequency	+7,100	+1
FY 2030	The One	Introduce BRT service	+57,600	+16

*Revenue hours are approximate and rounded to the nearest hundred.

**When route is scheduled to be implemented for a partial year, revenue hours are prorated, and the additional balance is shown as a change in the following year.



3.3.2 Title VI Considerations

This section describes the consideration and analysis of affected service areas and Title VI protected populations during the service planning process. The information contained in this section supports the eventual preparation of formal Title VI evaluation at the time of implementation. It is divided into the three planning areas described previously.

RESTON AND HERNDON AREA SERVICE

As described previously, many of the improvements in the Reston and Herndon service area are service changes associated with the opening of the Metrorail Silver Line extension from Wiehle-Reston East to Ashburn station in Loudoun County. As such, a formal Title VI analysis was conducted in advance of service deployments and presented to the Fairfax County Board of Supervisors for public comment and board approval. The findings of the analysis are summarized below as presented during the Fairfax County Board of Supervisors meeting on February 22, 2022:

The service changes, proposed for implementation in conjunction with the start of the Metrorail Silver Line Phase 2, were reviewed as mandated by the Federal Transit Administration (FTA) in Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients. The analysis showed the proposed service changes will not create a negative disparate impact on the minority population or a disproportionate burden on low-income households. Instead, they will result in an overall service improvement for Fairfax Connector's riders and the communities served. The new routes did meet the threshold for major service change. However, they did not create a disparate impact on the minority population or a disproportionate burden on low-income households. As a result, no Title VI impacts were found for any of the proposed service changes.

CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA SERVICE

The improvements in the Centreville, Chantilly, Vienna, and Tysons service area are anticipated to take place in the near term. As such, a draft Title VI analysis was conducted in advance of service deployments anticipated for FY 2024. Changes to nine routes outside of the Centreville-Chantilly-Vienna-Tysons area (310, 321, 322, 393, 396, 494, 574, 605, and 615) including realignments, span of service, or headway changes were also included in the analysis as they are anticipated to take effect simultaneously. The service changes within the Centreville-Chantilly-Vienna-Tysons area are comprehensive in nature, encompassing all routes and a re-envisioning of service. As a result, adverse effects were analyzed on a census block group basis instead of a route-by-route basis.

The service equity analysis identified changes in 13 census block groups resulting in a disparate impact, changes in 8 census block groups resulting in a disproportionate burden, and changes in 8 block groups resulting in both a disparate impact and disproportionate burden. None of these disparate impacts and disproportionate burdens were related to reductions in service to block groups where the proportion of low-income and/or minority residents exceeds the established thresholds—all were related to improvements in service to block groups where the proportion of low-income and/or minority residents is below established thresholds (as



described below). Of the disparate impacts identified, a substantial legitimate justification was identified for all the 29 census block groups. Of the disproportionate burdens identified, the impacts and rationale of the proposed changes in serving low-income passengers were explored and documented.

The identified instances of disparate impact and disproportionate burden resulted from improvements to service. Staff determined the identified service improvements were integral to changes made to enhance access to key public facilities or employment and retail centers, and reflected service requests received via the robust public input process that was a part of the development of the service plan. Overall, the proposed service changes will improve service for Fairfax Connector riders and the communities along the routes. However, in support of the findings of the draft Title VI analysis, staff will monitor the ridership levels, ridership characteristics (such as demographics, low-income status, and English proficiency), and performance metrics of the new routes to understand how riders are using the new system once implemented.

FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA SERVICE

The improvements in the Franconia, Springfield, and Huntington service area are anticipated to take place in the mid-term. As such, a preliminary Title VI screening was conducted in advance of service deployments anticipated for FY 2025.

The analysis was prepared at the route level, as changes to the service area are anticipated to be less significant than with other service planning areas. For this screening, Fairfax County's TBEST model was used to assess changes in service hours to populations based on 2021 ACS 5-year estimates.

Results of the analysis indicated the service modifications in Fairfax Connector's Franconia-Springfield and Huntington service area will likely not have a disparate impact for any route modifications in the service area. The addition of the new Route 313 experiences a potential disparate impact as the result of the route providing more service to non-low-income persons as compared to the system average. Route 313 provides access to Metrorail and VRE via higher-income census block groups. While Route 313 traverses primarily non-low-income areas, Route 313 will benefit low-income Fairfax residents as major employment, shopping, and transit centers will now be directly connected (such as George Mason University, Fairfax County's government offices, and a VRE and Metrorail station) thus allowing low-income residents to more easily access these locations through a transfer, such as from routes 308, 321, and 322. Additionally, there are low-income areas near Route 313 that are just outside of the 0.25-mile walking catchment zone used for the analysis (i.e., near Springfield and Fair Oaks Mall), but these areas would still benefit from the new route. Based on this, the screening finds substantial legitimate justification for the provision of this service to provide access to opportunities through transfer to low-income areas.

The listed routes should be further analyzed in advance of service changes for methods to reduce or eliminate their disparate impact and/or disproportionate burden through the Title VI process.



3.3.3 Additional Implementation Considerations

Several other important or evolving considerations that will affect service implementation are identified below.

BUS PRIORITY

While significant investment is planned in the TSP for bus priority on Richmond Highway for the BRT project, other forms of bus priority could benefit corridors throughout the county. FCDOT will consider various forms of priority such as transit signal priority, queue jump lanes at intersections, limited-stop service, and enhanced bus stop infrastructure, and identify the locations best suited for these treatments. This may result in additional bus priority projects in future annual TSP updates to improve on-time performance and provide reliable and faster transit times.

ALTERNATIVE SERVICE TYPES

Historically, Connector has been operated exclusively as a fixed-route bus system using full-size transit buses. Many transit systems throughout the region and across the nation have explored alternative service types, such as on-demand service, for areas less suitable for traditional bus service. This is commonly referred to as flex service or microtransit when operated within a specified zone and enabled by technology to request and track trips. The service can provide connections to local destinations in the zone or provide transfers to fixed-route transit service to travel beyond the zone.

The TSP contains two areas identified for microtransit service. One is near McLean, outside of Tysons, to provide trips between the service zone and Metrorail stations in Tysons. The second, which is in the financially unconstrained plan in **Appendix C**, is for the area near Great Falls, north of Reston to connect trips to Metrorail stations in Reston and Herndon.

Once tested in one or both of these initial areas, this new type of service could be explored to supplement fixed-route service for other lower-density areas in future years.

FLEET TRANSITION

At the time of the TSP, FCDOT was continuing to develop its fleet transition plan to migrate the Connector fleet to 100% zero-emission buses by 2035. The county is starting with an electric bus pilot program effective in 2023. The Capital Implementation Plan in **Chapter 4** considers likely fleet and infrastructure needed to support zero-emission bus operation, but additional refinement may be needed through future annual TSP updates as transition plans are refined and the technology continues to improve.

FACILITY IMPROVEMENTS

The infrastructure needed to support the planned improvements and modifications to Connector service such as facilities (garages, transit centers, and park and rides) is described in the Capital Implementation Plan in **Chapter 4**.

Additional needs may arise in the future. FCDOT will continue to monitor facility capacity, and identify new facility projects, as necessary, through future annual TSP updates.

4



Implementation Plan



4. Implementation Plan

The implementation plan details the capital improvements needed to support the operations and services described in **Chapter 3**. Capital investments in vehicles, facilities, passenger amenities, and technology will be needed as existing assets reach the end of their useful life cycle and new services are implemented. This TSP covers capital expenditures through fiscal year (FY) 2033 (with FY 2023 included as a baseline) associated with existing and planned service improvements. While this chapter summarizes when capital expenditures will be necessary, **Chapter 5** identifies projected costs and financial resources.

4.1 Asset Management

Fairfax County is a Tier 1 agency as defined by the Federal Transit Administration (FTA) due to the number of vehicles it operates for fixed-route service, and therefore has developed its own Transit Asset Management (TAM) plan for revenue vehicles, non-revenue vehicles, facilities, and other equipment. The FCDOT TAM plan describes and establishes the approach to managing its Fairfax Connector capital assets in compliance with the FTA’s Transit Asset Management Final Rule (49 Code of Federal Regulations (CFR) 625 and 630). The latest TAM plan was completed in 2020 which is based on FCDOT’s asset inventory and condition assessments through December 2019. FCDOT used the FTA’s TERM Lite program as the analysis tool to forecast capital needs based on an asset inventory, capital replacement costs, useful life benchmarks, and asset lifecycle strategies.

FCDOT has committed to an Asset Management Policy consisting of the five principles illustrated in **Figure 4-1**. The policy statement is for all transit services that it provides or supports to ensure strategic management and investment decision making throughout the lifecycle of its transit assets.

FIGURE 4-1: ASSET MANAGEMENT POLICY PRINCIPLES



Source: FCDOT Transit Asset Management Plan, April 2020.



4.1.1 Vehicle Fleet Policies

Fairfax Connector's fleet is summarized in **Appendix A**. Fairfax County's asset management policy for its transit vehicle fleet is designed to ensure the safe and reliable operation of Connector. Despite being operated by the service provider, the revenue vehicles are the property of FCDOT, and the service provider is required to adhere to the agency's performance standards and practices. FCDOT requires its service provider to use a management system, FleetFocus, for storing and managing fleet data. This maintenance management software is used to maintain up-to-date information on all buses, including maintenance activities, work orders, mileage, and safety inspections.

Fairfax Connector's capital budget covers the procurement, maintenance, replacement, and disposal costs associated with revenue vehicles, which are triggered by mileage and age per original equipment manufacturer (OEM) advisories and warranties. The revenue vehicle fleet follows a 15-year bus replacement cycle, with the expectation that vehicles will reach their full useful life. When a vehicle reaches the end of its useful life, the operating service provider is responsible for the close-out process and must provide FCDOT with permits, licenses, and relevant documents. Maintenance and inspection records are backed up, and the county manages the disposal sale of the assets once processed by its service provider.

FCDOT's vehicle maintenance strategies rely on OEM maintenance standards, and midlife repower schedules are implemented to replace engines and transmissions, reducing maintenance costs. Preventative maintenance is performed based on mileage and time intervals, with the service provider reporting these actions back to FCDOT.

Non-revenue vehicles follow similar practices, relying on the manufacturer's useful life estimation. The useful life is 10 years for supervisory vehicles and is 15 years for service trucks; the useful life for other specialized service equipment follows the OEM standard life expectancy. The service provider has the exclusive responsibility of assignment and control of these vehicles. Preventative maintenance inspections are conducted at 5,000-mile intervals, and service vehicles are required to complete a preventative maintenance inspection checklist at 48,000 miles. Vehicle replacement is triggered by both useful life and asset mileage. Disposal procedures for non-revenue vehicles are similar to revenue vehicles.

Fairfax Connector has a goal of transitioning its entire fleet to zero-emission vehicles by 2035, and it will begin the transition with a pilot program. The first phase includes piloting eight battery-electric buses out of the West Ox division, and phase two of the pilot will see an addition of four battery electric buses operated out of the Huntington division. For TSP planning purposes, battery electric buses are the assumed buses for projecting future capital costs starting in FY 2027, but no specific bus technology has been selected. At the time of this TSP, transition plans were developing, and additional details will be included in future annual updates.

4.1.2 Facility Policies

FCDOT operates the Fairfax Connector service out of three major facilities: Reston-Herndon, West Ox, and Huntington. In addition, FCDOT manages several passenger and parking facilities. Fairfax Connector's facilities are summarized in **Appendix A**. Historically, facility maintenance has been largely corrective and reactive, but FCDOT is developing a facilities management manual to



promote more proactive investment in preventive maintenance and inspections. FCDOT conducts monthly usage inspections on park and rides and parking garage facilities. The service operator is responsible for completing its own operational inspections on the maintenance facilities.

4.1.3 Technology and ITS Policies

While FCDOT's TAM plan does not include a full inventory of technology assets, FCDOT strives to replace intelligent transportation system (ITS) and technology assets when they reach the end of their useful life or when the technology is no longer supported by the vendor. Technology assets require more frequent replacements compared to other asset classes like vehicles and facilities. FTA useful life standards range from four to ten years depending on the hardware or software.



4.2 Capital Implementation Plan

The implementation plan will be used to meet Fairfax County’s capital needs to both maintain its state of good repair in accordance with its asset management policies and execute the planned service improvements of the TSP. Implementation of the planned improvements and modifications in **Chapter 3** will consist of capital investment in the following areas:

- Vehicles
- Passenger Facilities
- Operating and Maintenance Facilities
- Tools and Equipment
- Technology
- Major Capital Projects

Figure 4-2 shows the magnitude of capital needs for each year. The largest areas of need include major capital projects (namely, the Richmond Highway BRT and electric bus infrastructure needs), vehicles, and technology. Details on costs and assumptions are included in the Financial Plan in **Chapter 5**. **Table 4-1** shows projected annual quantities of vehicle needs and schedules for other facility, equipment, and capital projects. The following sections contain brief descriptions of key projects or initiatives in each area.

FIGURE 4-2: CAPITAL IMPLEMENTATION PLAN SUMMARY

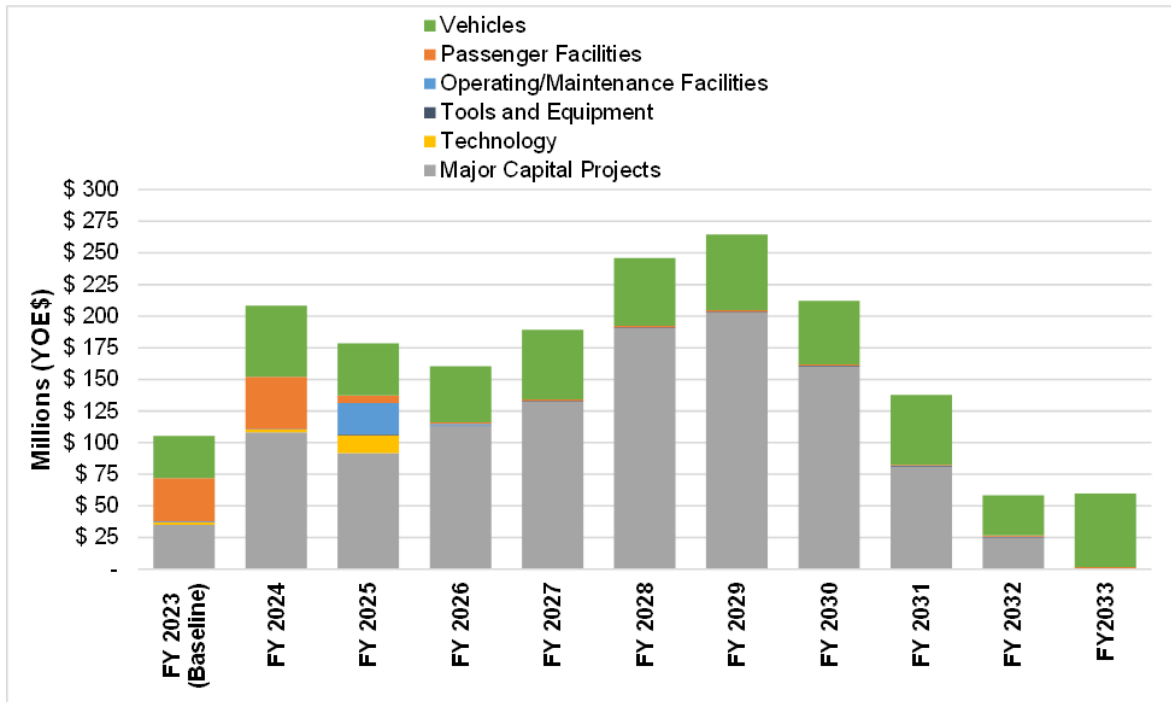




TABLE 4-1: CAPITAL IMPLEMENTATION PLAN

Planned Capital Implementation Activity

Baseline

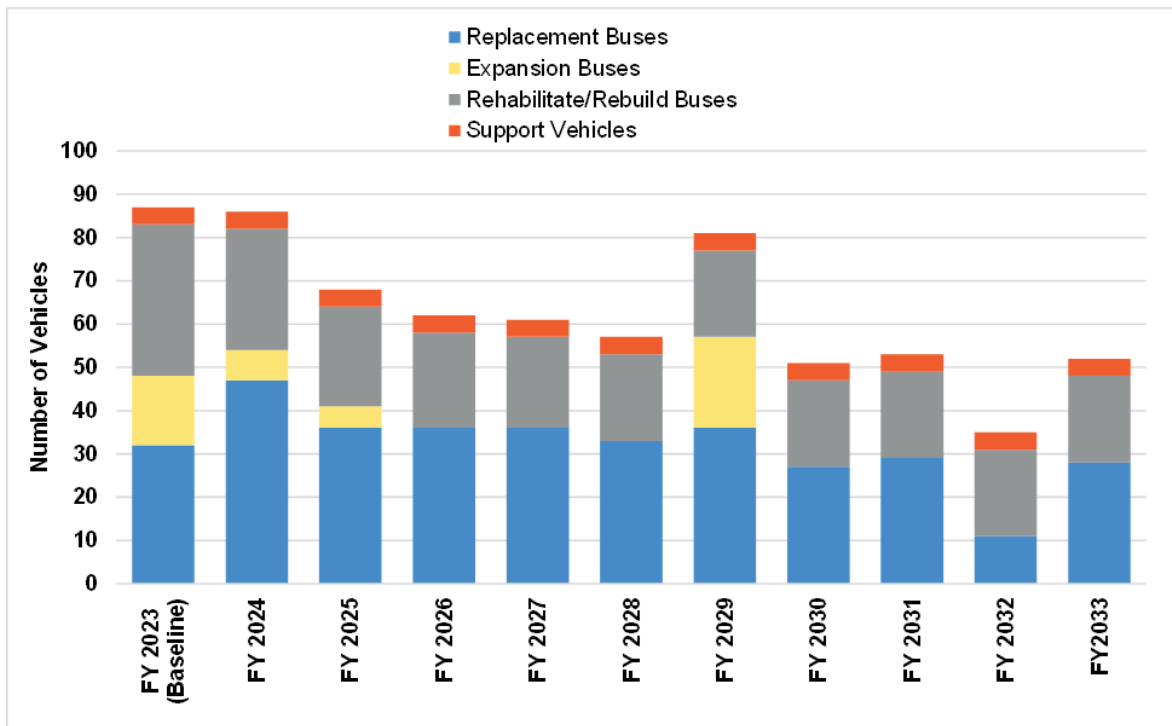
Transit Strategic Plan Capital Implementation	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Vehicles:											
Replacement Buses (Diesel)	28	43									
Replacement Buses (Hybrid)			36	36							
Replacement Buses (Electric)	4	4			36	33	36	27	29	11	28
Expansion Buses funded by I-66 ITB toll revenue		6	5								
Expansion Buses funded by I-66 OTB toll revenue	8										
Expansion Buses funded by I-395 toll revenue		1									
Expansion Buses VDOT I-495 ALB		8									
Richmond Highway BRT Buses							21				
Revenue Vehicle – Rehabilitate/Rebuild Buses	35	28	23	22	21	20	20	20	20	20	20
Support Vehicles	5	1	4	4	4	4	4	4	4	4	4
Third-Party Project Management											
Passenger Facilities:											
Springfield CBC Commuter Parking Garage											
Tysons West Park Transit Center Renovation											
Monument Drive Commuter Parking Garage											
Bus Stop Improvement Program											
Operating and Maintenance Facilities:											
Huntington Bay Repair Renovations											
West Ox Fire Alarm System Replacement											
West Ox Buyout											
Tools and Equipment:											
Tools and Equipment											
Technology:											
Intelligent Transportation Systems											
SmarTrip Program Updates											
Major Capital Projects:											
Richmond Highway BRT											
Electric Bus Infrastructure Needs											



4.2.1 Vehicles

Over the years of the TSP, it will be necessary to rehabilitate or replace existing vehicles to maintain a state of good repair and acquire expansion vehicles to meet planned service levels (see **Figure 4-3**). In the short-term, vehicle investments will be for replacement diesel buses and expansion buses grant-funded through the Express Lanes for I-395 and I-66 Inside the Beltway (ITB) and Outside the Beltway (OTB). It is assumed that in the mid-term, vehicle purchases will transition to electric for all purchases in FY 2027 and beyond. The implementation plan also includes the annual acquisition of approximately 4 support vehicles and 20 to 30 annual bus midlife repower and rehabilitations. The annual replacement or overhaul for zero-emission buses has not been determined at this time but is likely different from assumptions for internal combustion engines.

FIGURE 4-3: VEHICLE IMPLEMENTATION



4.2.2 Passenger Facilities

The TSP recommendations do not require any new investments in passenger facilities, infrastructure, and amenities beyond what is already identified in Fairfax County’s Capital Improvement Program (CIP). Funding has been allocated toward three critical passenger facilities projects in the CIP, and beyond this Fairfax County maintains a continuous bus stop improvement. The following passenger facility projects are expected to be completed:

- **Bus Stop Improvement Program:** This program is has an annual budget to make bus stop improvements, including bus shelters, boarding and alighting areas, connections from stops to nearby sidewalks, and sidewalks improvements.



- **Monument Drive Commuter Parking Garage:** The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces and will include a transit center of bus bays, kiss-and-ride facility, bicycle storage, restroom facility, and Connector store. Construction is anticipated to be completed by the end of 2023.
- **Springfield CBC Commuter Parking Garage:** The Springfield CBC Commuter Parking Garage is a new parking garage to accommodate approximately 1,000 commuter parking spaces and provide a bus transit location on the ground level. Construction is estimated to be completed by the end of 2023.
- **Tysons West*Park Transit Center Renovation:** This project will construct a new one-story, five-bay bus transit facility and adjacent fire station on a 4.2-acre parcel that is currently used for West*Park Transit Center. Construction is estimated to be completed in 2026.

4.2.3 Operating and Maintenance Facilities

Fairfax Connector currently operates out of three facilities throughout Fairfax County. The Huntington and Reston divisions are owned solely by Fairfax Connector while the West Ox division is shared with WMATA. Fairfax Connector has plans to lease space from WMATA's Cinder Bed Road facility for the articulated buses that will be acquired for the Richmond Highway BRT. None of Fairfax Connector's three facilities has the capacity or ability to store articulated buses. The capital implementation plan also includes projects for renovating maintenance bays at the Huntington facility and completing the West Ox fire alarm system replacement. Additionally, Fairfax County plans to buy out the Metrobus portions of the shared West Ox facility from WMATA in FY 2025.

Fairfax Connector's zero-emission bus transition plan will require renovating its operating and maintenance facilities to accommodate electric buses. The equipment and renovations needed will depend on whether Connector chooses to operate battery electric buses, hydrogen fuel cell buses, or a mix of the two. All newly acquired buses are assumed to be fully electric starting in FY 2027.

4.2.4 Tools, Equipment, and Technology

The capital implementation plan includes the annual replacement of tools and equipment to support operations and maintenance activities. As Connector made large investments in on-board ITS in recent years, technology needs for the years ahead primarily consist of fare collection technology upgrades. WMATA, in coordination with regional partners, has initiated a Metrobus Farebox Replacement Project that will also include the replacement of bus fareboxes for other regional bus operators such as Connector. The new bus fareboxes will allow customers to continue to pay in the same ways with improved reliability and a separate SmarTrip card reader outside of the farebox. FCDOT has opted to undergo a multi-year replacement of its fareboxes anticipated to be complete in FY 2025 to align with the transition plans of WMATA and other regional partners.



4.2.5 Major Capital Projects

The capital implementation plan includes the following multi-year capital project over the course of the TSP:

- **Richmond Highway BRT:** FCDOT plans to build and implement a 7.4-mile BRT system along US Route 1/Richmond Highway from the Huntington Metrorail Station to Fort Belvoir. The capital expenditures include the construction of dedicated lanes, BRT stations, and new medians, as well as improvements to the streetscape, and bicycle and pedestrian facilities. The BRT is expected to be operational by 2030.
- **Electric Bus Infrastructure Needs:** As previously referenced in Vehicles and Operating and Maintenance Facilities.

Capital investment will also be needed in the future to support the Route 7 BRT between Spring Hill Metrorail station and the Mark Center in Alexandria. At the time of the TSP, NVTC was developing its Phase IV Mobility Analysis Study, and implementation of the BRT project was not fully funded. Fairfax County will continue to coordinate with NVTC and other regional stakeholders on future phases of this project.

5



Financial Plan



5. Financial Plan

In the financial plan, service costs are projected and financial resources are identified over the next ten years. This financial plan covers fiscal year (FY) 2024 through FY 2033 with FY 2023 as a baseline. It reflects a financially constrained plan that represents what can realistically be achieved using the various anticipated funding sources. It is not intended to be a budget document but rather a planning-level financial guide. All figures are presented in year-of-expenditure (YOE) dollars with an assumed escalation factor of three percent per year.

The financial plan was developed in collaboration with the FCDOT Coordination and Funding Division based on forecasts of federal, state, regional, and local revenue projections and past trends for these sources. Fairfax County establishes annual budgets for transit service through a collaborative process involving its Board of Supervisors. Ultimately, the Board votes on the final budget, taking into account community input, financial constraints, and available resources. As the TSP undergoes annual updates and FCDOT and the BOS establishes annual budgets, this financial information will change. Funding is subject to annual appropriation by the Fairfax County Board of Supervisors.

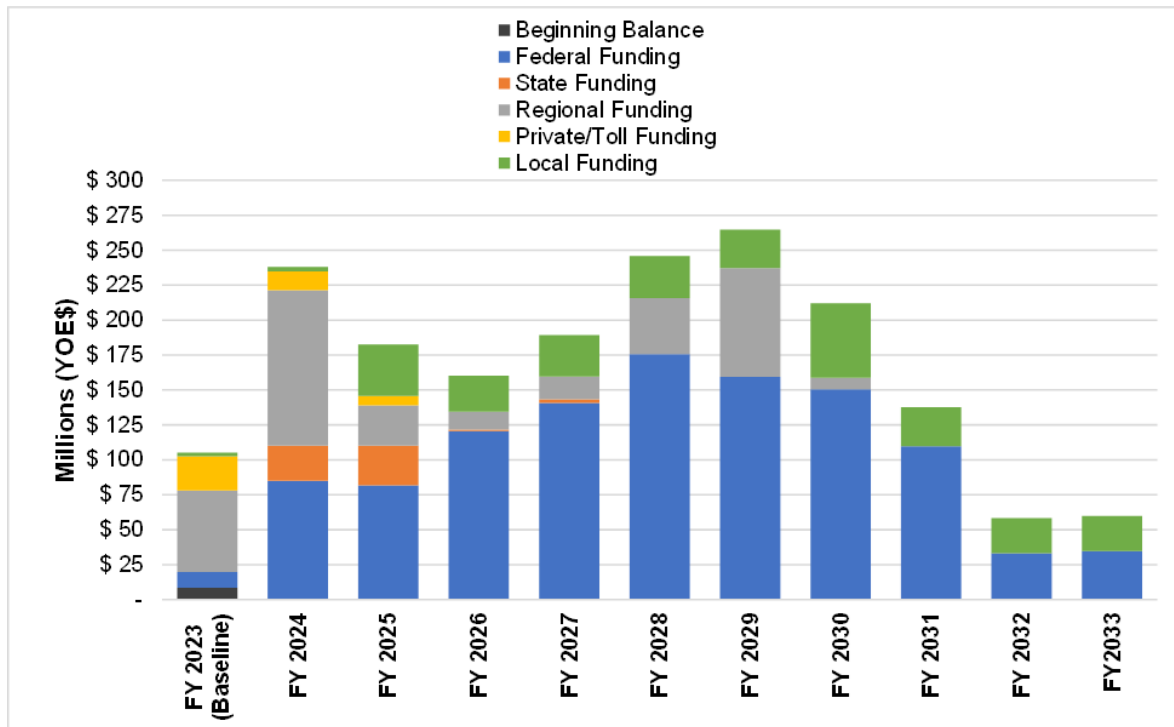
5.1 Capital Cost and Revenue Forecast

The capital cost and revenue forecasts were developed according to the capital implementation plan in **Chapter 4** and in collaboration with the FCDOT Coordination and Funding Division. **Table 5-1** shows a breakdown of capital costs for each implementation category.

A mix of federal, state, regional, private/toll, and local capital funding sources will be used. **Figure 5-1** summarizes year-by-year capital revenue sources, which are generally balanced with the cost forecast each year over the period of the TSP. **Table 5-2** shows a breakdown of capital revenue sources. Revenues were estimated from funds that have already been programmed, grant applications to the state and/or the Federal Transit Administration (FTA), and the recently approved Six Year Improvement Program (SYIP) to estimate future years.



FIGURE 5-1: CAPITAL REVENUE SOURCES



Note: Funding is subject to annual appropriation by the Fairfax County Board of Supervisors.



TABLE 5-1: CAPITAL COST FORECAST

Baseline

Capital Cost Forecast (YOE\$ Millions)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Vehicles	\$33.3	\$56.2	\$41.4	\$44.4	\$55.0	\$53.7	\$60.1	\$50.5	\$55.4	\$32.0	\$58.3
Bus Replacement ¹	\$25.2	\$39.2	\$32.4	\$35.4	\$45.1	\$42.6	\$47.9	\$37.0	\$40.9	\$16.0	\$41.9
Bus Expansion ¹	\$4.6	\$13.7	\$4.8	-	-	-	-	-	-	-	-
From I-66 ITB Toll Revenue	-	\$5.6	\$4.8	-	-	-	-	-	-	-	-
From I-66 OTB Toll Revenue	\$4.6	-	-	-	-	-	-	-	-	-	-
From I-395 Toll Revenue	-	\$0.9	-	-	-	-	-	-	-	-	-
From VDOT I-495 ALB	-	\$7.2	-	-	-	-	-	-	-	-	-
Bus Rehabilitation	\$2.6	\$2.6	\$3.5	\$3.5	\$3.5	\$3.5	\$3.5	\$3.5	\$3.5	\$3.9	\$3.9
Master Lease Financing				\$4.7	\$5.6	\$6.8	\$7.9	\$9.2	\$10.2	\$11.3	\$11.7
Non-Revenue Vehicles ¹	\$0.2	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1
Third-Party Project Management	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
Passenger Facilities	\$34.0	\$41.2	\$5.7	\$1.2	\$1.2	\$1.2	\$1.2	\$0.8	\$0.8	\$0.8	\$0.8
Springfield CBC Commuter Parking Garage	\$11.5	\$29.2	\$2.5	-	-	-	-	-	-	-	-
Tysons West*Park Transit Center Reno.	\$1.9	\$1.8	-	-	-	-	-	-	-	-	-
Monument Drive Commuter Parking Garage	\$20.0	\$9.0	\$2.0	-	-	-	-	-	-	-	-
Bus Stop Improvement Program	\$0.6	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$0.8	\$0.8	\$0.8	\$0.8
Operating/Maintenance Facilities	\$0.5	-	\$25.0	\$1.0	-	-	-	-	-	-	-
Huntington Bay Repair Renovation	\$0.2	-	-	\$1.0	-	-	-	-	-	-	-
West Ox Fire Alarm System Replacement	\$0.3	-	-	-	-	-	-	-	-	-	-
West Ox Buyout	-	-	\$25.0	-	-	-	-	-	-	-	-
Tools and Equipment	\$0.5	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
Tools and Equipment	\$0.5	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
Technology	\$1.9	\$2.1	\$14.0	-	-	-	-	-	-	-	-
Intelligent Transportation Systems	\$1.9	-	-	-	-	-	-	-	-	-	-
SmarTrip Program Updates	-	\$2.1	\$14.0	-	-	-	-	-	-	-	-
Major Capital Projects	\$35.0	\$108.2	\$91.8	\$113.1	\$132.4	\$190.5	\$202.8	\$160.2	\$80.9	\$25.0	-
Richmond Highway BRT (RH BRT)	\$34.2	\$108.2	\$41.8	\$63.1	\$82.4	\$140.5	\$177.8	\$135.2	\$55.9	-	-
Electric Bus Infrastructure Needs	\$0.8	-	\$50.0	\$50.0	\$50.0	\$50.0	\$25.0	\$25.0	\$25.0	\$25.0	-
Total Capital Costs	\$105.2	\$208.3	\$178.6	\$160.4	\$189.2	\$246.0	\$264.7	\$212.1	\$137.8	\$58.4	\$59.8

¹Vehicle unit costs assumption (FY23 \$): Diesel = \$675,000; Hybrid = \$900,000; Electric = \$1,114,000; Articulated = \$1,300,000; Support = \$25,000



TABLE 5-2: CAPITAL REVENUE FORECAST

Baseline

Capital Revenue Forecast (YOE\$ Millions)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Beginning Balance											
Carryover Revenue (Spend in FY 2023)	\$8.3										
Federal Funding	\$11.5	\$85.0	\$81.6	\$120.5	\$140.8	\$175.7	\$159.5	\$150.5	\$109.7	\$33.2	\$34.6
CMAQ Springfield CBC	\$11.5	\$29.2	\$2.5	-	-	-	-	-	-	-	-
RH BRT - CMAQ/RSTP	-	\$51.1	\$13.2	\$10.5	\$3.5	\$0.5	-	-	-	-	-
RH BRT - New Starts	-	-	-	\$43.3	\$60.0	\$100.0	\$100.0	\$100.0	\$55.9	-	-
FTA/ARPA BEB Fleet		\$4.7	\$25.9	\$26.7	\$37.3	\$35.2	\$39.5	\$30.5	\$33.8	\$13.2	\$34.6
FTA BEB Infrastructure	-	-	\$40.0	\$40.0	\$40.0	\$40.0	\$20.0	\$20.0	\$20.0	\$20.0	-
State Funding	-	\$25.0	\$28.6	\$1.0	\$2.5	-	-	-	-	-	-
SMART SCALE (RH BRT)		\$17.8	\$28.6	\$1.0	\$2.5	-	-	-	-		
VDOT/DRPT TRIP	-	\$7.2	-	-	-	-	-	-	-	-	-
Regional Funding	\$58.2	\$111.2	\$28.9	\$13.0	\$16.5	\$40.0	\$77.8	\$8.2	-	\$0.01	\$0.02
NVTA 70% (RH BRT)	\$34.2	\$99.1	-	\$8.2	\$16.5	\$40.0	\$77.8	\$8.2	-	-	-
NVTC Cap - Other	-	\$9.6	\$0.0	\$0.0	-	-	\$0.02	-	-	\$0.01	\$0.02
NVTC Cap - Paygo	\$24.0	\$2.6	-	-	-	-	-	-	-	-	-
NVTC Cap - BOA Loan	-	-	\$3.9	\$4.7	-	-	-	-	-	-	-
NVTC Cap - West Ox Buyout	-	-	\$25.0	-	-	-	-	-	-	-	-
Private/Toll Funding	\$24.6	\$13.6	\$6.5	-	-	-	-	-	-	-	-
I-66 Inside the Beltway	-	\$4.0	\$4.5	-	-	-	-	-	-	-	-
I-66 Outside the Beltway	\$4.6										
I-395 Express Lanes	-	\$0.6	-	-	-	-	-	-	-	-	-
I-66 Concession Payment	\$20.0	\$9.0	\$2.0	-	-	-	-	-	-	-	-
Local Funding	\$2.5	\$3.3	\$36.9	\$26.0	\$29.5	\$30.3	\$27.4	\$53.4	\$28.1	\$25.2	\$25.2
Commercial & Industrial Tax (C&I)	\$0.6	\$1.2	\$7.3	\$2.2	\$1.2	\$1.2	\$1.2	\$0.8	\$0.8	\$0.8	\$0.8
General Fund		\$0.3	\$13.1	\$7.1	\$2.6	\$2.8	\$2.5	\$3.1	\$2.9	\$4.6	\$3.3
General Fund (BOA loan)					\$5.6	\$6.8	\$7.9	\$9.2	\$10.2	\$11.3	\$11.7
General Fund for BEB Transition			\$10.0	\$10.0	\$10.8	\$10.8	\$5.8	\$5.7	\$5.7	\$5.3	\$0.7
Master Lease			\$6.5	\$6.7	\$9.3	\$8.8	\$9.9	\$7.6	\$8.4	\$3.3	\$8.7
NVTA 30% (RH BRT)		-	-			-	-	\$27.0			
GO Bonds	\$1.9	\$1.8	-	-	-	-	-	-	-	-	-
Total Capital Revenues	\$105.1	\$238.2	\$182.5	\$160.4	\$189.2	\$246.0	\$264.7	\$212.1	\$137.8	\$58.4	\$59.8

Note: Funding is subject to annual appropriation by the Fairfax County Board of Supervisors.



5.2 Operating Cost and Revenue Forecast

The operating cost and revenue forecasts were developed according to the service development plan described in **Chapter 3** and in collaboration with the FCDOT Coordination and Funding Division.

Table 5-3 shows an annual breakdown of operating costs for operating expenses (non-grant funded versus grant-funded service) and Virginia Railway Express (VRE) payments. Grant-funded services are either partially or fully funded through grants such as the Northern Virginia Transportation Commission (NVTC) Commuter Choice for the I-66 and I-395/95 corridors and state agreements for service on Express Lanes corridors. This includes Routes 371, 393, 396, 397, 598, 660, 698, 699, and 798.

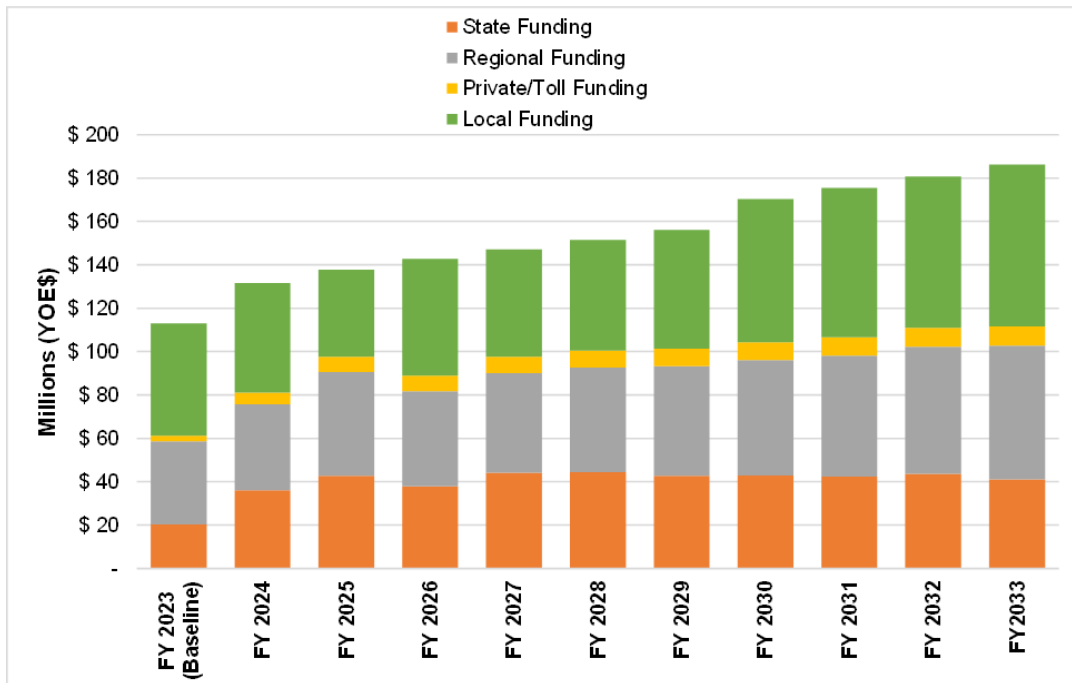
A mix of state, regional, private/toll, and local operating funding sources will be used. **Figure 5-2** summarizes year-by-year operating revenue sources, which are generally balanced with the cost forecast each year over the period of the TSP.

Table 5-4 shows of breakdown of operating revenue sources. Revenues were estimated from funds that have already been programmed, grant applications to the state, and the recently approved SYIP to estimate future years.

There are no planned fare increases for Connector but there were several recent fare policy changes. Fairfax County was awarded a three-year DRPT Transit Ridership Incentive Program (TRIP) grant and launched a reduced fare program in early 2023 that provides a 50% discount on Fairfax Connector for low-income individuals. Also, effective May 1, 2023 children aged 12 and under can ride for free when accompanied by a paying adult. Fares are one of several other local sources used to fund operations.



FIGURE 5-2: OPERATING REVENUE SOURCES



Note: Funding is subject to annual appropriation by the Fairfax County Board of Supervisors.



TABLE 5-3: OPERATING COST FORECAST

Baseline

Operating Cost Forecast (YOES\$ Millions)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Revenue Hours	863,562	883,502	899,012	905,944	905,944	905,944	905,944	1,020,884	1,020,884	1,020,884	1,020,884
Operating Costs											
Operating Expenses ¹	\$108.4	\$115.5	\$119.0	\$122.6	\$126.3	\$130.0	\$134.0	\$147.6	\$152.0	\$156.5	\$161.2
Operating Expenses (Grant Funded Service)		\$10.4	\$12.9	\$14.3	\$14.7	\$15.2	\$15.6	\$16.1	\$16.6	\$17.1	\$17.6
VRE Payments	\$4.7	\$5.6	\$5.8	\$5.9	\$6.1	\$6.3	\$6.5	\$6.7	\$6.9	\$7.1	\$7.3
Total Operating Costs	\$113.1	\$131.5	\$137.7	\$142.8	\$147.1	\$151.5	\$156.1	\$170.4	\$175.5	\$180.7	\$186.1

¹Hourly operating expense assumption (FY24 \$): \$139.68 per hour



TABLE 5-4: OPERATING REVENUE FORECAST

Baseline

Operating Revenue Forecast (YOES\$ Millions)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
State Funding	\$20.2	\$36.0	\$42.8	\$37.9	\$44.2	\$44.4	\$42.7	\$42.9	\$42.3	\$43.6	\$41.1
NVTC Operating	\$12.0	\$27.1	\$34.6	\$30.3	\$36.4	\$36.4	\$34.4	\$34.4	\$33.6	\$34.6	\$31.8
NVTC Fare Offset (CARES)	\$7.0	\$3.3	\$1.8	-	-	-	-	-	-	-	-
DRPT	\$1.2	\$5.7	\$6.4	\$7.6	\$7.8	\$8.0	\$8.3	\$8.5	\$8.8	\$9.0	\$9.3
Regional Funding	\$38.5	\$39.7	\$47.8	\$43.7	\$45.9	\$48.2	\$50.6	\$53.2	\$55.8	\$58.6	\$61.6
County and Regional Transit	\$38.5	\$39.7	\$47.8	\$43.7	\$45.9	\$48.2	\$50.6	\$53.2	\$55.8	\$58.6	\$61.6
Private/Toll Funding	\$2.5	\$5.4	\$7.1	\$7.3	\$7.5	\$7.7	\$7.9	\$8.2	\$8.4	\$8.7	\$8.9
NVTC (Tolls)	\$1.2	\$4.2	\$5.9	\$6.0	\$6.2	\$6.4	\$6.6	\$6.8	\$7.0	\$7.2	\$7.4
CIA	\$1.3	\$1.2	\$1.2	\$1.2	\$1.3	\$1.3	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5
Local Funding	\$51.8	\$50.4	\$40.1	\$54.0	\$49.5	\$51.2	\$54.8	\$66.1	\$68.9	\$69.8	\$74.5
Miscellaneous, Advertising, Bus Shelter Program, Fares, WMATA	\$5.4	\$4.0	\$4.1	\$5.5	\$5.6	\$5.8	\$6.0	\$6.7	\$6.9	\$7.1	\$7.3
General Fund (also funds Capital)	\$42.9	\$42.7	\$32.2	\$44.5	\$39.7	\$41.0	\$44.4	\$54.8	\$57.2	\$57.7	\$62.0
Transfer from Fund 30040	\$0.1	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
Transfer from Fund 30000	\$3.4	\$3.5	\$3.7	\$3.8	\$4.0	\$4.1	\$4.3	\$4.5	\$4.7	\$4.9	\$5.0
Total Operating Revenues	\$113.0	\$131.5	\$137.7	\$142.8	\$147.1	\$151.5	\$156.1	\$170.4	\$175.5	\$180.7	\$186.1

Note: Funding is subject to annual appropriation by the Fairfax County Board of Supervisors.



5.3 Potential Sources of Funds for Unfunded Needs

While the financial plan demonstrates the financially constrained service improvements of the TSP can be realistically achieved through identified sources of funds, the financially unconstrained improvements developed through the TSP planning process (see **Appendix C**) will require new or additional funding. Fairfax County should continue to pursue discretionary grants at the federal, state, and regional level. This includes DRPT MERIT and TRIP, SMART SCALE, NVTC Commuter Assistance, and NVTA TransAction.



Appendix



Appendix A
Agency Profile and System Overview



A.1. History

Fairfax County provides transit service through Fairfax Connector (Connector), a locally owned and controlled fixed-route bus transit system operated by a contractor and managed by the Fairfax County Department of Transportation (FCDOT). Since its inception in 1985, the Connector system has grown significantly and now has the third largest bus fleet in the Washington, D.C. region and the largest public bus fleet in Northern Virginia.

As of 2022, Fairfax County contained 418,769 households and 1,172,646 people (population density 2,888 people per square mile). The county is projected to grow by 2045 to an estimated 496,219 households and 1,405,914 people.

Fairfax Connector covers a service area of approximately 407 square miles, consists of 94 fixed-routes²⁶, and is split into three service divisions: the Huntington Division covering the south county area, the West Ox Division covering the west county area, and the Herndon-Reston Division, covering the north county area.

In addition to Fairfax Connector, the Washington Metropolitan Area Transit Authority (WMATA) provides 31 routes in Fairfax County through Metrobus²⁷. Metrobus service is regionally focused, providing service across jurisdictional boundaries, while Connector service operates largely within the County boundaries. Fairfax County initiated the Fairfax Connector in September 1985 as a cost-effective alternative to the provision of non-regional fixed-route/fixed-schedule bus service by WMATA, and significant expansion of the system has occurred since then. The CUE (City-University-Energysaver) bus system, owned and operated by the City of Fairfax in conjunction with George Mason University, also provides service within Fairfax County.

The following timeline outlines the key milestones, changes in service focus areas, and events in the history of Fairfax Connector.

1985	<ul style="list-style-type: none"> • Fairfax Connector bus service started on September 29 with 33 buses operating 10 routes that served the Huntington Metrorail station, by converting routes formerly operated by Metrobus.
1988	<ul style="list-style-type: none"> • Connector expanded in the southeastern part of the county, expanding the fleet to 50 buses and adding four new express routes to the Pentagon Transit Center, by converting routes formerly operated by Metrobus. • Connector opened the Newington Maintenance Facility (Huntington Division).
1990	<ul style="list-style-type: none"> • Connector took over operation of the RIBS (Reston Internal Bus Service), with service provided out of the new Community Bus Services Division.
1991	<ul style="list-style-type: none"> • Connector established new feeder bus service to the newly opened Van Dorn Street Metrorail station, on the border of the county in the City of Alexandria.

²⁶ As of April 2023, there were 94 routes with recent service changes and implementation of several near-term improvements in the TSP.

²⁷ As of June 2023



- 1992**
 - Connector launched Route 401, the first cross-county route, linking Springfield Mall, Fairfax Hospital, Tysons, and the Dunn Loring-Merrifield Metrorail station. This service was formerly operated by Metrobus.
- 1993**
 - Connector added six new routes serving the Vienna/Fairfax-GMU, Van Dorn Street, and Pentagon Metrorail stations. These routes were formerly operated by Metrobus.
- 1994**
 - Connector underwent its greatest expansion to date, with Connector service replacing 16 Metrobus routes in Reston and Herndon operating to the West Falls Church and Pentagon Metrorail stations and purchasing 45 new buses to operate the service.
 - Connector opened the Reston-Herndon Operations Facility to support the new routes in the North County.
- 1996**
 - A blizzard forced suspension of service for two days; this sparked an initiative to establish a call center with greater capacity the following year.
 - Connector service replaced Metrobus routes linking the Vienna Metrorail station with the Fairfax County Government Center and the Dunn Loring Metrorail station.
- 1997**
 - The Reston East Park and Ride Lot, the site of today's Wiehle-Reston East Metrorail station, was opened as a hub for North County Connector service.
 - Connector restructured and expanded its South County routes to serve the new Franconia-Springfield Metrorail/VRE station.
- 1999**
 - Two new passenger facilities, the Herndon-Monroe Park and Ride and the Tysons West*Park Transit Station, and four new Connector Stores were opened to provide information and fare media to riders.
 - Connector launched its Dulles Corridor Express Bus Service, which doubled bus service in the corridor.
- 2001**
 - Connector service was restructured during the September 11, 2001 terrorist attack to assist in evacuations.
- 2002**
 - Connector began operation of Route 605, a new cross-county route connecting the Government Center and Fair Lakes with Reston.
 - Connector began the process of converting its fleet to ultra-low sulfur diesel fuel and retrofitting the fleet with green diesel technology, which has been shown to reduce harmful emissions by as much as 80 percent.
- 2003**
 - Connector merged the Community Bus Services Division (responsible for Tysons Shuttle and RIBS) with the Reston-Herndon Division, so that all services provided by two contractors from two garages could be provided by a single contractor from one garage.
 - Connector began operating service to the new Lorton Park and Ride.
 - Connector began selling advertising space on its bus fleet for the first time.
 - Metro Magazine recognized Connector as one of the 10 most improved transit systems in North America.
 - Hurricane Isabel forced suspension of Connector service for 24 hours.
- 2004**
 - Connector introduced the MATT (Mobile Accessible Travel Training) bus, a hands-on way to teach members of the public how to ride the bus and navigate the bus system.
 - Connector launched its South County Bus Service restructuring, increasing the Connector to 56 routes and 170 buses.



- 2005**
 - Connector completed the renovation of the Newington (Huntington) Operations Facility.
 - Connector began service to the new Gambrill Road Park and Ride.
- 2006**
 - Connector installed SmarTrip Fare Card technology on its bus fleet.
 - One new passenger facility, the Reston Town Center Transit Station, and one new Connector Store at the Franconia-Springfield Metrorail/VRE station were opened.
 - Connector introduced its new bus design and logo on its new buses.
- 2007**
 - Connector installed bicycle racks on the front of its bus fleet.
- 2008**
 - FCDOT initiated a study to create a 10-year Transit Development Plan (TDP), the first comprehensive study of all bus services operated in, and paid for by, Fairfax County.
- 2009**
 - Connector service replaced 13 Metrobus routes linking Centreville, Chantilly, and Oakton to the Vienna Metrorail station.
 - Connector begins operation of the Tysons Connector lunch-time shuttle service.
 - Connector opened the West Ox Operations Facility, which is shared with WMATA, to support the new routes in the West County.
 - FCDOT completed its TDP study, which included service recommendations for such transportation challenges such as the Base Realignment and Closure (BRAC) movements, the opening of the I-495 Beltway Express Lanes, and the opening of Phases I and II of the Metrorail Silver Line.
- 2010**
 - The Reston East Park and Ride and the Connector Store at the lot were closed to allow for site preparation and construction to begin on the Wiehle-Reston East Metrorail station; on completion, the site now houses the north station entrance, the parking, and the main bus facility to support the Wiehle-Reston East Metrorail station.
 - Connector adjusted routes that had served the Reston East Park and Ride and created a new route to serve the temporary Sunset Hills Park and Ride.
- 2011**
 - Connector implemented South County service changes. These changes included Route 335, linking the Franconia-Springfield Metrorail/VRE station and the Fort Belvoir Main Post, as well as others in support of BRAC moves to Fairfax County.
- 2012**
 - Connector initiated service linking the new Saratoga Park and Ride to the Franconia-Springfield and Pentagon Metrorail stations.
- 2013**
 - Connector began “Express Connector” service to and from Tysons on the newly opened I-495 Express Lanes.
 - New fare policy was adopted for riders transferring between the VRE and Connector systems. Passengers transferring from the VRE system to a Connector bus are allowed a free, one-way transfer when boarding at a VRE station in Fairfax County with a valid VRE fare media (passes, tickets).
 - FCDOT initiated a study to update the 2009 Transit Development Plan, to include a ten-year Comprehensive Transit Plan (CTP) and a six-year TDP.
- 2014**
 - Connector restructured its North County service to serve the newly opened Metrorail Silver Line stations in Tysons and Reston. This included implementing service on 15 new routes (including three Tysons Circulator routes), modifying 22 existing routes, and eliminating five existing routes. The changes covered 40 percent of existing Connector service.



- 2015**
 - Connector initiated new service linking Springfield, the Mark Center in Alexandria, and the Pentagon with Route 393.
 - Fairfax Connector celebrated its 30th Anniversary and offered a free ride day on September 29.
- 2016**
 - FCDOT completed its TDP study, and the Fairfax County Board approved it.
 - Weekend service was implemented in Centreville and Chantilly on Route 630, 640, and 650.
 - WMATA completed bus improvements at the Franconia-Springfield Metrorail station including new bus bays and the introduction of real-time bus arrival information.
- 2017**
 - BusTracker was launched to provide Fairfax Connector passengers with scheduled and estimated arrival times of their bus by smartphone or computer.
 - New express bus Route 699 began service from the Fairfax County Government Center, via I-66, directly to downtown Washington, D.C.
- 2018**
 - Connector launched Park for FREE, and Ride to Metro for \$1 initiative to help combat extreme traffic congestion due to heavy construction on I-66 outside of the Capital Beltway.
- 2019**
 - New express bus Route 698 launched, providing service from Vienna Metrorail station to the Pentagon.
 - Connector launched new service on Routes 308 and 462.
 - FCDOT awarded a 5-year contract, plus 10 optional years, to Transdev North America for the operations of Fairfax Connector fixed-route bus service effective July.
 - The contract between Amalgamated Transit Union (ATU) Local 1764, the union representing the bus drivers and mechanics, and Transdev, Fairfax County's contracted bus operator expired, causing employees to go on strike and disrupting bus service. Regular operations resumed in December.
- 2020**
 - A new express bus route, Route 396, from Backlick North Park and Ride to the Pentagon was established.
 - Fare collection was suspended due to the rapidly escalating COVID-19 public health emergency. Rear door boarding was also implemented to protect drivers.
 - Connector service was significantly reduced due to the beginning of the COVID-19 public health emergency—41 routes discontinued, service levels reduced on 14 routes, leaving 38 essential routes in operation.
 - FCDOT initiated a study to create a 10-year Transit Strategic Plan (TSP), a successor and update to its latest TDP.
 - Full-service resumed on all routes including implementation of two new routes—697 and 722.
- 2021**
 - Fare collection and front door boarding resumed, made possible with the installation of protection barriers between the bus driver and passengers.
 - Connector assumed operations of five Metrobus routes from WMATA (old Metrobus routes 3T, 15K, 3A, 29C, and 29W to new Fairfax Connector routes 703, 715, 803, 834, and 835, respectively).
 - FCDOT joined WMATA in providing free transfers between Metrorail and Fairfax Connector local buses, and \$2 discount to Express Service through SmarTrip.
 - Construction began on the Springfield Multimodal Transit Hub and the Monument Drive Commuter Parking Garage and Transit Center.
- 2022**
 - Metrorail Silver Phase II opened November 15, extending the existing rail line from Reston through the Dulles International Airport to its western terminus in Ashburn.



2023

- Fairfax Connector implemented new and enhanced bus service in the Reston-Herndon area with key connections to the new Metrorail Silver Line Phase II—several short-term improvements of the TSP.
- Fares were reduced on Route 599 from \$7.50 to \$4.25.
- Service began on new Route 660 between Centreville’s Stone Road Park and Ride and Tysons Metrorail station via Fairfax County Government Center and Vienna Metrorail station.
- Youth fare policy was changed to provide free rides to children aged 12 and under when accompanied by a paying adult.
- FCDOT completed its Transit Strategic Plan.

A.2. Governance

Fairfax Connector is overseen by the Fairfax County Board of Supervisors (BOS) and is a component of the Fairfax County Government. The Board consists of ten members; nine Supervisors are elected as direct representatives of their respective districts, and the Chairman of the Board is elected at-large, representing the entire county. All Board members are elected for four-year terms. Elections for these positions are held in the year before presidential elections.

The Board structure includes a Transportation Committee, a committee of the whole, currently chaired by Walter Alcorn. In addition, the Board is advised on transportation matters by a Transportation Advisory Commission (TAC) with 11 members. Each district Supervisor appoints one resident of their district to serve on the Commission and the Board Chairman appoints a county resident as an at-large member. The eleventh member of the Commission is a representative from the Fairfax Area Disability Services Board. The normal term for Commission members is two years. The term for all Board of Supervisor members expires on December 31, 2023.

Table A-1 shows BOS and TAC membership as of July 2023.



TABLE A-1: FAIRFAX COUNTY BOARD OF SUPERVISOR AND TRANSPORTATION ADVISORY COMMISSION

District	Board of Supervisors	Appointed Transportation Advisory Commission
At-Large	Jeffrey C. McKay (Chairman)	Vacant
Mason District	Penelope A. Gross (Vice Chairman)	Roger L. Hoskin (Secretary)
Braddock District	James R. Walkinshaw	Kevin Morse
Dranesville District	John W. Foust	Michael Champness (Chair)
Hunter Mill District	Walter L. Alcorn	Phylricia L. Woods
Franconia District	Rodney L. Lusk	Matt Bechak
Mount Vernon District	Daniel G. Storck	Vacant
Providence District	Dalia A. Palchik	Jeremy Hancock
Springfield District	Pat Herrity	Eric Thiel
Sully District	Kathy L. Smith	Vacant
Fairfax Area Disability Services Board	-	Christie Garton (Member)

A.3. Organizational Structure

Figure A-1 provides an organization chart (as of October 2023) for the Fairfax Connector functions that are carried out by the FCDOT. Note, only Divisions of FCDOT associated with Connector are shown, and this does not represent an entire FCDOT or Fairfax County Government organization chart.

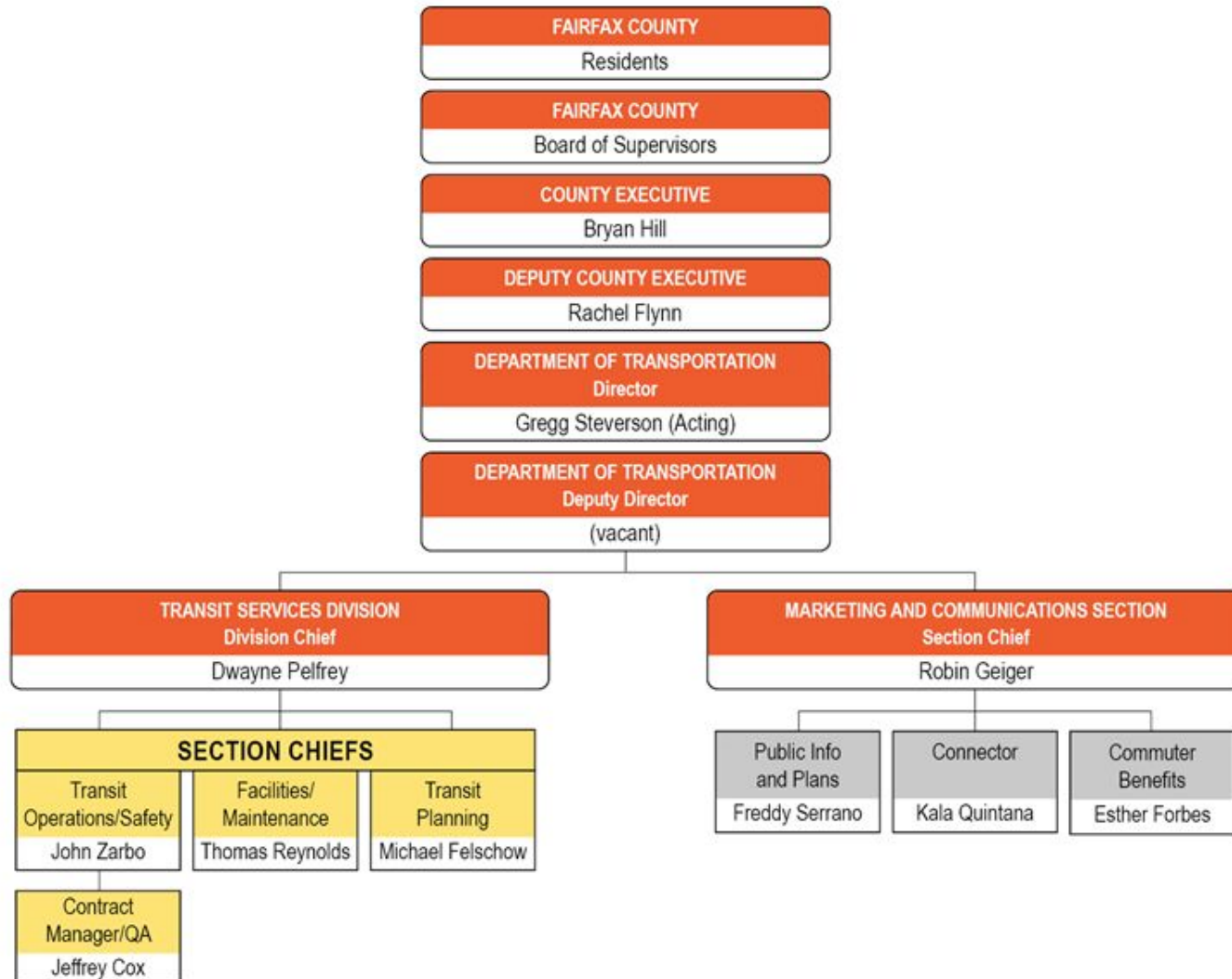
The Board of Supervisors provides general policy direction for the Connector through the County Executive and Deputy County Executive. The Director of FCDOT and the Division Chief of the Transit Services Division (TSD) provide policy recommendations and oversight on service provision. The TSD Division Chief oversees Section Chiefs and their staff that perform operations review, safety and security management, facilities and fleet planning, service planning, and contract management. The Division Chief and staff of Marketing, Communications, and TDM Programs provide marketing and public information support for Connector.

All Fairfax Connector service is provided under contract; the contractor provides all staff to support Connector operations, revenue and non-revenue fleet maintenance, operations planning, and administrative functions (e.g., payroll, purchasing, and accounting). Transdev North America currently holds the service provider contract. The current service provider contract began July 1, 2019, as a 5-year contract, plus 10 optional years. The base contract cost (start-up and fiscal years one through five) is approximately \$443 million.

Operators and mechanics contracted through Transdev North America are represented by ATU Local 1764 under a four-year agreement which expires in 2024.



FIGURE A-1: ORGANIZATION STRUCTURE





A.4. Services Provided and Areas Served

Fairfax Connector is a fixed-route bus transit system in Fairfax County, Virginia managed by FCDOT and operated by a contractor. **Section 1.1** of the TSP provides an overview of the Connector bus system and other transportation services available in and around Fairfax County. This includes Fastran; WMATA Metrorail, Metrobus, and MetroAccess; Virginia Railway Express (VRE); and local bus services of neighboring jurisdictions that operate service into Fairfax County.

Connector serves a 407-square-mile area and operates service seven days a week. As of April 2023, Connector’s fixed-route bus service consisted of 94 routes across the county—23 routes in the Reston-Herndon area, 36 routes in the Chantilly-Centreville-Vienna-Tysons area, 27 routes in the Franconia-Springfield area, and 8 routes in the Huntington area as shown in **Figure A-2**. Areas of Fairfax County that have limited or no service coverage are less densely populated with limited demand or are areas that are serviced by Metrobus. As of fiscal year (FY) 2021, Fairfax Connector was operated with a fleet of 329 buses with 276 operated in maximum service.

Multiple routes are provided with funding and partnership with other agencies or organizations including the Northern Virginia Transportation Commission (NVTC), the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT), and the Central Intelligence Agency (CIA) as shown in **Table A-2**.

TABLE A-2: FAIRFAX CONNECTOR SERVICE PARTNERSHIPS

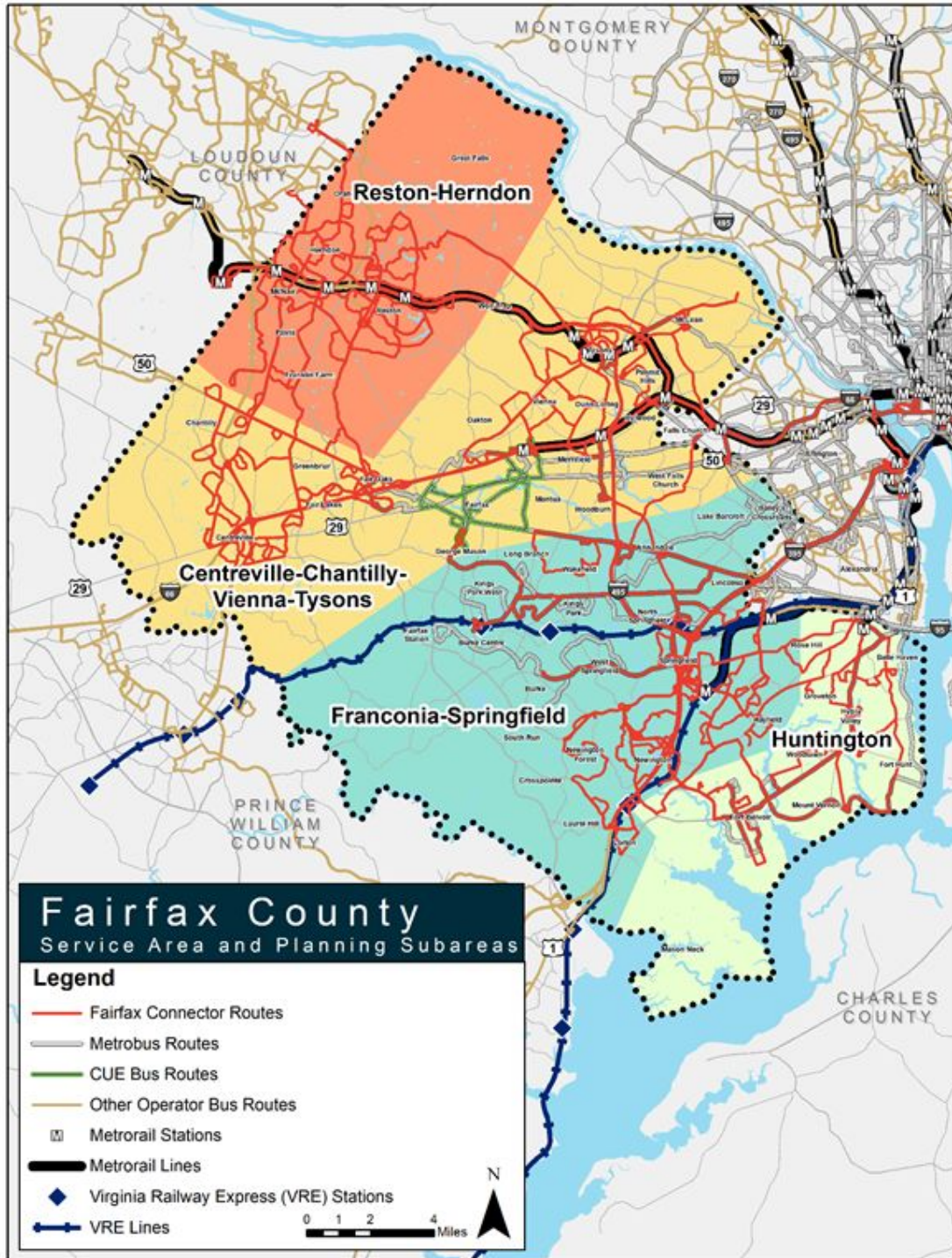
Service	Funding Partner
Route 393	DRPT
Route 396	NVTC
Route 660 ¹	DRPT
Route 697	NVTC
Route 698	NVTC
Route 699	NVTC
Route 371	NVTC
Route 598	NVTC
Route 721	CIA
Route 722	CIA
Route 798 ²	VDOT/DRPT

¹Implemented February 2023

²Future implementation anticipated FY 2024



FIGURE A-2: FAIRFAX CONNECTOR SERVICE AREA



Sources: Fairfax County DOT and Kimley-Horn, April 2023.



Connector also provides amenities and accommodations that facilitate pedestrian and bicycle access to the system. All Connector buses have bicycle racks mounted above the front bumper, and all bus operators are trained in the use of the racks and are able to assist bicyclists if necessary. Connector bus stops are located to maximize pedestrian access whenever possible. Connector staff evaluates several factors, including the presence of sidewalks and crosswalks, when locating bus stops. These bus stop improvements and sidewalk connections are implemented by other divisions of FCDOT and VDOT. Fairfax County maintains the ActiveFairfax Transportation Plan which establishes a vision and roadmap for the implementation of safe, convenient, and enjoyable streets and trails in Fairfax County.

Bus stops and amenities such as bus shelters and benches are deployed using guidelines.

- Connector bus stops are located in accordance with the *Fairfax County Bus Stop Guidelines* published in July 2004. Bus stops are located to maximize pedestrian access whenever possible. **Table A-3** provides a summary of bus stop spacing criteria.
- A bus shelter may be installed at stops with an average of 50 or more boardings per day, at a transit center or park and ride lot owned by Fairfax County, or if the stop is at a major activity center.
- Benches with pads may be installed if the stop is located at a transit center or park and ride lot or if the stop is a major activity center, generating 25 or more passenger boardings per day, or at stops located near significant populations of seniors, the disabled, students, or other special uses (e.g., tourist attractions).
- Waste receptacles are installed at all stops with a demonstrated issue with littering.

TABLE A-3: BUS STOP SPACING GUIDELINES

Density Class	Criteria
High density (750-ft spacing)	Primarily commercial with high concentration of employment, or with a population density of more than five people per acre
Moderate density (1,000-ft spacing)	Population density of two to five people per acre
Low density (spacing based on activity centers rather than distance)	Population density of less than 2 people per acre

In compliance with the Americans with Disabilities Act (ADA) requirements, all Fairfax Connector vehicles are low-floor and the Connector’s policy is to only purchase low-floor vehicles. The buses are outfitted with ramps and are able to kneel or lower to make it easier to get on and off the bus. Priority seating for people with disabilities and senior citizens is located in the seats directly behind the bus operator. Two wheelchair securement areas are located near the front of each bus and include tie downs and lap belts for safety.



MetroAccess provides ADA paratransit for people with disabilities who are unable to use public transportation (bus or rail) due to their disability. ADA paratransit service is provided within $\frac{3}{4}$ of a mile of a bus route or rail station, at the same hours and days of bus or rail service, at twice the fastest fixed-route equivalent fare (maximum fare of \$4.00).

Historically, travel training has been provided to customers in partnership with Fairfax County Neighborhood and Community Services. As of July 2023, this program was on hold. FCDOT provides a Rider Guide, frequently asked questions, and videos (available in English and Spanish) on how to ride the bus via their website. WMATA also provides a MetroReady Travel Training program for senior customers and people with disabilities that is designed to teach customers how to travel safely and independently on the accessible Metrobus and Metrorail public transportation system.

A.5. Fare Structures, Payments, and Purchasing

SmarTrip cards, cash²⁸, and passes²⁹ may be used to pay for Fairfax Connector trips, as shown in **Table A-4**. SmarTrip cards are the Metropolitan Washington region's uniform, contactless fare media and are the preferred method of payment across the Fairfax Connector system as well as other local and regional transit services such as WMATA Metrorail and Metrobus, and other local bus systems. SmarTrip cards allow a passenger up to two hours of free bus-to-bus transfers, and \$2.00 discounts for bus-to-rail transfers. Physical SmarTrip cards may be purchased at Connector Stores, Metrorail stations and most CVS and Giant Food locations. Passengers can opt to purchase a virtual card that can be accessed on a mobile device via the SmarTrip App, Apple Wallet, or Google Wallet. Each card has a \$2.00 activation fee.

Children aged 12 and under traveling with a fare-paying adult may travel free, as well as Fairfax County High School and Middle School students with a valid Free Student Bus Pass³⁰ between the hours of 5:00 a.m. and 10:00 p.m. Passengers transferring from the VRE system to a Fairfax Connector bus are allowed a free, one-way transfer when boarding at a VRE station when they display a valid VRE fare. Passengers returning on a Fairfax Connector bus to a VRE station must pay the full, applicable bus fare. Additionally, customers 65 years of age and older and persons with disabilities can receive a reduced fare³¹ as shown in **Table A-4**.

Fairfax Connector accepts the \$12.00 7-Day Regional Bus Pass available through SmarTrip. This pass is valid for seven consecutive days of unlimited rides (up to \$2.00) on Metrobus, Arlington Transit, DC Circulator, Fairfax CUE, Fairfax Connector, TheBus, and Ride On.

Fares have not been raised since June 25, 2017, but there were several recent fare policy changes. Effective September 5, 2021, a \$2.00 discount was offered for transfers between WMATA Metrorail and Fairfax Connector, and this change was made permanent effective October 1, 2022. Fairfax County was awarded a three-year DRPT Transit Ridership Incentive Program (TRIP) grant and launched a reduced fare program in early 2023 that provides a 50%

²⁸ Exact cash is required, and drivers do not carry cash or make change. Pennies are not accepted

²⁹ Includes VRE passes, VRE Transit Link Cards, DASH Pass, and MetroAccess ID cards

³⁰ Only valid on Fairfax Connector and City of Fairfax CUE

³¹ Seniors may show a Medicare or Medicaid card and pay in cash; however, a Senior SmarTrip card (available at any Connector Store or WMATA Commuter Store) is the preferred method of payment. Persons with disabilities can find more information at [WMATA's reduced fare program website](#).



discount on Fairfax Connector for low-income individuals. Finally, effective May 1, 2023 children aged 12 and under can ride for free when accompanied by a paying adult.

TABLE A-4: FAIRFAX CONNECTOR FARES

Fare Type	Fare Media	Cost	Seniors and Persons with Disabilities
Base Fare			
Regular Routes	SmarTrip or Cash	\$2.00	\$1.00
Express and Other Fares			
393, 394, 395, 396, 697 698, 699	SmarTrip or Cash	\$4.25	\$2.10
350, 422, 423, 424	SmarTrip or Cash	\$0.50	\$0.50
480 (Fare is round trip)	SmarTrip or Cash	\$5.00	\$5.00
599	SmarTrip or Cash	\$7.50	\$3.75
Metrorail-to-Bus Transfer			
Regular Routes	SmarTrip	FREE	FREE
	Cash	\$2.00	\$1.00
393, 394, 395, 396, 697 698, 699	SmarTrip	\$2.25	\$0.10
	Cash	\$4.25	\$2.10
350, 422, 423, 424	SmarTrip	FREE	FREE
	Cash	\$0.50	\$0.50
480 (Fare is round trip)	SmarTrip	\$3.00	\$3.00
	Cash	\$5.00	\$5.00
599	SmarTrip or Cash	\$7.50	\$3.75
Bus-to-Bus Transfer			
Regular Routes	SmarTrip	FREE up to 2 hours	FREE up to 2 hours
	Cash	\$2.00	\$1.00
393, 394, 395, 396, 697 698, 699	SmarTrip	\$2.25	\$1.10
	Cash	\$4.25	\$2.10
350, 422, 423, 424	SmarTrip	FREE up to 2 hours	FREE up to 2 hours
	Cash	\$0.50	\$0.50
480 (Fare is round trip)	SmarTrip or Cash	\$5.00	\$5.00
599	SmarTrip or Cash	\$7.50	\$3.75

A.6. Transit Asset Management – Existing Fleet and Facilities

Fairfax County is a Tier 1 agency as defined by the Federal Transit Administration (FTA) due to the number of vehicles it operates for fixed-route service, and therefore has developed its own Transit Asset Management (TAM) plan for revenue vehicles, non-revenue vehicles, facilities,



and other equipment. The FCDOT TAM plan describes and establishes the approach to managing its Fairfax Connector capital assets in compliance with the FTA’s Transit Asset Management Final Rule (49 Code of Federal Regulations (CFR) 625 and 630). The latest TAM plan was completed in 2020 which is based on FCDOT’s asset inventory and condition assessments through December 2019. **Chapter 4** of the TSP summarizes the policies set forth in the FCDOT TAM Plan.

Fleet

As of FY 2022, Fairfax Connector was operated with a fleet of 345 buses with 284 operated in maximum service (see **Table A-5**). A summary of non-revenue support vehicles is shown in **Table A-6**.

At the time of the TSP, FCDOT was continuing to develop its fleet transition plan to migrate the Connector fleet to 100% zero-emission buses by 2035. The county is starting with an electric bus pilot program effective in 2023. Fairfax County made modifications to its West Ox bus facility to install three 150 kW vehicle charging stations in 2022.

TABLE A-5: FAIRFAX CONNECTOR REVENUE FLEET PROFILE – FY 2022

Make	Model	Size	Fuel Type	Year	Quantity
New Flyer	D40LFR	40 feet	Diesel	2007	5
New Flyer	D35LFR	35 feet	Diesel	2007	5
New Flyer	VII	30 feet	Diesel	2008	25
New Flyer	D40LFR	40 feet	Diesel	2009	43
New Flyer	DE40LFA	40 feet	Diesel	2010	3
New Flyer	XD40	40 feet	Diesel	2011	67
Orion	VII Hybrid	33 feet	Hybrid Diesel	2012	6
New Flyer	XD40	40 feet	Diesel	2012	20
New Flyer	XD35	35 feet	Diesel	2012	15
New Flyer	XD40	40 feet	Diesel	2013	19
New Flyer	XD35	35 feet	Diesel	2014	17
New Flyer	XD40	40 feet	Diesel	2015	5
New Flyer	XD35	35 feet	Diesel	2015	12
New Flyer	XD40	40 feet	Diesel	2017	10
New Flyer	XD40	40 feet	Diesel	2018	4
New Flyer	XD35	35 feet	Diesel	2018	10
New Flyer	XD40	40 feet	Diesel	2019	4
New Flyer	XD40	40 feet	Diesel	2020	11
New Flyer	XD40	40 feet	Diesel	2021	28
New Flyer	XD40	40 feet	Diesel	2022	20
New Flyer	XD35	35 feet	Diesel	2022	16
Total					345



TABLE A-6: FAIRFAX CONNECTOR NON-REVENUE FLEET PROFILE – FY 2021

Make	Model	Type	Year	Quantity	
Ford	Fusion	Sedan	2011	1	
Ford	Fusion	Sedan	2012	1	
Ford	Fusion	Sedan	2013	2	
Ford	Fusion	Sedan	2015	5	14
Ford	Fusion	Sedan	2017	1	
Ford	Fusion	Sedan	2018	1	
Chevrolet	Equinox	SUV	2013	1	
Ford	Escape	SUV	2014	1	
Ford	Escape	SUV	2015	1	
Ford	Escape	SUV	2016	1	
Ford	Escape	SUV	2017	4	22
Ford	Escape	SUV	2018	3	
Ford	Maverick	SUV	2022	6	
Chevrolet	Trailblazer	SUV	2023	5	
Ford	F550	Truck	2010	2	
Ford	F550	Truck	2011	1	
Ford	F550	Truck	2013	1	10
Ford	Fusion	Sedan	2015	5	
Ford	Fusion	Sedan	2017	1	
GMC	Cargo Van	Van	2015	1	
Total					43



Facilities

Fairfax Connector has a wide range of facilities located throughout Fairfax County. These include:

- Administrative, bus operations, and maintenance facilities
- Transit stations
- Fairfax Connector Stores
- Park and ride facilities
- Bus stops and shelters

Fairfax Connector’s administrative offices are housed in leased office space located at 4050 Legato Road, Fairfax, VA, 22033. Fairfax Connector currently conducts all bus operations and maintenance activities from its three operating divisions, including repairing, cleaning, fueling, storing, and staging buses, as shown in **Table A-7**. All three buildings are open 24 hours a day. While the West Ox facility is open five days per week, the other two facilities are open seven days a week. The service contractor also has administrative offices at each of the three operating divisions.

TABLE A-7: FAIRFAX CONNECTOR OPERATIONS AND MAINTENANCE FACILITIES

Facility Name	Address	In-Service	Maximum Vehicle Capacity	Repair Bays	Fueling Stations
Reston-Herndon	268 Spring Street Herndon, VA 20170	1994	90	6	2
West Ox	4970 Alliance Drive Fairfax, VA 22035	2009	170	15	4
Huntington	8101 Cinder Red Road Lorton, VA 22079	1985	103	8	2
Total			363	29	8

Fairfax Connector passenger facilities consist of transit stations, Fairfax Connector Stores, and park and ride facilities (see **Table A-8**). In many cases, Fairfax Connector facilities are co-located with other transit facilities owned and operated by others such as WMATA Metrorail stations or VRE stations. Park and rides owned and maintained by Fairfax County are shown in **Table A-8**. Fairfax Connector serves other park and ride facilities in Fairfax County that are owned and maintained by others such as the VDOT, WMATA, or private property owners. A full list of park and rides can be found on Fairfax Connector’s website³².

³² <https://www.fairfaxcounty.gov/connector/park-and-ride>



TABLE A-8: FAIRFAX CONNECTOR PASSENGER AND PARKING FACILITIES

Facility Name	Type*	In Service
Wiehle-Reston East Metrorail Station	Parking Garage and Fairfax Connector Store	2014
Reston Town Center Transit Station	Transit Station and Fairfax Connector Store	2006
Herndon Metrorail Station	Parking Garage and Fairfax Connector Store	1999
Innovation Center Metrorail Station	Parking Garage	2022
Tysons West*Park Transit Station	Transit Station and Fairfax Connector Store	1998
Stringfellow Park and Ride	Fairfax Connector Store	2016
Centreville Park and Ride	Park and Ride Lot	1995
Franconia-Springfield Metrorail Station	Fairfax Connector Store	2006
Burke Centre VRE Station	Parking Garage	2008
Backlick Road VRE Station	Parking Lot	1992
Lorton VRE Station	Parking Lot	1992
Rolling Road VRE Station	Parking Lot	1992
Reston South Park and Ride	Park and Ride Lot	1995
Rolling Valley Park and Ride	Park and Ride Lot	1995

*Portion of facility that Fairfax County manages and maintains

New passenger and parking facilities are expected to come into service at the following locations in 2023 and 2024, respectively:

- Monument Drive Commuter Parking Garage and Transit Center
- Springfield Community Business Center (CBC) Commuter Parking Garage

There are approximately 3,100 bus stops in Fairfax County served by Fairfax Connector. Approximately 457 stops have bus shelters owned by Fairfax County.

A.7. Transit Security Program

FCDOT works cooperatively with its Fairfax Connector service contractor to develop and maintain several system security and emergency preparedness plans to protect riders, employees, and the general public. This includes:

- Continuity of Operations Plan (COOP)
- Public Transportation Agency Safety Plan (PTSAP) (formerly System Safety Program Plan)
- System Security and Emergency Preparedness Plan
- Fire, Earthquake, Bomb Threat, Tornado and other emergency and evacuation plans
- “Active Threat” Plan
- Pandemic Response Plan



Fairfax Connector's policy is to ask passengers for a fare twice. If they still refuse to pay, the operator is instructed to continue on the route, avoiding confrontation or an escalated fare dispute.

There are several security features on vehicles and at the transit stations and facilities. Video cameras are installed on all buses that can be used to investigate incidents and validate customer complaints. Operators also have the ability to notify dispatch for emergency situations using the on-board intelligent transportation system (ITS). Fairfax County maintains a video surveillance system within the interior and exterior of facilities.

A.8. Intelligent Transportation Systems (ITS) Programs

Fairfax Connector utilizes a suite of ITS and technology to operate efficiently and provide information to customers. FCDOT initiated a large multi-phase ITS project starting in 2013 with the vendor Clever Devices to implement a variety of technologies for Fairfax Connector. Other vendors are used for camera, fare, scheduling, and maintenance systems. Fairfax Connector ITS consists of the following for all buses:

- **Computer aided dispatch / automatic vehicle location (CAD/AVL):** The Clever Devices system provides GPS vehicle tracking and monitoring.
- **Automatic passenger counters (APC):** The Clever Devices system includes APC sensors that provide boarding and alighting information at every stop. Raw APC data collected by the vehicles is downloaded over wireless when vehicles are back in the garage, and data is post-processed and reported through the Ridecheck Plus software.
- **Automated Vehicle Announcements (AVA):** The Clever Devices system provides audio-visual next stop announcements using in-vehicle equipment.
- **On-board cameras:** A DriveCam system is used for video surveillance, and also captures audio and video inside and outside the vehicle before and after a detected incident (triggered by unusual motion such as hard braking).
- **Electronic registering fareboxes:** Fare collection equipment (fareboxes and associated garage equipment) is provided by Genfare and Cubic. Fairfax Connector utilizes fareboxes that are compatible with the regional SmarTrip fare system managed by WMATA.
- **Mobile payment:** As part of the regional fare system, Fairfax Connector fares can be paid for using the SmarTrip App, Apple Wallet, or Google Wallet.
- **Scheduling and run cutting software:** Bus schedules are developed using Trapeze software.
- **Maintenance management:** RTA software is used for the management of parts inventory, work orders, tracking mileage, asset management, preventative maintenance and purchase orders. Fleetwatch is used to track fuel and fluid used by revenue and non-revenue vehicles.
- **Passenger-facing information:** BusTracker, through the Clever Devices system, provides real-time estimated arrival times and shows approximate locations of buses. Riders can view this information on a mobile device or computer via a website. Riders can also sign up to receive alerts by text or email. Schedule and real-time arrival data



feeds (General Transit Feed Specification [GTFS] and GTFS Realtime) are made publicly available to third-party developers so customers can also access this information using common websites or apps such as Google Maps and Transit App. In addition to these trip planners, Fairfax Connector information is included in WMATA's online Trip Planner.

A.9. Data Collection and Ridership/Revenue Reporting Method

Fairfax Connector's method of collecting, processing, verifying, storing, and reporting ridership and revenue service data uses multiple data sources and systems.

Ridership data is available from APC (primary source) and electric registering farebox (secondary source) data. All Connector buses are equipped with APCs supplied by Clever Devices and fareboxes are provided by Genfare including smartcard readers provided by Cubic. APC certification in accordance with National Transit Database (NTD) reporting policy was completed in 2022. The vast majority of ridership data is collected automatically. Limited manual bus operator recording of data is conducted using the driver control unit on the farebox for free riders such as children.

Fixed-route schedules are developed in Trapeze software, which is the source for reporting scheduled service data. Actual revenue hours and miles are recorded using the Clever Devices CAD/AVL system.

The service contractor maintains its own software to manage accounting and payroll for its Connector employees. The service contractor is responsible for bus operations and maintenance using facilities and vehicles owned by Fairfax County. FCDOT tracks its contract and non-contract expenses on a monthly and annual basis. Non-contract expenses include items such as fuel, liability insurance, and professional services. Contract expenses are based on revenue hours operated, and Fairfax County closely tracks actual revenue hours to ensure accurate invoicing from the contractor to Fairfax County.

FCDOT also develops detailed internal revenue reports. Fare revenue from SmarTrip and cash are treated differently. All cash fares deposited into the farebox are counted by an armored car service and deposited into the bank account of the service contractor and netted out of the monthly invoices to Fairfax County. FCDOT may conduct audits of the revenue collection, handling, and security practices and procedures of the contractor. SmarTrip revenue is reimbursed from WMATA on a monthly basis and posted to Fairfax Connector as revenue.

As a division of the Fairfax County government, Fairfax Connector undergoes the same auditing process as all other County departments. The system's operating expenditures are incorporated into the County's Audited Financial Reports along with other County transportation expenses. The audited report consists of one line item representing Fairfax Connector Operating expenses, special studies, and includes the cash fares netted out of the contract vendor's invoices.

FCDOT certifies its understanding and compliance with the DRPT and NTD data collection requirements as part of its reporting processes. FCDOT staff report ridership data to DRPT through the On-Line Grant Administration (OLGA) monthly. Performance data is also submitted



through OLGA for the previous fiscal year when submitting an annual operating grant application. Separately, FCDOT reports Fairfax Connector data to NTD annually.

A.10. Coordination with Other Transportation Service Providers

Sections 1.1 and 2.5 of the TSP contain information about Fairfax Connector's efforts to coordinate transit service with surrounding jurisdictions and transportation service providers.

A.11. Public Outreach, Engagement, and Involvement

At the onset of a planning process that would result in a change in service or fare charges, FCDOT identifies the communities that will be impacted and develops a communication plan to convey information about the proposed changes. Service change information is presented in a variety of formats, including print materials posted on buses and at bus stops, FCDOT's website and social media platforms such as Twitter and Facebook, and Fairfax County's subscription alert system, Fairfax Alerts. In addition, service change information will be presented by FCDOT at public meetings, "pop-up" events at community gatherings and high traffic areas, and stakeholder and advisory group meetings. Public meetings allow for members of the public to submit written and verbal feedback regarding the proposed service change. If the proposed change is approved, additional outreach material is developed to alert riders of the upcoming change or disruption in service and a similar effort is made to post information at bus stops, on buses, the Connector website, and social media.

Translation services are available at public meetings upon request. Information concerning translation services is available in each of the following languages:

- Spanish
- Korean
- Vietnamese
- Chinese
- Amharic
- Hindi
- Arabic
- Urdu
- Farsi
- Tagalog

A.12. Current Initiatives

Section 1.1.2 of the TSP describes several recent or ongoing initiatives for Fairfax Connector. Regional initiatives that affect the provision of transit service in Fairfax County are also described.



A.13. Three-Year Retrospective of Finances

The three-year retrospective of finances summarizes data obtained through the National Transit Database for FY 2020 through FY 2022. This section includes tables on operating and capital expenses and revenues.

TABLE A-9: RETROSPECTIVE OF OPERATING REVENUES

Fiscal Year	Fares and Directly Generated	Local	State	Federal	Total
FY 2020	\$8,252,383	\$82,448,917	\$295,900	\$0	\$90,997,200
FY 2021	\$3,609,356	\$92,578,082	\$340,271	\$0	\$96,527,709
FY 2022	\$6,671,125	\$99,246,618	\$322,523	\$0	\$106,240,266

TABLE A-10: RETROSPECTIVE OF CAPITAL REVENUES

Fiscal Year	Fares and Directly Generated	Local	State	Federal	Total
FY 2020	\$0	\$0	\$0	\$10,470,433	\$10,470,433
FY 2021	\$0	\$0	\$0	\$5,224,192	\$5,224,192
FY 2022	\$0	\$23,187,647	\$0	\$0	\$23,187,647

TABLE A-11: RETROSPECTIVE OF OPERATING AND CAPITAL EXPENSES

Fiscal Year	Operating	Capital
FY 2020	\$90,997,200	\$10,470,433
FY 2021	\$96,527,709	\$5,224,192
FY 2022	\$106,240,266	\$23,187,647



Appendix B
Service Improvement Prioritization



The following table shows the outcome, scores, and rank of the service improvement recommendations using the methodology described in **Section 3.2.1**. Inclusion in this table does not guarantee implementation of all projects in the specified timeframe.

SHORT-TERM PRELIMINARY TIME FRAME				
Final Rank	Recommendation ID	Route	Tier 1 Total Score	Tier 2 Total Score
1	630 - 1	630	10	293
2	605 - 1	605	9	297
3	924 - 1	924	9	286
4	651 - 1	651	9	254
5	671 - 1	671	9	224
6	321 - 1	321	8	372
7	322 - 1	322	8	362
8	RIBS 1 - 1	RIBS 1	8	350
9	950 - 1	950	8	332
10	RIBS 3 - 1	RIBS 3	8	332
11	RIBS 2 - 1	RIBS 2	8	320
12	901 - 1	901	8	261
13	610 - 1	610	8	260
14	RIBS 4 - 1	RIBS 4	8	247
15	642 - 1	642	8	233
16	RIBS 5 - 1	RIBS 5	8	222
17	921 - 1	921	8	190
18	662 - 1	662	8	188
19	670 - 1	670	8	165
20	951 - 1	951	8	152
21	698 - 1	698	8	77
22	163 - 1	163	7	339
23	574 - 1	574	7	268
24	615 - 1	615	7	258
25	952 - 1	952	7	247
26	164 - 1	164	7	245
27	558 - 1	558	7	218
28	559 - 1	558	7	218
29	983 - 1	983	7	205
30	954 - 1	954	7	192
31	937 - 1	937	7	174
32	400X - 1	400X	7	159
33	553 - 1	553	7	149
34	660 - 1	660	7	139
35	494 - 1	494	7	136
36	552 - 1	552	7	110
37	393 - 1	393	7	79
38	151 - 1	151	6	430
39	101 - 1	101	6	388
40	310 - 1	310	6	376
41	313 - 1	313	6	236



Final Rank	Recommendation ID	Route	Tier 1 Total Score	Tier 2 Total Score
42	DRT - 1	Microtransit Service (McLean, Tysons, Wolf Trap)	6	189
43	461 - 1	461	6	156
44	350 - 1	350	6	146
45	495 - 1	495	6	106
46	599 - 1	599	6	100
47	396 - 1	396	6	84
48	557 - 1	557	6	74
49	463 - 1	463	5	339
50	371 - 1	371	5	325
51	423 - 1	423	5	303
52	109 - 1	109	5	282
53	622 - 1	622	5	226
54	901 - 2	901	4	350
55	334 - 1	334	4	212
56	598 - 1	598	4	137
57	507 - 1	507	4	127
58	625 - 1	625	4	124
59	301 - 1	301	4	112
60	305 - 1	305	4	112
61	353 - 1	353	4	103
62	427 - 1	427	4	88
63	231 - 1	231	4	84
64	351 - 1	351	4	72
65	352 - 1	352	4	22
66	615 - 2	615	0*	258
67	798 - 1	798	0**	91

*Manual change to short-term in conjunction with other Centerville, Chantilly, Vienna, Tysons area service changes

**Manual change to short-term based on timing of anticipated grant funding



MID-TERM PRELIMINARY TIME FRAME				
Final Rank	Recommendation ID	Route	Tier 1 Total Score	Tier 2 Total Score
1	698 - 2	698	8*	62
2	950 - 2	950	3	375
3	RIBS 1 - 2	RIBS 1	3	349
4	RIBS 3 - 2	RIBS 3	3	332
5	605 - 2	605	3	330
6	924 - 2	924	3	320
7	605 - 3	605	3	320
8	RIBS 4 - 2	RIBS 4	3	278
9	651 - 2	651	3	276
10	RIBS 5 - 2	RIBS 5	3	264
11	400X - 2	400X	3	263
12	951 - 2	951	3	174
13	553 - 2	553	3	155
14	990 - 1	990	3	138
15	171 - 1	171	2	403
16	310 - 2	310	2	379
17	321 - 2	321	2	337
18	322 - 2	322	2	328
19	400X - 3	400X	2	303
20	610 - 3	610	2	291
21	610 - 2	610	2	275
22	630 - 2	630	2	275
23	308 - 1	308	2	266
24	313 - 2	313	2	258
25	172 - 1	172	2	231
26	553 - 3	553	2	222
27	306 - 1	306	2	219
28	921 - 2	921	2	206
29	922 - 2	922	2	203
30	468 - 2	468	2	201
31	671 - 2	671	2	197
32	662 - 2	662	2	165
33	922 - 1	922	2	163
34	468 - 1	468	2	161
35	681 - 1	681	2	134
36	670 - 2	670	2	125
37	552 - 2	552	2	124
38	467 - 1	467	2	123
39	495 - 2	495	2	114
40	335 - 1	335	2	46
41	696 - 1	696	2	14
42	798 - 2	798	0*	166

*Manual change to mid-term based on timing of anticipated grant funding



LONG-TERM PRELIMINARY TIME FRAME				
Final Rank	Recommendation ID	Route	Tier 1 Total Score	Tier 2 Total Score
1	164 - 2	164	4*	259
2	101 - 2	101	3*	375
3	165 - 1	165	3*	270
4	BRT - 1	BRT	2*	424
5	153 - 1	153	2*	348
6	163 - 2	163	2*	310
7	371 - 2	371	1	301
8	615 - 3	615	1	287
9	109 - 2	109	1	283
10	DRT - 2	Microtransit Service (Great Falls)	1	241
11	301 - 2	301	1	89
12	715 - 1	715	1	82
13	231 - 2	231	1	78
14	463 - 2	463	0	301
15	622 - 2	622	0	252
16	315 - 1	315	0	201
17	334 - 2	334	0	147
18	625 - 2	625	0	95
19	305 - 2	305	0	86
20	340 - 1	340	0	4

*Manual change to long-term based on timing of anticipated Richmond Highway BRT implementation



Appendix C
Financially Unconstrained Plan



Reston and Herndon Area Service

ROUTE 552—WIEHLE-RESTON EAST METRO TO INNOVATION CENTER METRO

Recommendation 552 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service. Operate all day on weekdays with 20-minute frequency during rush hour* and 45-minute frequency during non-rush hour*.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		122,100	
Annual Revenue Hours		11,730	

More recommendation details can be found in the **Appendix E**

Rush hour refers to peak commuting travel periods while non-rush hour refers off-peak travel periods—this terminology applies to all recommendations in this Appendix.



ROUTE 553—RESTON TOWN CENTER METRO TO HERNDON HIGH SCHOOL

Recommendation 553 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekdays. Operate all day on weekdays with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	See 553 - 3		
Annual Revenue Hours	13,260		

Recommendation 553 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekends. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Cost Efficiency)	
Annual Estimated Riders	91,100		
Annual Revenue Hours	15,900		

*More recommendation details can be found in the **Appendix E***



ROUTE 605—RESTON TOWN CENTER TRANSIT STATION TO FAIRFAX COUNTY GOVERNMENT CENTER

Recommendation 605 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays and Saturday. Operate all day seven days a week with 30-minute frequency on weekdays and Saturday, and 45-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	See 605 - 3		
Annual Revenue Hours	16,986		

Recommendation 605 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekdays and Saturday. Extend weekday service hours to 11:20 p.m. and Saturday service hours to 11:30 p.m.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	88,500		
Annual Revenue Hours	17,990		

*More recommendation details can be found in the **Appendix E***



ROUTE 615—FAIR OAKS HOSPITAL TO MONUMENT DRIVE PARK AND RIDE

Recommendation 615 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency on weekdays and Saturday. Operate all day on weekdays with 30-minute frequency. Operate all day on Saturday with 30-minute frequency and on Sunday with 45-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	132,000		
Annual Revenue Hours	14,915		

*More recommendation details can be found in the **Appendix E***

ROUTE 901—HERNDON METRO TO CENTREVILLE UMC PARK AND RIDE

Recommendation 901 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekdays and increased frequency on weekends. Extend weekday service hours to 12:00 a.m. and increase weekend frequency to 30 minutes.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders	176,100		
Annual Revenue Hours	21,615		

*More recommendation details can be found in the **Appendix E***



ROUTE 921—HERNDON METRO TO HERNDON TOWN HALL

Recommendation 921 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service and weekdays and weekends. Extend service hours to 10:00 p.m.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
	Annual Estimated Riders	26,000	
Annual Revenue Hours	5,475		

*More recommendation details can be found in the **Appendix E***



ROUTE 922—HERNDON TOWN HALL TO HERNDON METRO

Recommendation 922 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Add new local route operating as a reverse loop of Route 921. Operate all day seven days a week with 40-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders	See 922 - 2		
Annual Revenue Hours	4,380		
Recommendation 922 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service and weekdays and weekends. Extend service hours to 10:00 p.m.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders	28,500		
Annual Revenue Hours	5,475		

*More recommendation details can be found in the **Appendix E***



ROUTE 924—NOVA - LOUDOUN - HERNDON - FRANKLIN FARM

Recommendation 924 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays and Saturday. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and Saturday, and 60-minute frequency on Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	255,400		
Annual Revenue Hours	26,204		

More recommendation details can be found in the Appendix E

ROUTE 950—RESTON TOWN CENTER METRO TO HERNDON METRO

Recommendation 950 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays. Increase frequency to 15-minutes all day on weekdays and maintain weekend service.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
Annual Estimated Riders	607,800		
Annual Revenue Hours	30,595		

More recommendation details can be found in the Appendix E



ROUTE 951—WIEHLE-RESTON EAST METRO TO INNOVATION CENTER METRO

Recommendation 951 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service and weekdays and Saturday. Operate all day on weekdays with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour. Operate all day on Saturday with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders	133,900		
Annual Revenue Hours	14,936		

*More recommendation details can be found in the **Appendix E***

ROUTE 990—HERNDON METRO - FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 990 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Add new cross-county connector route connecting Herndon Metrorail to Franconia-Springfield Metro/VRE Station via Fairfax County Parkway. Operate all day on weekdays with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour. Potential opportunities to expand service to major employment centers along the southern portion of the route.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders	309,100		
Annual Revenue Hours	21,165		

*More recommendation details can be found in the **Appendix E***



ROUTE RIBS 1—RESTON TOWN CENTER TRANSIT STATION TO WIEHLE-RESTON EAST METRO

Recommendation RIBS 1 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays. Increase frequency to 20-minutes all day on weekdays and maintain weekend service.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	137,100	
Annual Revenue Hours	21,510		

*More recommendation details can be found in the **Appendix E***

ROUTE RIBS 3—RESTON TOWN CENTER TRANSIT STATION TO WIEHLE-RESTON EAST METRO

Recommendation RIBS 3 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays. Increase frequency to 20-minutes all day on weekdays and maintain weekend service.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
	Annual Estimated Riders	151,800	
Annual Revenue Hours	21,510		

*More recommendation details can be found in the **Appendix E***



ROUTE RIBS 4—RESTON TOWN CENTER METRO TO NORTH POINT VILLAGE CENTER

Recommendation RIBS 4 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays and weekends. Increase weekday frequency to 20 minutes during non-rush hour and weekend frequency to 30 minutes.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	33,600		
Annual Revenue Hours	10,560		

*More recommendation details can be found in the **Appendix E***

ROUTE RIBS 5—RESTON TOWN CENTER TRANSIT STATION TO NORTH HERNDON

Recommendation RIBS 5 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays and weekends. Increase weekday and weekend frequency to 30 minutes.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	36,100		
Annual Revenue Hours	9,030		

*More recommendation details can be found in the **Appendix E***



Centreville, Chantilly, Vienna, and Tysons Area Service

ROUTE 306—GEORGE MASON UNIVERSITY – PENTAGON METRO STATION

Recommendation 306 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service during evenings and weekends. Operate during the midday and evening on weekdays with 60-minute frequency. Operate all day on weekends with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	64,500		
Annual Revenue Hours	7,670		

*More recommendation details can be found in the **Appendix E***

ROUTE 463—MAPLE AVENUE - TYSONS

Recommendation 463 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency and increased span of service on Sundays. Operate all day seven days a week with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders	245,600		
Annual Revenue Hours	15,347		

*More recommendation details can be found in the **Appendix E***



ROUTE 467—DUNN LORING - TYSONS

Recommendation 467 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on Sunday. Operate during non-rush hour during midday and evening on weekdays with 40-minute frequency. Operate all day on weekends with 40-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		35,700	
Annual Revenue Hours		8,392	

*More recommendation details can be found in the **Appendix E***



ROUTE 468—VIENNA - RESTON

Recommendation 468 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Add new local route connecting Vienna and Reston via Lawyers Road and Hunter Mill Road. Operate all day on weekdays and Saturdays with 45-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders		See 468 - 2	
Annual Revenue Hours		8,412	

Recommendation 468 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on Sundays. Operate all day seven days a week with 45-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		299,300	
Annual Revenue Hours		9,780	

*More recommendation details can be found in the **Appendix E***



ROUTE 610—GEORGE MASON UNIVERSITY - CENTREVILLE

Recommendation 610 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service. Extend Saturday service hours to 9:00 p.m. and add Sunday service with 60-minute frequency all day.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders	See 610 - 3		
Annual Revenue Hours	14,216		

Recommendation 610 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays. Operate all day on weekdays with 30-minute frequency and all day on weekends with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders	337,700		
Annual Revenue Hours	15,746		

*More recommendation details can be found in the **Appendix E***



ROUTE 622—FAIRFAX TOWNE CENTER

Recommendation 622 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	22,000		
Annual Revenue Hours	1,530 (rush-hour only—see Route 651 for other times of day)		

*More recommendation details can be found in the **Appendix E***

ROUTE 625—RANDOM HILLS - PENDER DR

Recommendation 625 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased connectivity to Vienna Metrorail and increased frequency during rush hour. Operate all day on weekdays with 15-minute frequency during rush hour and 30-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Coverage and Connectivity	
Annual Estimated Riders	56,400		
Annual Revenue Hours	6,375		

*More recommendation details can be found in the **Appendix E***



ROUTE 630—CENTREVILLE

Recommendation 630 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	176,900		
Annual Revenue Hours	15,146		

*More recommendation details can be found in the **Appendix E***

ROUTE 651—SULLYFIELD

Recommendation 651 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	82,600		
Annual Revenue Hours	14,230 (includes Route 622 non-rush hour)		

*More recommendation details can be found in the **Appendix E***



ROUTE 662—CENTREVILLE (STONE RD) PARK AND RIDE - VIENNA

Recommendation 662 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		12,900	
Annual Revenue Hours		8,365	

*More recommendation details can be found in the **Appendix E***

ROUTE 670—CHANTILLY - FRANCONIA

Recommendation 670 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on weekday evenings. Extend weekday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		151,700	
Annual Revenue Hours		8,955	

*More recommendation details can be found in the **Appendix E***



ROUTE 671—CHANTILLY - DUNN LORING

Recommendation 671 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekday evenings. Extend weekday service by one hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	146,100		
Annual Revenue Hours	9,165		

*More recommendation details can be found in the **Appendix E***

ROUTE 672—CHANTILLY - VIENNA - DUNN LORING

Recommendation 672 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	100,700		
Annual Revenue Hours	13,130		

*More recommendation details can be found in the **Appendix E***



ROUTE 681—MANASSAS - MONUMENT DR

Recommendation 681 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Add new local route connecting Manassas and Monument Drive Park and Ride via Centreville Road/Route 28 and I-66. Operate all day on weekdays with 30-minute frequency during rush-hour and 60-minute frequency during non-rush hour. Operate all day on Saturday with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	33,400		
Annual Revenue Hours	10,272		

*More recommendation details can be found in the **Appendix E***

ROUTE 696—STRINGFELLOW - NAVY YARD

Recommendation 696 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Add new express route connecting Stringfellow Road Park and Ride and Navy Yard via I-66. Operate weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	99,500		
Annual Revenue Hours	9,000		

*More recommendation details can be found in the **Appendix E***



ROUTE 715—EAST FALLS CHURCH - LANGLEY

Recommendation 715 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased span of service. Operate all day on weekdays with 30-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	108,600		
Annual Revenue Hours	6,630		

*More recommendation details can be found in the **Appendix E***

MICROTRANSIT SERVICE—GREAT FALLS

Recommendation DRT - 2		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Add new on-demand microtransit service in the Great Falls area north of Reston connecting trips to Metrorail stations in Reston and Herndon. Operate all day on weekends.		
Justification	Goals	Choice, Quality	
	Public Priorities	Increased Frequency, Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders	Further Study Required		
Annual Revenue Hours	5,690		

*More recommendation details can be found in the **Appendix E***



Franconia, Springfield, and Huntington Area Service

ROUTE 101—HUNTINGTON METRO (NORTH) - MT. VERNON

Recommendation 101 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route to restore connection to George Washington's Mt. Vernon when Richmond Highway BRT begins service.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	135,100		
Annual Revenue Hours	26,558 (Routes 101 and 109)		

More recommendation details can be found in the **Appendix E**

ROUTE 109—ROSE HILL

Recommendation 109 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency on weekends. Operate all day seven days a week with 30-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	98,900		
Annual Revenue Hours	26,558 (Routes 101 and 109)		

More recommendation details can be found in the **Appendix E**



ROUTE 163—HUNTINGTON METRO (SOUTH) - INOVA MT. VERNON HOSPITAL

Recommendation 163 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased span of service on weekdays from 4:00 a.m. to midnight.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	137,300		
Annual Revenue Hours	17,622		

*More recommendation details can be found in the **Appendix E***

ROUTE 164—HUNTINGTON METRO (SOUTH) - MT. VERNON

Recommendation 164 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency on weekdays. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency,	
Annual Estimated Riders	103,000		
Annual Revenue Hours	13,529		

*More recommendation details can be found in the **Appendix E***



ROUTE 171—HUNTINGTON METRO (NORTH) - LORTON VRE

Recommendation 171 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased frequency on weekdays. Operate all day seven days a week with 20-minute frequency on weekdays and 30-minute frequency on weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
Annual Estimated Riders	938,600		
Annual Revenue Hours	42,662		

*More recommendation details can be found in the **Appendix E***

ROUTE 172—FORT BELVOIR - LORTON VRE

Recommendation 172 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Add new local route connecting Fort Belvoir to Lorton VRE Station. Operate all day seven days a week with 20-minute frequency during rush hour and 35-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders	162,500		
Annual Revenue Hours	17,000		

*More recommendation details can be found in the **Appendix E***



ROUTE 231—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 231 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route to restore bidirectional connection to Kingstowne, Kingstowne Village Parkway, and Island Creek as Routes 231 and 232 and increased span or service. Operate on weekdays with 30-minute frequency during rush hour in a counter-clockwise loop.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Increased Coverage and Connectivity	
Annual Estimated Riders	28,600		
Annual Revenue Hours	7,268 (Routes 231 and 232)		

*More recommendation details can be found in the **Appendix E***

ROUTE 301—HUNTINGTON METRO (NORTH) TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 301 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency on weekdays with 30-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	28,800		
Annual Revenue Hours	9,180 (Routes 301 and 305)		

*More recommendation details can be found in the **Appendix E***



ROUTE 305—SILVERBROOK RD AND LAUREL CREST DR TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 305 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency on weekdays with 30-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
Annual Estimated Riders	18,400		
Annual Revenue Hours	9,180 (Routes 301 and 305)		

*More recommendation details can be found in the **Appendix E***

ROUTE 308—FRANCONIA-SPRINGFIELD METRO AND VRE TO INOVA MT. VERNON HOSPITAL

Recommendation 308 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route to add service on Sunday. Operate all day on weekdays with 30-minute frequency during rush hour and 40-minute frequency during non-rush hour. Operate all day on weekends with 45-minute frequency		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	87,500		
Annual Revenue Hours	13,280		

*More recommendation details can be found in the **Appendix E***



ROUTE 310—ROLLING VALLEY PARK AND RIDE TO HUNTINGTON METRO (SOUTH)

Recommendation 310 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on Saturday and shift to the south side of the Huntington Metrorail station. Operate all day on weekdays with 15-minute frequency during rush hour and 25-minute frequency during non-rush hour. Operate all day on Saturday with 25-minute frequency and until 1:00 a.m. Operate all-day on Sunday with 30-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders	541,700		
Annual Revenue Hours	37,768		

*More recommendation details can be found in the **Appendix E***

ROUTE 313—HUNTINGTON METRO - FAIR OAKS MALL

Recommendation 313 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route to extend from Franconia-Springfield Metrorail and VRE station to Huntington Metrorail station via Franconia Road, add service on Sunday. Maintain weekday and Saturday service, and operate on Sunday all day with 60-minute frequency.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity, Increased Span of Service	
Annual Estimated Riders	466,900		
Annual Revenue Hours	22,690		

*More recommendation details can be found in the **Appendix E***



ROUTE 315—GEORGE MASON UNIVERSITY - FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 315 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Add new local route connecting George Mason University and Franconia-Springfield Metrorail and VRE station via Braddock Road, Rolling Road, and Franconia-Springfield Parkway. Operate all day on weekdays and Saturday with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and Saturday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders	153,000		
Annual Revenue Hours	13,724		

*More recommendation details can be found in the **Appendix E***

ROUTE 321—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 321 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for more direct service, increased frequency, and increased span of service on weekdays. Operate between Van Dorn and Franconia-Springfield Metrorail stations via Backlick Road with bidirectional service, effectively providing a combined frequency of 10 to 15 minutes with Route 322 between Springfield CBC Commuter Parking Garage and Springfield Metrorail station. Extend weekday service hours to 1:00 a.m.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders	281,300		
Annual Revenue Hours	29,735		

*More recommendation details can be found in the **Appendix E***



ROUTE 322—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 322 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for more direct service, increased frequency, and increased span of service on weekdays. Operate between Van Dorn Metrorail station and Springfield CBC Commuter Parking Garage via Kingstowne with bidirectional service, effectively providing a combined frequency of 10 to 15 minutes with Route 321 between Springfield CBC Commuter Parking Garage and Springfield Metrorail station. Extend weekday service hours to 1:00 a.m.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders	206,200		
Annual Revenue Hours	22,677		

*More recommendation details can be found in the **Appendix E***

ROUTE 334—FRANCONIA-SPRINGFIELD METRO AND VRE TO DEFENSE LOGISTICS AGENCY

Recommendation 334 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Long-Term		
Description	Adjust route for increased frequency on weekdays and add weekend service. Increase weekday frequency to 45 minutes during non-rush hour. Operate with 60-minute frequency on Saturday and Sunday.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
Annual Estimated Riders	17,100		
Annual Revenue Hours	7,560		

*More recommendation details can be found in the **Appendix E***



ROUTE 335—FRANCONIA-SPRINGFIELD METRO AND VRE TO FORT BELVOIR

Recommendation 335 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on weekdays. Operate on weekdays with 20-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
Annual Estimated Riders		29,600	
Annual Revenue Hours		6,120	

*More recommendation details can be found in the **Appendix E***



ROUTE 400X—TYSONS CORNER METRO TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 400X - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Add new express limited-stop route connecting Tysons Corner Metrorail to Franconia-Springfield Metrorail and VRE station via Dunn Loring Metrorail station, INOVA Fairfax Hospital, Annandale, and Backlick Road alongside Route 401/402. Operate on weekdays with 20-minute frequency during rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
Annual Estimated Riders	See 400X - 3		
Annual Revenue Hours	10,710		
<hr/>			
Recommendation 400X - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekdays. Operate all day on weekdays with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Faster Travel	
Annual Estimated Riders	See 400X - 3		
Annual Revenue Hours	21,586		
<hr/>			
Recommendation 400X - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service on weekends. Operate all day seven days a week with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Faster Travel	
Annual Estimated Riders	312,200		
Annual Revenue Hours	23,282		

More recommendation details can be found in the **Appendix E**



ROUTE 494—HUNTINGTON METRO TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 494 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route to extend from Franconia-Springfield Metrorail and VRE station to Huntington Metrorail station via I-495. Operate on weekdays with 15-minute frequency during rush hour and 60-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity, Increased Frequency, Faster Travel	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders	78,300		
Annual Revenue Hours	13,529		

*More recommendation details can be found in **Appendix E**.*

ROUTE 495—BURKE CENTER VRE TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 495 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe	Mid-Term		
Description	Adjust route for increased span of service and frequency to restore existing level of service. Operate on weekdays with 25-minute frequency during rush hour and 90-minute frequency during non-rush hour.		
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
Annual Estimated Riders	27,000		
Annual Revenue Hours	6,538		

*More recommendation details can be found in the **Appendix E***



Appendix D
System Maps



This appendix contains several system maps for the planned service improvements. First, maps of the financially constrained and financially unconstrained plans are shown. Routes are color-coded:

- **Green:** Represents a new bus route. In the financially constrained plan, these routes will be implemented by adjusting other routes to reallocate resources. In the financially unconstrained plan, new funding will be needed to implement the service.
- **Blue (Unconstrained only):** Represents an existing bus route or a new bus route implemented in the financially constrained plan that could be further improved (e.g., increased frequency, longer span of service) if additional funding was available.
- **Orange:** Represents an existing or new bus route that is dependent on continued funding through grants from a funding partner for service. The Richmond Highway Bus Rapid Transit (RH BRT) is also included in this category.
- **Purple:** Represents an existing route that will be improved with existing funding levels.
- **Gray:** Represents no change to the existing route.
- **White:** Represents an existing Washington Metropolitan Area Transit Authority (WMATA) Metrobus route or City of Fairfax CUE bus route.

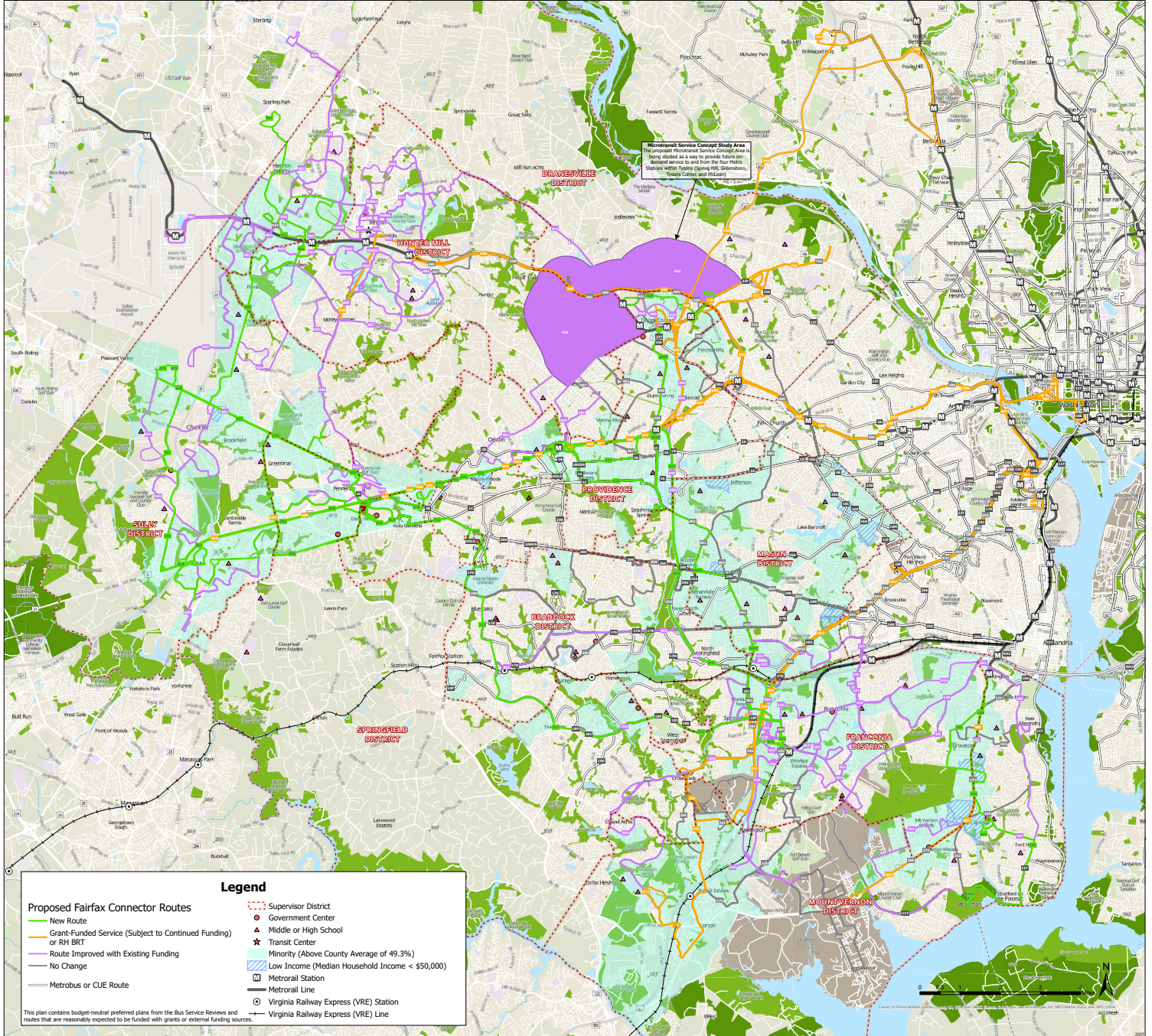
Next, a set of maps is included that represents the peak frequency of routes in the financially constrained and financially unconstrained plans.

Additionally, a set of maps is provided for each subarea of Fairfax County that show routes that operate on the same roadways offset from one another for ease of viewing. These are provided for both financially constrained (short-term) and financially unconstrained (long-term) plans.

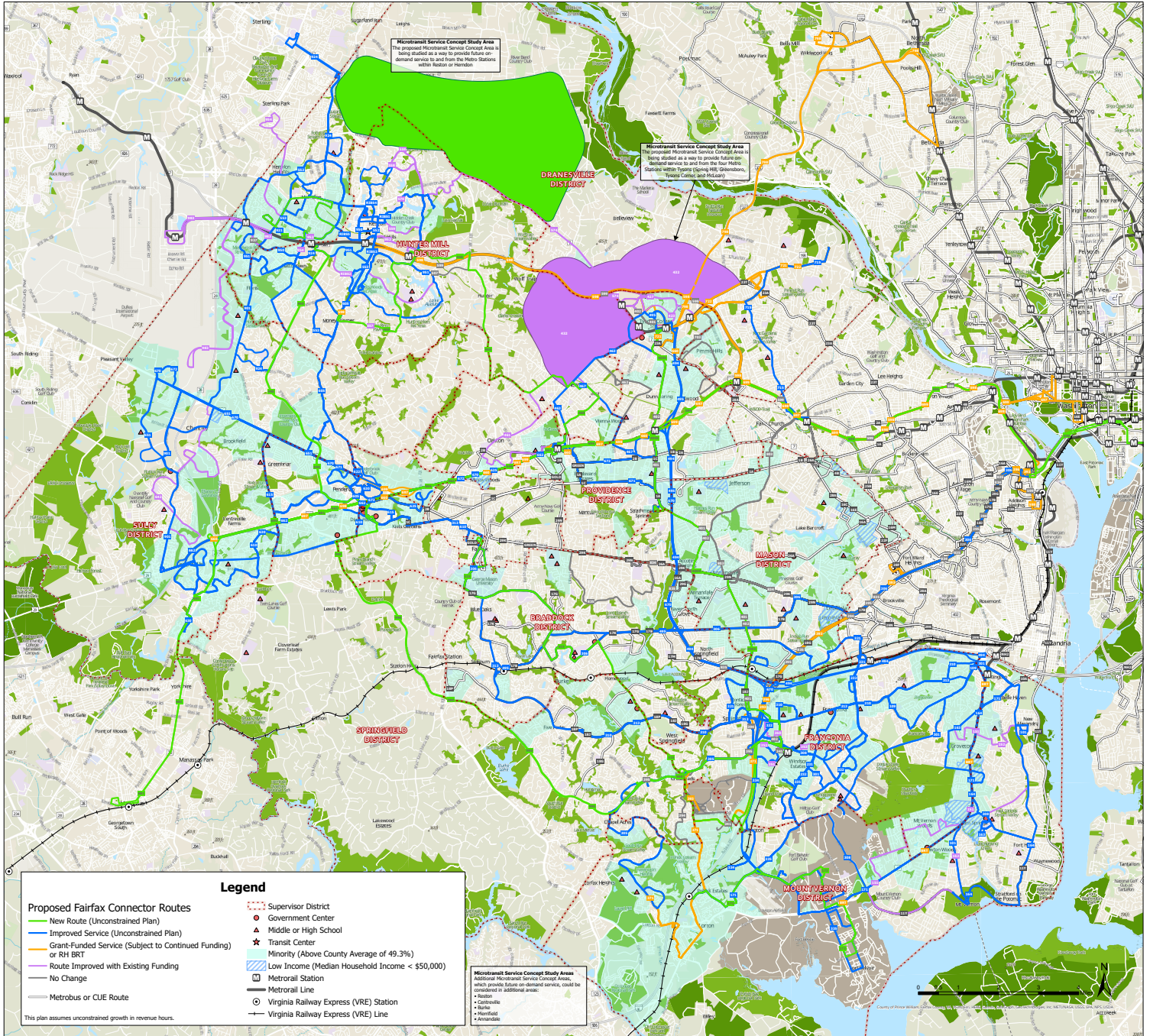
Beginning in 2022, WMATA undertook a redesign of its entire Metrobus network through the Better Bus Network Redesign project. From March to June 2023, WMATA collected feedback on the draft Visionary Network. The Visionary Network shows the possibility of what kind of service could be run in the region to serve the most people, with additional resources and upgraded infrastructure. Revisions to the draft Visionary Network are expected in 2023 using public, stakeholder, and bus operator input. Additionally, a short-term network will be developed that WMATA could begin implementing in 2025.

While it is in a *draft* state and subject to change, the draft Visionary Network shared with the public in March 2023 is included in this appendix to represent the then-current thinking of a potential future Metrobus network in Fairfax County and is subject to change. FCDOT will continue to participate in WMATA's project as a stakeholder. Given the uncertainty of the changes to the regional network while developing the TSP, improvements to Metrobus or networks of other operators as a result of the Better Bus Network Redesign project will be incorporated into future annual updates of the TSP.

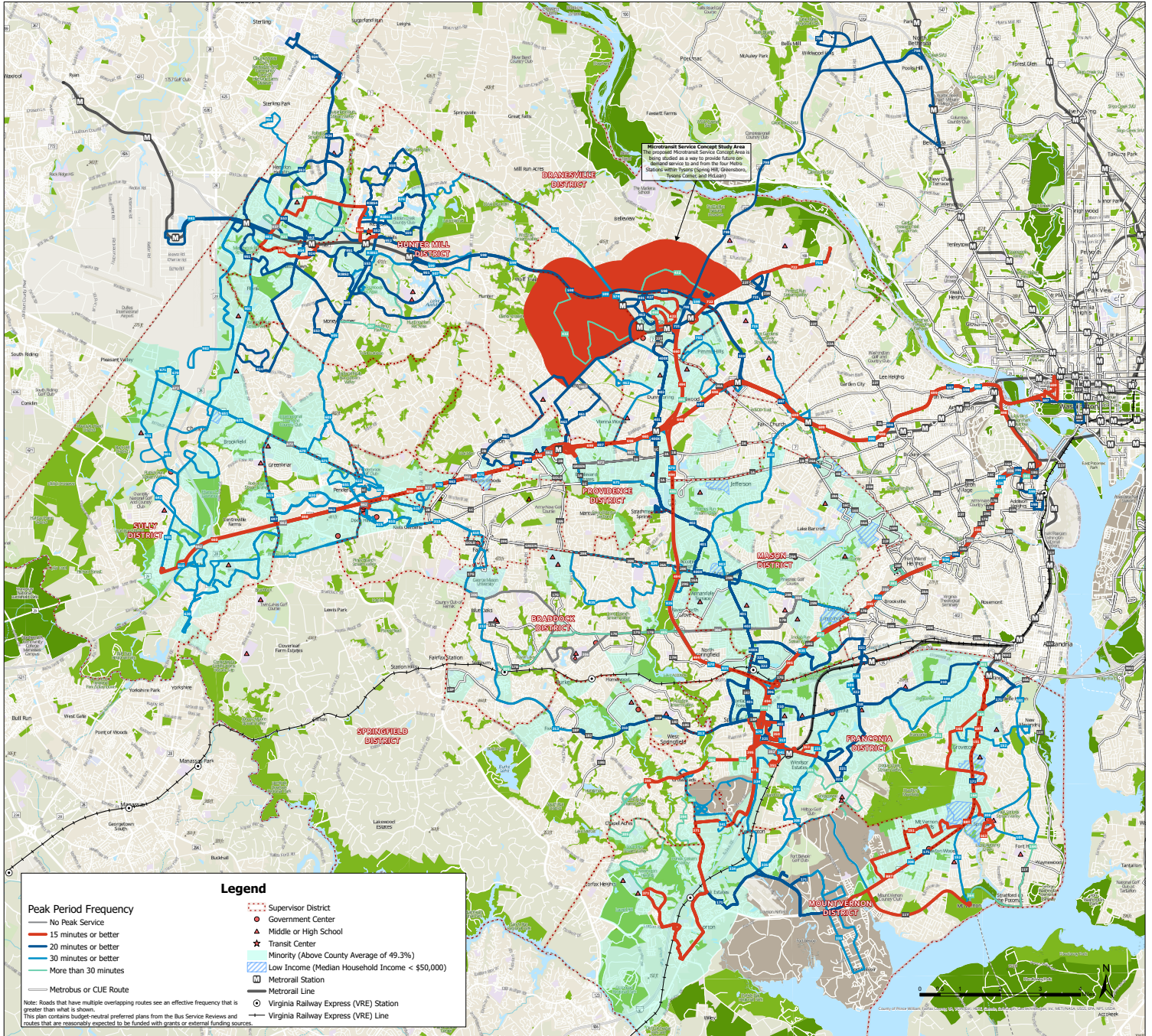
Transit Strategic Plan — Constrained Plan



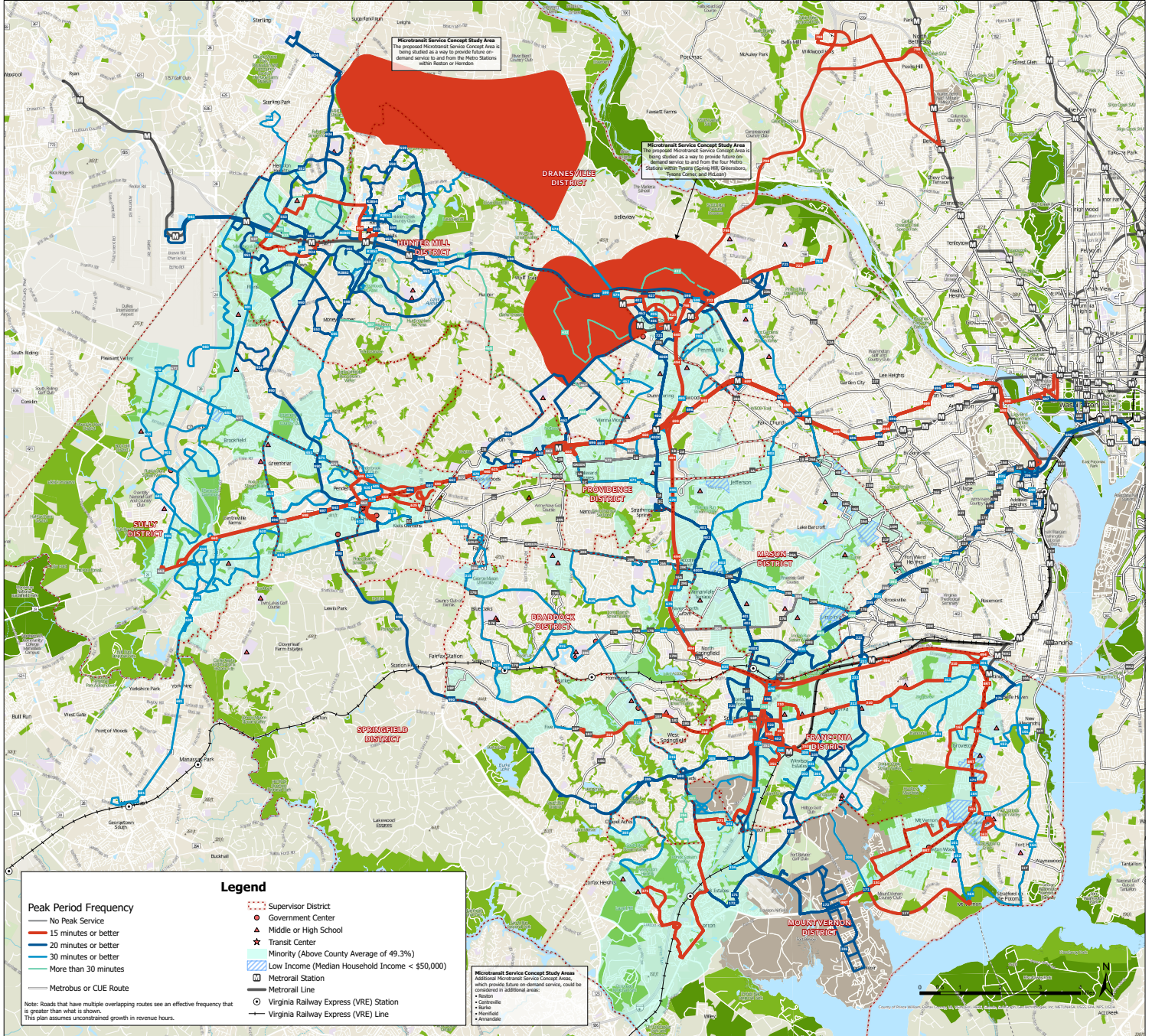
Transit Strategic Plan — Unconstrained Plan



Transit Strategic Plan — Constrained Plan — Peak Frequency

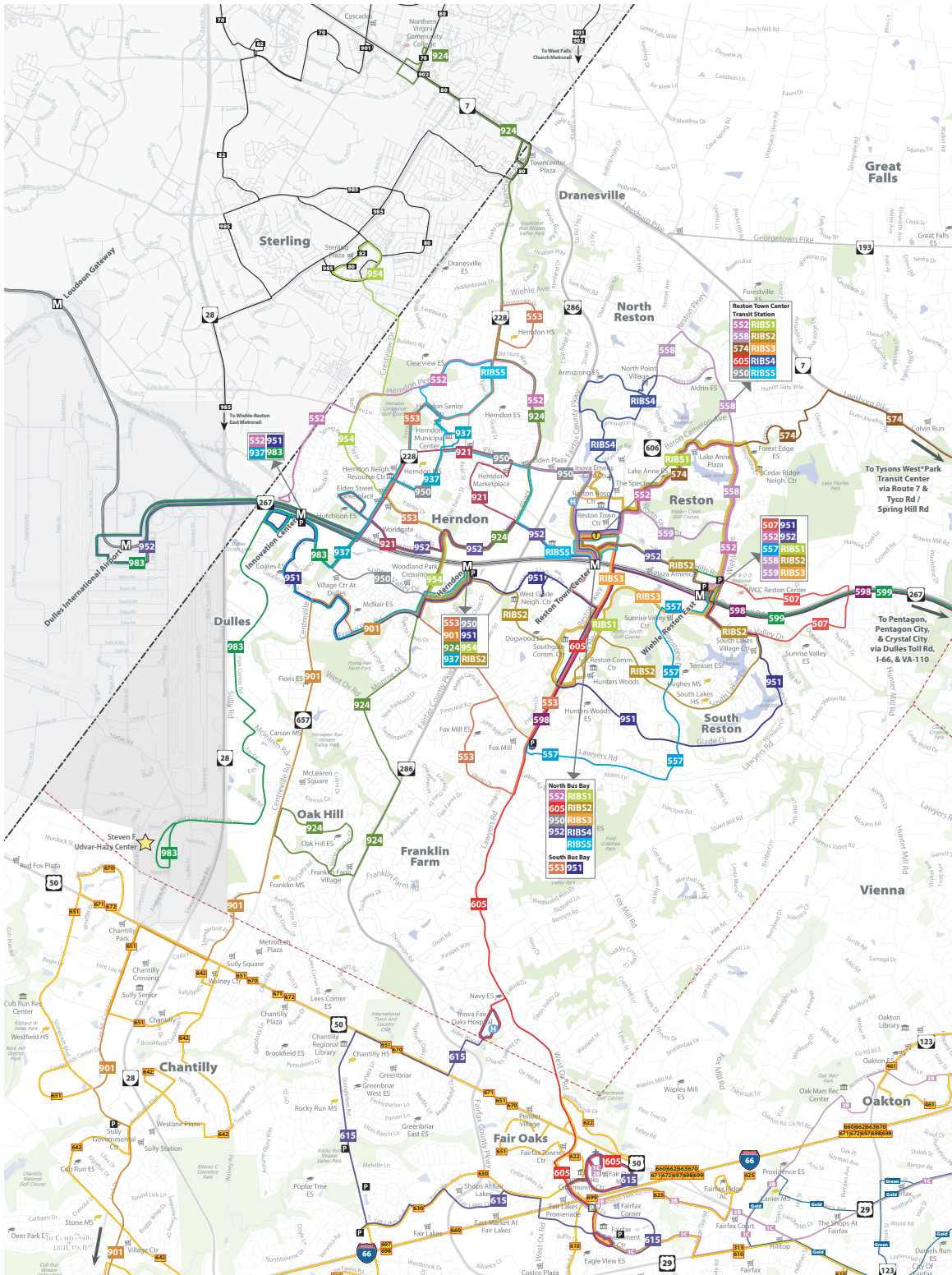


Transit Strategic Plan — Unconstrained Plan — Peak Frequency



Transit Strategic Plan – Short-Term

RESTON AND HERNDON AREA



Proposed Fairfax Connector Routes

- 507 559 615 950 RIBS 1
- 552 574 901 951 RIBS 2
- 553 598 921 952 RIBS 3
- 557 599 924 954 RIBS 4
- 558 605 937 983 RIBS 5

Additional Transit Service

- 630 Other Fairfax Connector Routes
- TC Metrobus Routes
- Gold City of Fairfax CUE Routes
- 70 Loudoun County Transit Routes

- M Metrorail
- Silver Line
- Metrorail Station

Points of Interest

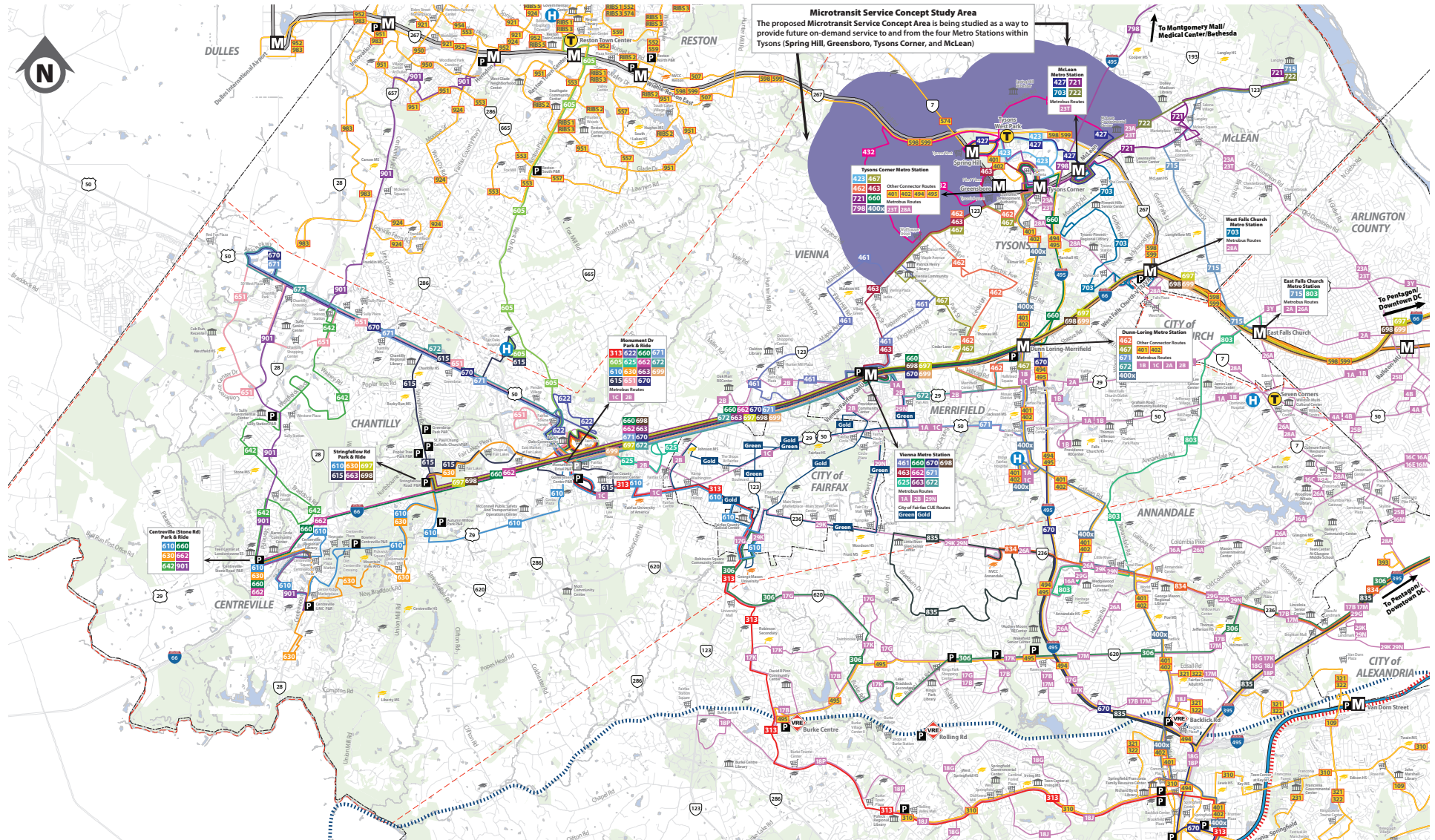
- P Park & Ride
- T Transit Center
- S Shopping Center
- MS Middle School/High School
- H Hospital
- O Other School
- P Park & Ride (Planned)
- G Government/Library/Community Center
- U College/University

Boundaries

- Study Area
- County

Transit Strategic Plan – Short-Term

CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA



Proposed Fairfax Connector Routes

- 306- -462- -622- -662- -698- -798-
- 313- -463- -625- -663- -699- -803-
- 423- -467- -630- -670- -703- -834-
- 427- -605- -642- -671- -715- -835-
- 432- -610- -651- -672- -721- -901-
- 461- -615- -660- -697- -722- -400x+

Additional Transit Service

- 109- Other Fairfax Connector Routes
- 1A- Metrobus Routes
- Gold- City of Fairfax CUE Routes

*Depending on available funding, an express limited-stop version of the 401/402 route, the 400X, may be implemented in the short-term.

Metrail

- Blue Line
- Orange Line
- Silver Line
- M Metrorail Station

Virginia Railway Express (VRE)

- Manassas Line
- Fredericksburg Line
- VRE Station

Points of Interest

- P Park & Ride
- P Park & Ride (Planned)
- T Transit Center
- Government/Library/Community Center

- Shopping Center
- H Hospital
- Middle School/High School
- College/University

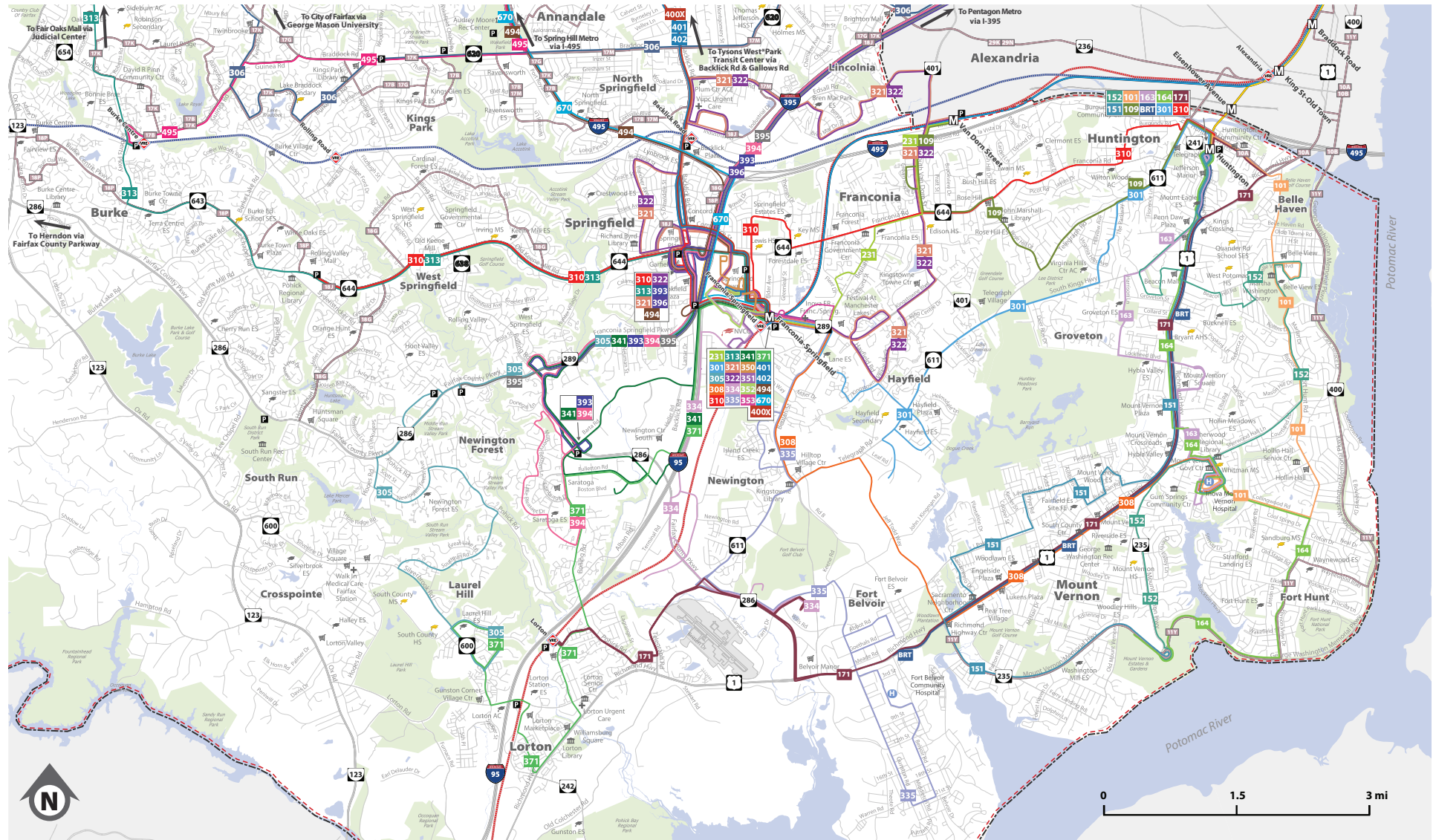
Boundaries

- Study Area
- County
- Microtransit Service Concept Study Area



Transit Strategic Plan – Short-Term

FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA



Proposed Fairfax Connector Routes

- 101- -171- -310- -341- -393- -494-
- 109- -231- -313- -350- -394- -493-
- 151- -301- -321- -351- -395- -670-
- 152- -305- -322- -352- -396- -BRT-
- 163- -306- -334- -353- -401*- -400X*
- 164- -308- -335- -371- -402*-

Additional Transit Service

- 109- Other Fairfax Connector Routes
- 1A- Metrobus Routes

*Depending on available funding, an express limited-stop version of the 401/402 route, the 400X, may be implemented in the short-term.

- Metrorail
- Blue Line
- Yellow Line
- Metrorail Station

- Virginia Railway Express (VRE)
- Manassas Line
- Fredericksburg Line
- VRE Station

Points of Interest

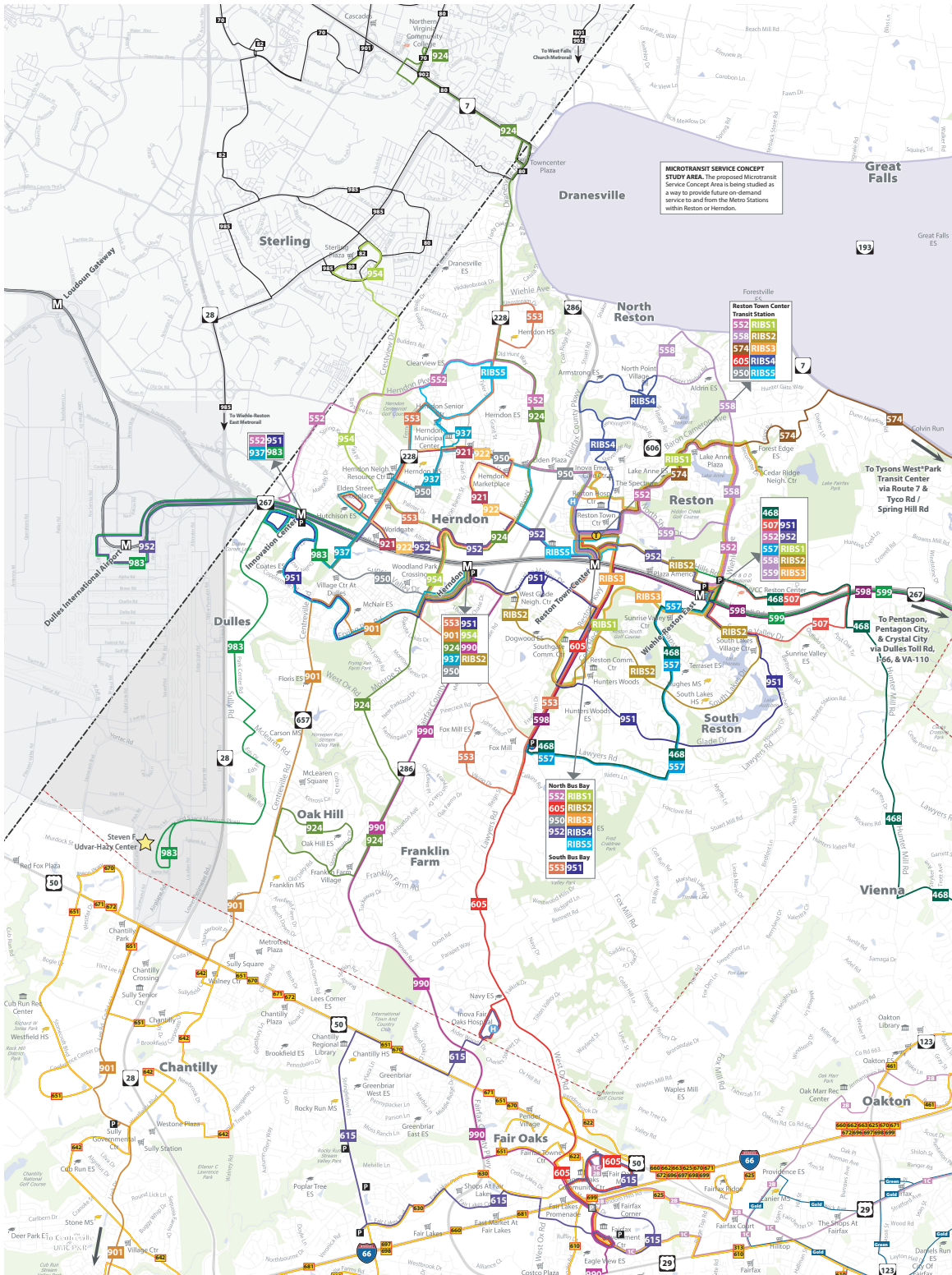
- Park & Ride
- Park & Ride (Planned)
- Transit Center
- Government / Library / Community Center

Boundaries

- Shopping Center
- Hospital
- Middle School / High School
- College / University
- Study Area
- County

Transit Strategic Plan – Long-Term

RESTON AND HERNDON AREA



Proposed Fairfax Connector Routes

- 468
- 558
- 605
- 924
- 954
- RIBS 1
- 507
- 559
- 615
- 937
- 983
- RIBS 2
- 552
- 574
- 901
- 950
- 990
- RIBS 3
- 553
- 598
- 921
- 951
- RIBS 4
- 557
- 599
- 922
- 952
- RIBS 5

Additional Transit Service

- 630 Other Fairfax Connector Routes
- TC Metrobus Routes
- Gold City of Fairfax CUE Routes
- 70 Loudoun County Transit Routes

Metro rail

— Silver Line

M Metro rail Station

Points of Interest

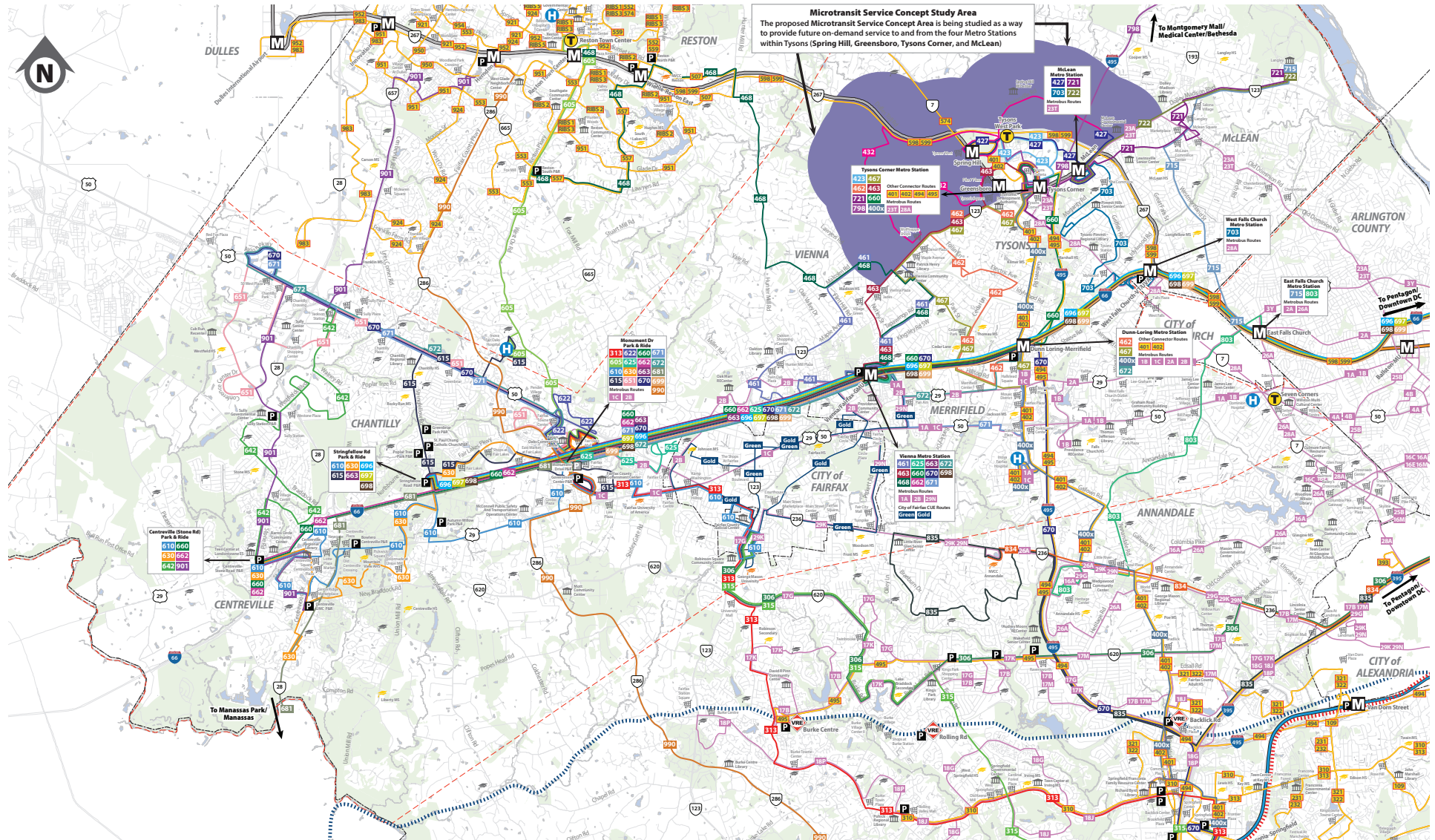
- P Park & Ride
- T Transit Center
- S Shopping Center
- M Middle School/High School
- S Other School
- P Park & Ride (Planned)
- B Government/Library/Community Center
- H Hospital
- U College/University

Boundaries

- Study Area
- County
- Microtransit Service Concept Study Area

Transit Strategic Plan – Long-Term

CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA



Proposed Fairfax Connector Routes

- 306 - 461 - 610 - 651 - 672 - 703 - 834
- 313 - 462 - 615 - 660 - 681 - 715 - 835
- 315 - 463 - 622 - 662 - 696 - 721 - 901
- 423 - 467 - 625 - 663 - 697 - 722 - 990
- 427 - 468 - 630 - 670 - 698 - 798 - 400x
- 432 - 605 - 642 - 671 - 699 - 803

Additional Transit Service

- 109 - Other Fairfax Connector Routes
- 1A - Metrobus Routes
- Gold - City of Fairfax CUE Routes

- Metrorail**
- Blue Line
 - Orange Line
 - Silver Line
 - M Metrorail Station

- Virginia Railway Express (VRE)**
- Manassas Line
 - Fredericksburg Line
 - VRE VRE Station

Points of Interest

- P Park & Ride
- P Park & Ride (Planned)
- T Transit Center
- G Government/Library/Community Center
- S Shopping Center
- H Hospital
- M Middle School/High School
- U College/University

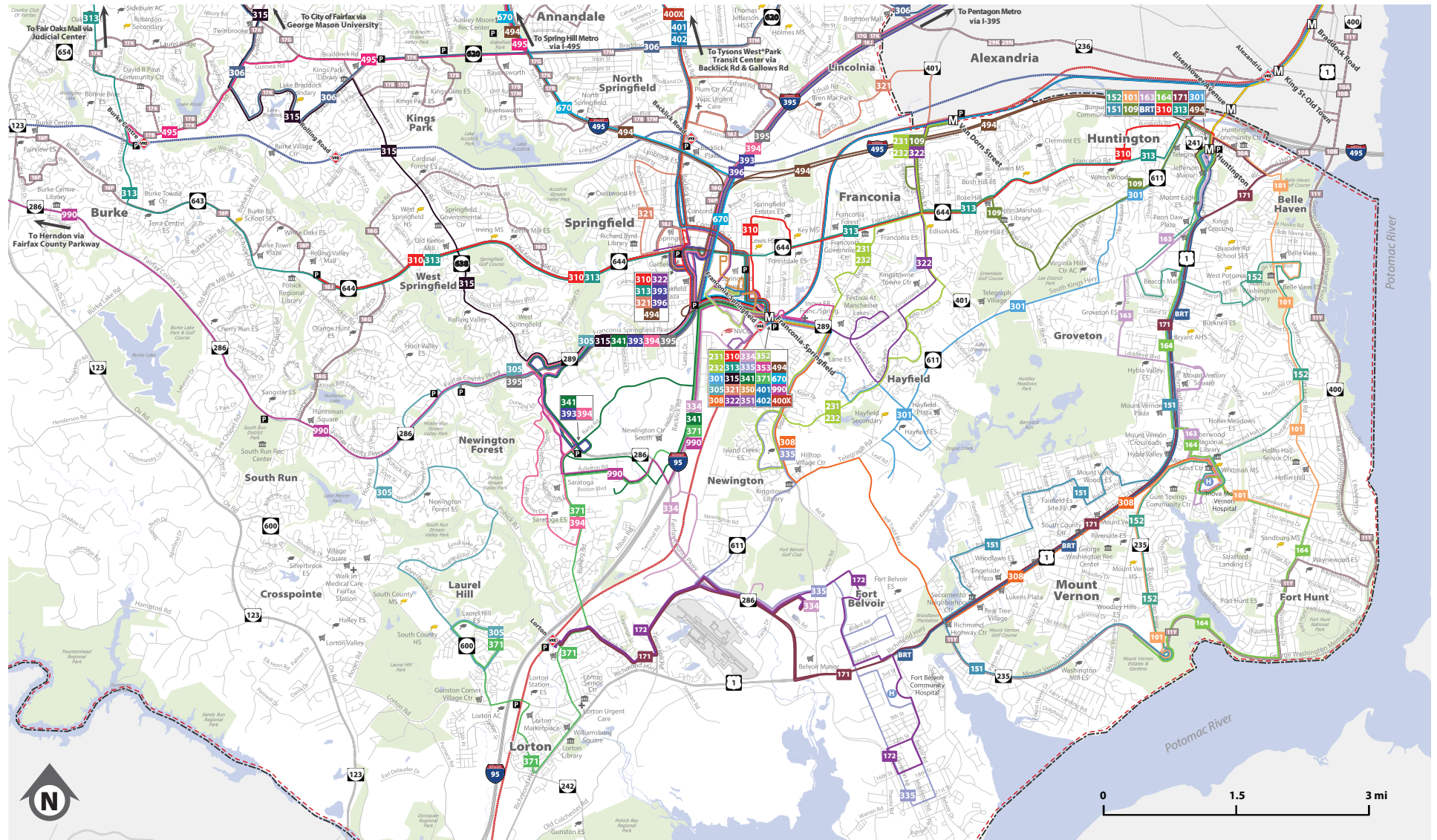
Boundaries

- Study Area
- County
- Microtransit Service Concept Study Area



Transit Strategic Plan – Long-Term

FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA



Proposed Fairfax Connector Routes

- 101- -171- -306- -322- -352- -396- -670-
- 109- -172- -308- -334- -353- -400X- -990-
- 151- -231- -310- -335- -371- -401- -BRT-
- 152- -232- -313- -341- -393- -402-
- 163- -301- -315- -350- -394- -494-
- 164- -305- -321- -351- -395- -495-

Additional Transit Service

- 109- Other Fairfax Connector Routes
- 1A- Metrobus Routes

- Metrorail
- Blue Line
- Yellow Line
- M Metrorail Station

- Virginia Railway Express (VRE)
- Manassas Line
- Fredericksburg Line
- VRE Station

Points of Interest

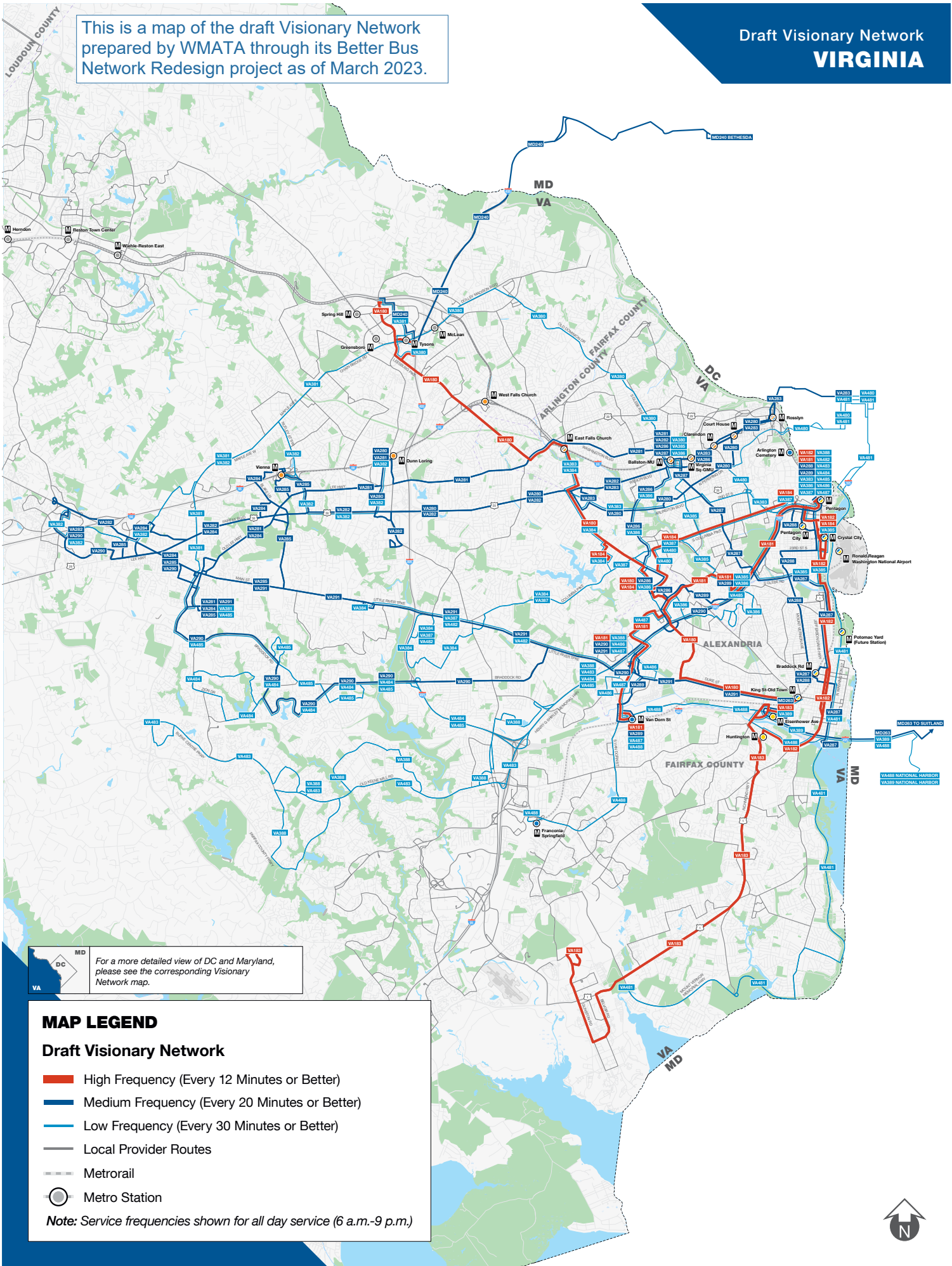
- P Park & Ride
- P Park & Ride (Planned)
- T Transit Center
- G Government/Library/Community Center

- H Shopping Center
- H Hospital
- Middle School/High School
- College/University

Boundaries

- Study Area
- County

This is a map of the draft Visionary Network prepared by WMATA through its Better Bus Network Redesign project as of March 2023.



For a more detailed view of DC and Maryland, please see the corresponding Visionary Network map.

MAP LEGEND

Draft Visionary Network

- High Frequency (Every 12 Minutes or Better)
- Medium Frequency (Every 20 Minutes or Better)
- Low Frequency (Every 30 Minutes or Better)
- Local Provider Routes
- Metrorail
- Metro Station

Note: Service frequencies shown for all day service (6 a.m.-9 p.m.)

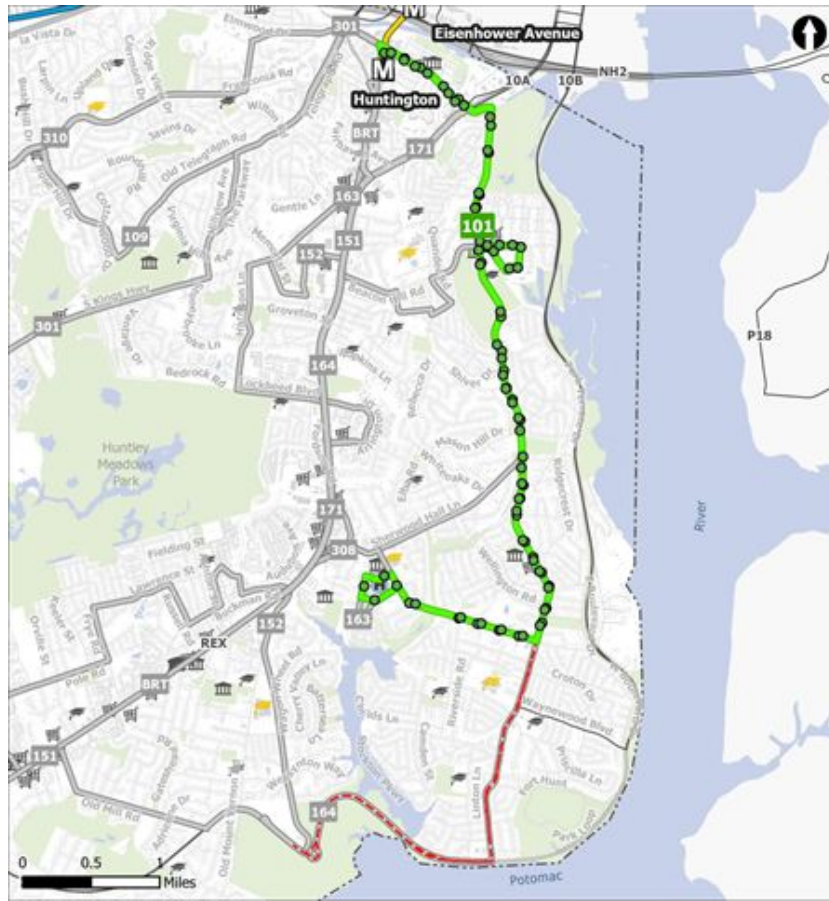




Appendix E
Route Sheets

Route 101

Huntington Metro (North) - Inova Mt. Vernon Hospital



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Northbound / Southbound
	Via	Inova Mt. Vernon Hospital, Fort Hunt Road, Huntington Metro
	Transfers Available	109, 151, 152, 163, 164, 171, 301, 308, 310, BRT (Future), Metrobus 10A, REX, Metrorail Yellow
	Improvements	Provide new connections (realign to end at Inova Mt. Vernon Hospital via Collingwood Rd), increase weekday early and late night frequency (40 to 30), increase Saturday core frequency (40 to 30)

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:30 AM to 12:00 AM		06:30 AM to 10:30 PM
Frequency (mins)		Peak	30	30	60
		Off-Peak	30		

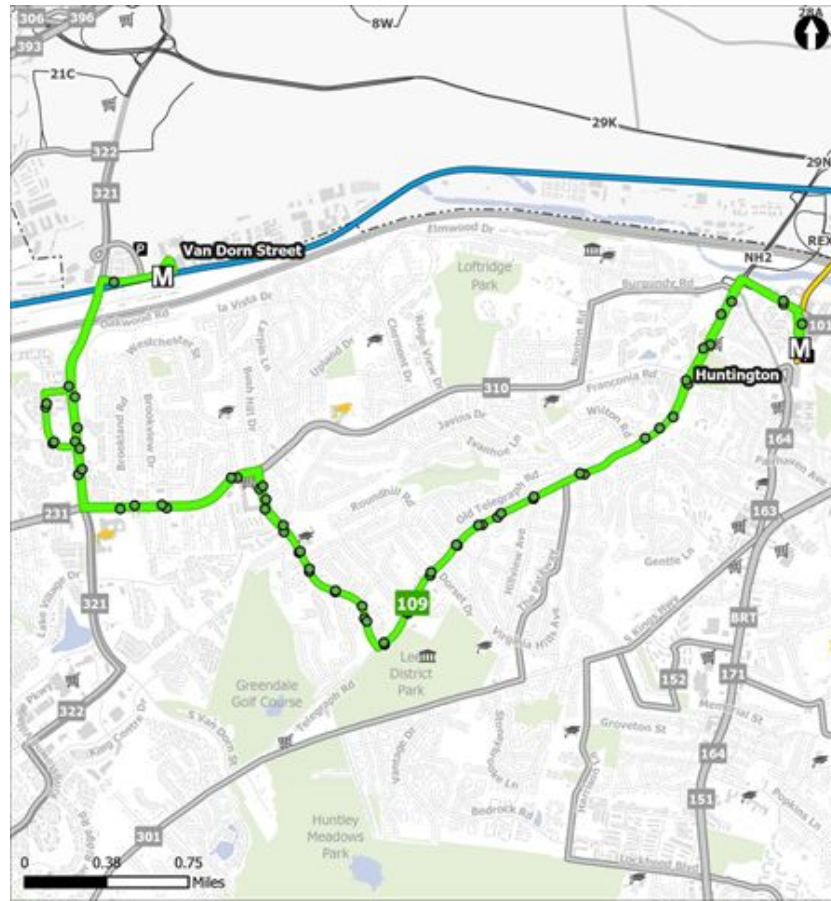
Potential Mid-Term or Long-Term Improvement(s)

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- Restore route extension to George Washington's Mount Vernon when Richmond Highway BRT begins service

Route 109

Rose Hill



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟡 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚏 Transit Center | 🏥 Hospital | 🟢 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚏 Park & Ride | 🎓 High/Middle School | 🟠 Orange Line |
| | | 🚏 Virginia Railway Express Station | 🎓 College | 🔴 Red Line |
| | | | 🎓 Other School | 🟤 Silver Line |
| | | | 🛍️ Shopping Center | 🟡 Yellow Line |

Overview	Class	Local
	Directions	Eastbound / Westbound
	Via	Van Dorn Metro, Thomas Edison High School, Huntington Metro
	Transfers Available	101, 151, 152, 163, 164, 171, 231, 301, 310, 321, 322, BRT (Future), DASH 30, 32, 35, Metrobus 10A, 7A, REX, Metrorail Blue, Yellow
	Improvements	Increase weekday early/late night frequency (40 to 30)

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:00 AM to 11:30 PM		06:30 AM to 11:00 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	30		

Potential Mid-Term or Long-Term Improvement(s)

Frequency

Non-Rush Hours

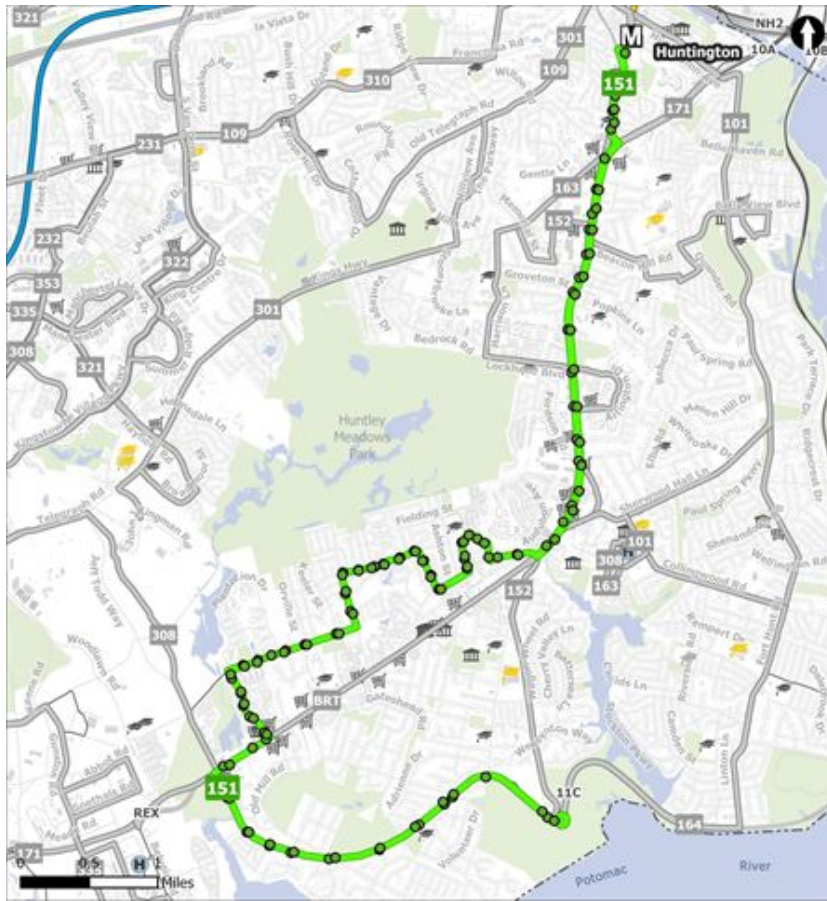
Saturday

Sunday

- Increase Saturday and Sunday frequency to 30 mins

Route 151

Engleside - Mt Vernon



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚉 Transit Center | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚗 Park & Ride | 🎓 High/Middle School | 🟡 Orange Line |
| | | 🚊 Virginia Railway Express Station | 🎓 College | 🟤 Red Line |
| | | | 🎓 Other School | 🟧 Silver Line |
| | | | 🛍️ Shopping Center | 🟨 Yellow Line |

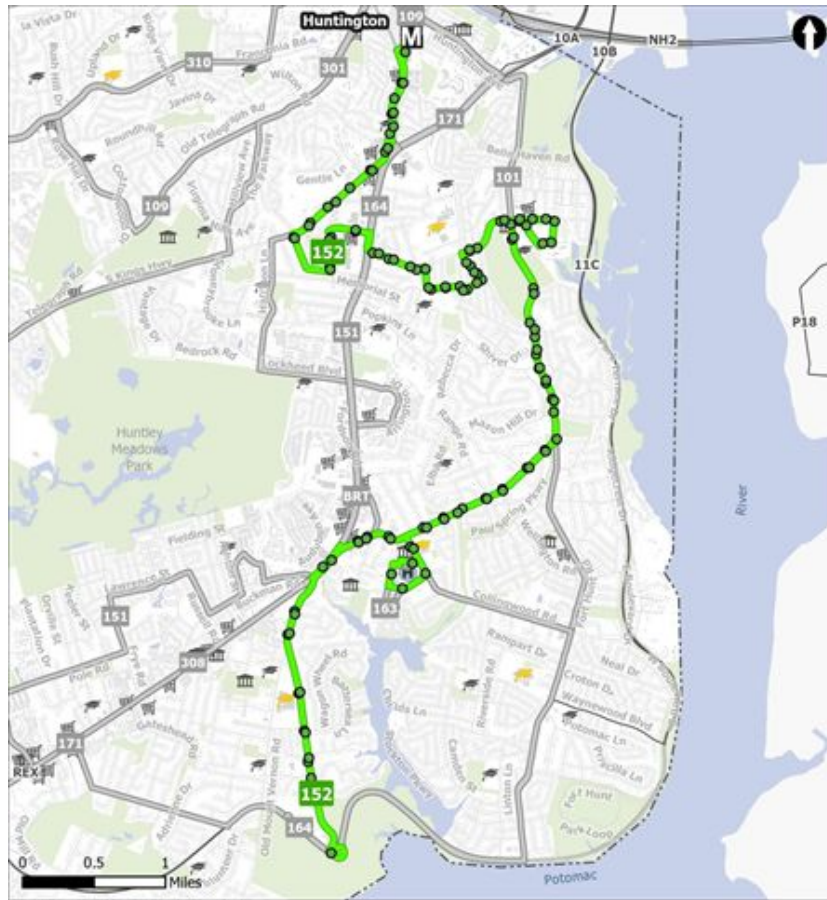
Overview	Class	Local
	Directions	Southbound / Northbound
	Via	Huntington Metro, N Kings Hwy, Richmond Highway/Rte 1, Buckman Rd, Lawrence St, Pole Rd, Sacramento Dr, Lukens Ln, Old Mill Rd, Mt. Vernon
	Transfers Available	101, 109, 152, 163, 164, 171, 301, 308, 310, BRT (Future), Metrobus 10A, 11C, REX, Metrorail Yellow
	Improvements	Adjust route to increase frequency as a replacement for Route 159. Operate all day seven days a week with 15-minute frequency on weekdays during rush hour and 30-minute frequency on weekdays during non-rush hour and weekends.

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:00 AM to 12:00 AM		05:30 AM to 12:30 AM
Frequency (mins)		Peak	15	30	30
		Off-Peak	30		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 152

Huntington Metro (South) - Mt Vernon



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚏 Transit Center | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚏 Park & Ride | 🎓 High/Middle School | 🟡 Orange Line |
| | | 🚏 Virginia Railway Express Station | 🎓 College | 🟪 Red Line |
| | | | 🎓 Other School | 🟧 Silver Line |
| | | | 🛒 Shopping Center | 🟨 Yellow Line |

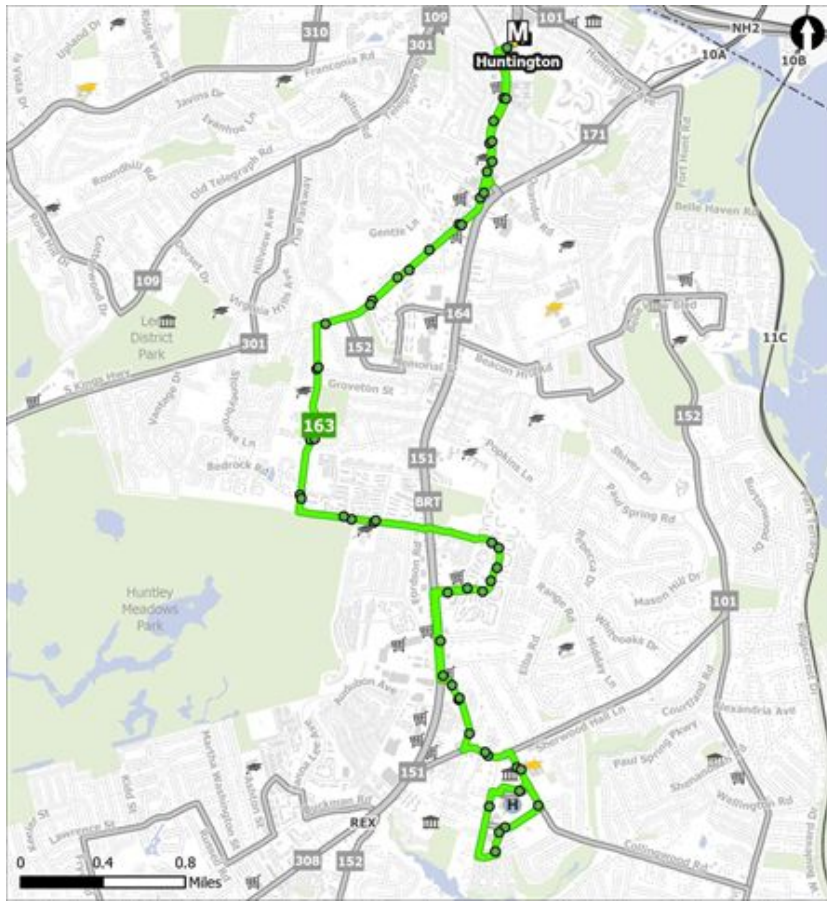
Overview	Class	Local
	Directions	Southbound / Northbound
	Via	Huntington Metro, N & S Kings Hwy, Beacon Hill Rd, Fort Hunt Rd, Sherwood Hall Ln, Inova Mt. Vernon Hospital, Mt. Vernon Hwy
	Transfers Available	101, 109, 151, 163, 164, 171, 301, 308, 310, BRT (Future), Metrobus 10A, 11C, REX, Metrorail Yellow
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:00 AM to 12:00 AM		05:30 AM to 12:30 AM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)
• No Change

Route 163

Huntington Metro (South) - Inova Mt. Vernon Hospital



- | | | | | |
|--|--|--|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚇 Metro Station 🚏 Transit Center 🅑 Park & Ride 🚊 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛒 Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟨 Yellow Line |

Overview	Class	Local
	Directions	Northbound/Southbound
	Via	Huntington Metro, N&S Kings Hwy, Harrison Ln, Lockheed Blvd, Mt. Vernon Square Apts, Inova Mt. Vernon Hospital
	Transfers Available	101, 109, 151, 152, 164, 171, 301, 308, BRT (Future), Metrobus REX, Metrorail Yellow
	Improvements	New Route, Replaces 161/162, Reduce Travel Time, Increase Frequency

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:30 AM to 11:00 PM		06:30 AM to 11:00 PM
Frequency (mins)		Peak	15	30	30
		Off-Peak	30		

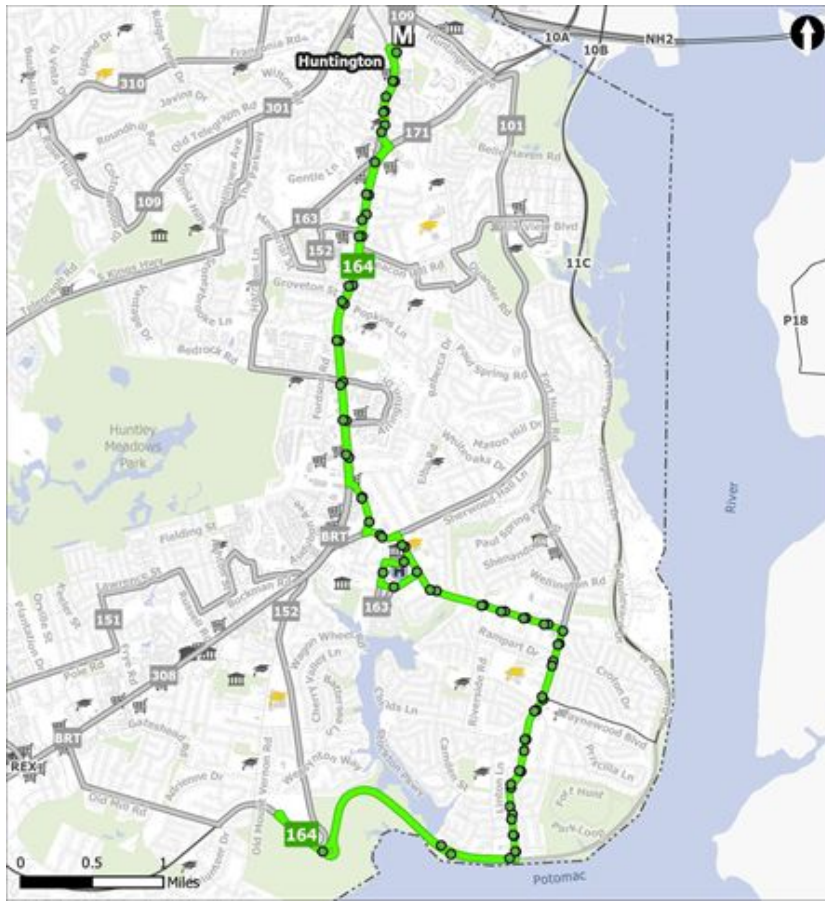
Potential Mid-Term or Long-Term Improvement(s)



- Extend weekday service hours from 4:00 AM start to 12:00 AM end

Route 164

Huntington Metro (South) - Mt. Vernon



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station | <ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

Overview	Class	Local
	Directions	Northbound/Southbound
	Via	Huntington Metro, N Kings Hwy, Richmond Highway/Rt 1, Fordson Rd, Inova Mt. Vernon Hospital, Collingwood Rd, Fort Hunt Rd, Mt. Vernon
	Transfers Available	101, 151, 152, 163, 171, 308, BRT (Future), Metrobus REX, Metrorail Yellow
	Improvements	New Route, Replacing Portions of 101/161/162, Provide New Connections

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:30 AM to 10:30 PM		06:30 AM to 11:00 PM
Frequency (mins)		Peak	60	60	60
		Off-Peak	60		

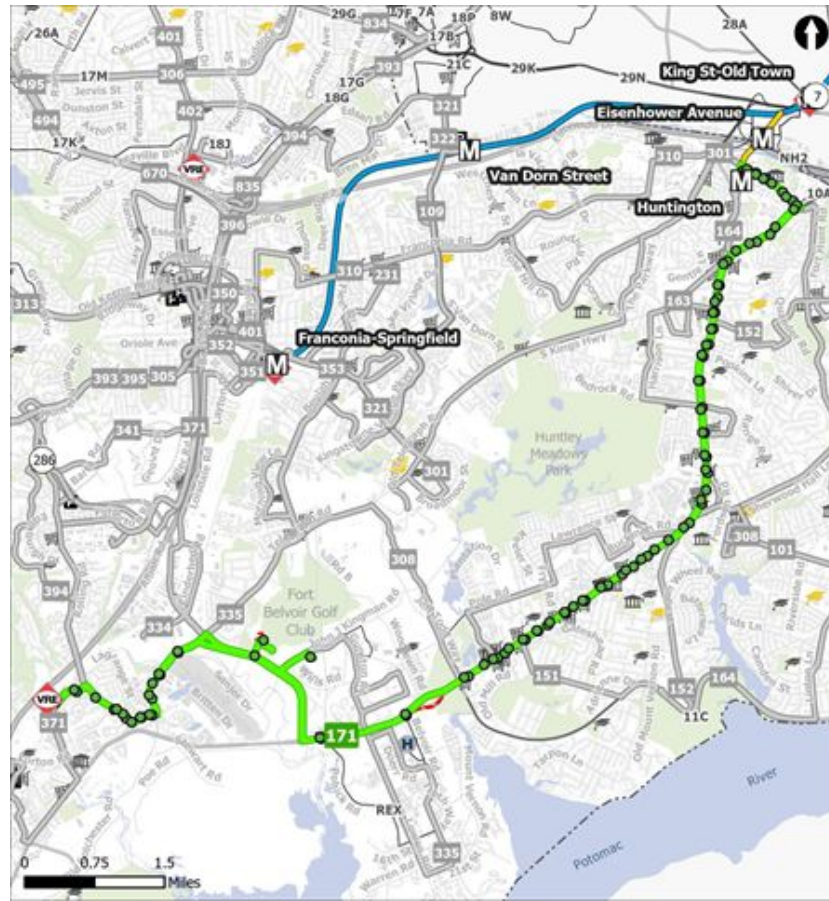
Potential Mid-Term or Long-Term Improvement(s)

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- Increase weekday rush hour frequency to 30

Route 171

Huntington Metro (North) - Lorton VRE

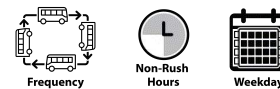


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|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College S Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

Overview	Class	Local
	Directions	Northbound/Southbound
	Via	Lorton VRE, Defense Logistics Agency, Richmond Highway/Rte 1, Huntington Metro, Museum Of The Army
	Transfers Available	101, 109, 151, 152, 163, 164, 301, 308, 310, 334, 335, 371, BRT (Future), Metrobus REX, Metrorail Yellow
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	03:30 AM to 02:30 AM		05:30 AM to 03:30 AM
Frequency (mins)		Peak	20	30	30
		Off-Peak	30		

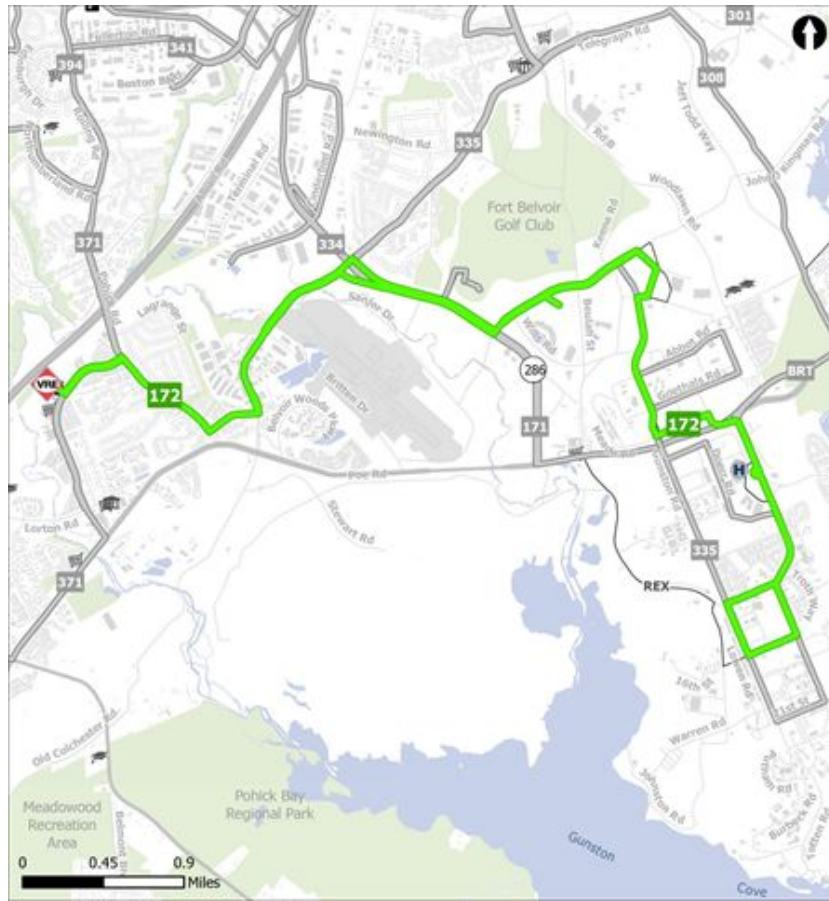
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday off-peak frequency to 20 mins

Route 172 (Long-term)

Fort Belvoir - Lorton VRE



Planned Route ● Planned Stop — Planned Route — Other Planned and Existing Routes	Existing Service — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route	Transit Facilities Metro Station Transit Center Park & Ride Virginia Railway Express Station	Points of Interest Government/Community Center Hospital High/Middle School College Other School Shopping Center	Metro Lines Blue Line Green Line Orange Line Red Line Silver Line Yellow Line
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Overview	Class	Local
	Directions	Eastbound/Westbound
	Via	Fort Belvoir Hospital, Gunston Rd, John J Kingman Rd, Fairfax County Pkwy/Route 286, Telegraph Rd, Pohick Rd, Lorton VRE
	Transfers Available	171, 334, 335, 371, BRT, VRE Fredericksburg
	Improvements	New Route, Provide New Connections

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:00 AM to 12:00 AM		6:00 AM to 11:00 PM
Frequency (mins)		Peak	20	35	35
		Off-Peak	35		

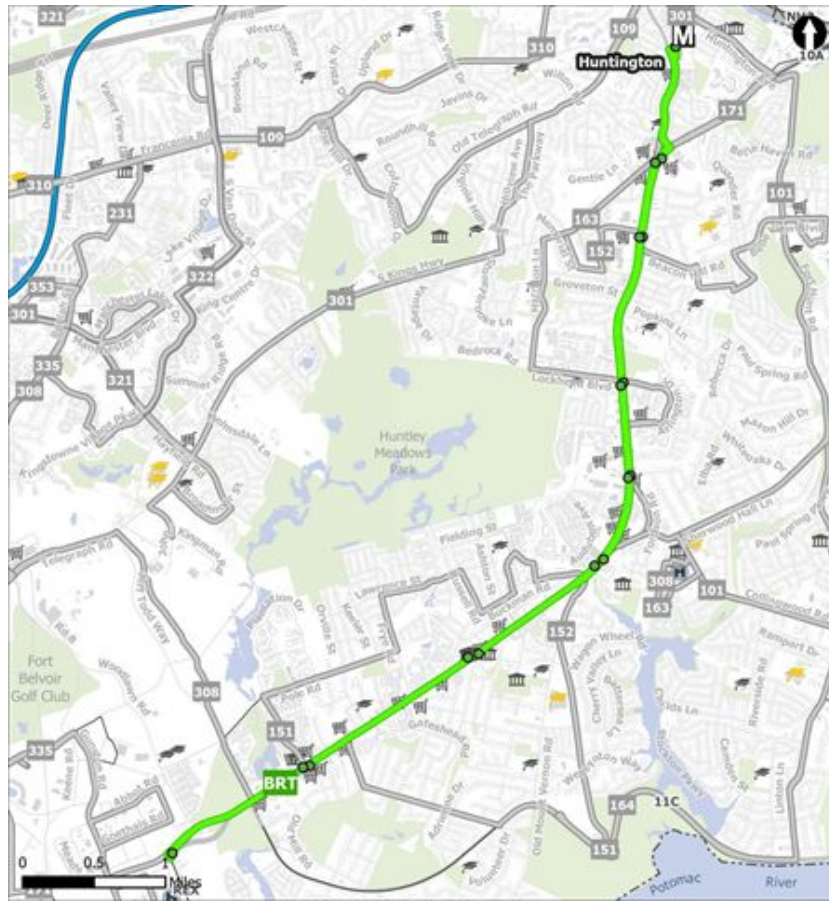
Potential Mid-Term or Long-Term Improvement(s)

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- Add new local route connecting Fort Belvoir to Lorton VRE Station.
- Operate all day seven days a week with 20-minute frequency during rush hour and 35-minute frequency during non-rush hour and weekends.

Route Richmond Highway Bus Rapid Transit (BRT)

Richmond Hwy BRT

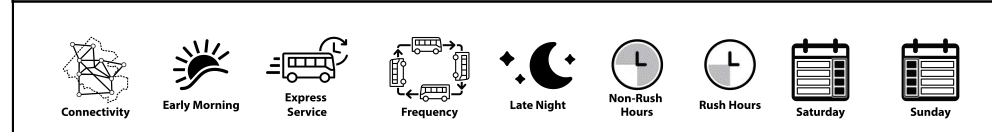


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|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> 🚏 Metro Station 🚏 Transit Center 🚏 Park & Ride 🚏 Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | Metro Lines
<ul style="list-style-type: none"> 🟡 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟤 Silver Line 🟡 Yellow Line |
|--|---|---|--|--|

Overview	Class	BRT
	Directions	Northbound / Southbound
	Via	Fort Belvoir, N Kings Hwy, Richmond Highway/Rte 1, Huntington Metro
	Transfers Available	101, 109, 151, 152, 163, 164, 171, 301, 308, 310, 313, 494, Metrobus 10A, REX, Metrorail Yellow
	Improvements	New Route, Increase Frequency, Reduce Travel Time

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:00 AM to 12:28 AM		07:00 AM to 03:28 AM
Frequency (mins)	Peak	6		20	20
	Off-Peak	12			

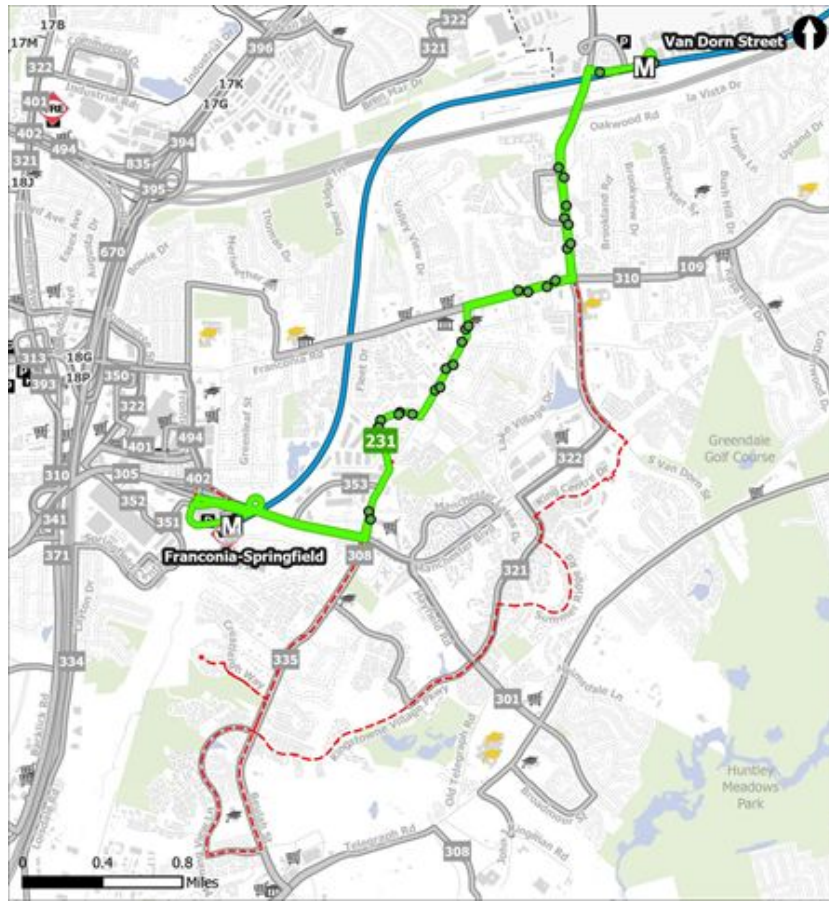
Potential Mid-Term or Long-Term Improvement(s)



- Add new high-capacity public transportation system between Huntington Metrorail (South) and Fort Belvoir.
- Additional rush hour service will be provided between Huntington and Beacon Hill to provide 3-minute frequency.

Route 231

Franconia-Springfield Metro & VRE Station to Van Dorn St Metro Station

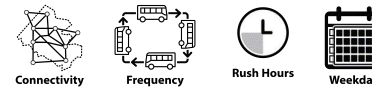


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|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚶 Park & Ride | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚊 Virginia Railway Express Station | 🎓 High/Middle School | 🟡 Orange Line |
| | | | 🎓 College | 🟪 Red Line |
| | | | 🎓 Other School | 🟩 Silver Line |
| | | | 🛍️ Shopping Center | 🟨 Yellow Line |

Overview	Class	Feeder
	Directions	Northbound/Southbound
	Via	Van Dorn St Metro, Fleet Industrial Park, Manchester Lakes Center, Franconia-Springfield Pkwy
	Transfers Available	109, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 400x, 401, 402, 494, 670, DASH 30, 32, 35, OmniRide, Metrobus 7A, Metrorail Blue, VRE Fredericksburg
	Improvements	Reduce Route Length, More Direct Connection Between Franconia-Springfield Metro and Van Dorn St Metro

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:30 AM to 08:30 AM / 03:30 PM - 06:30 PM		No Service
Frequency (mins)	Peak / Off-Peak	Peak	30	No Service	No Service
		Off-Peak	No Service		

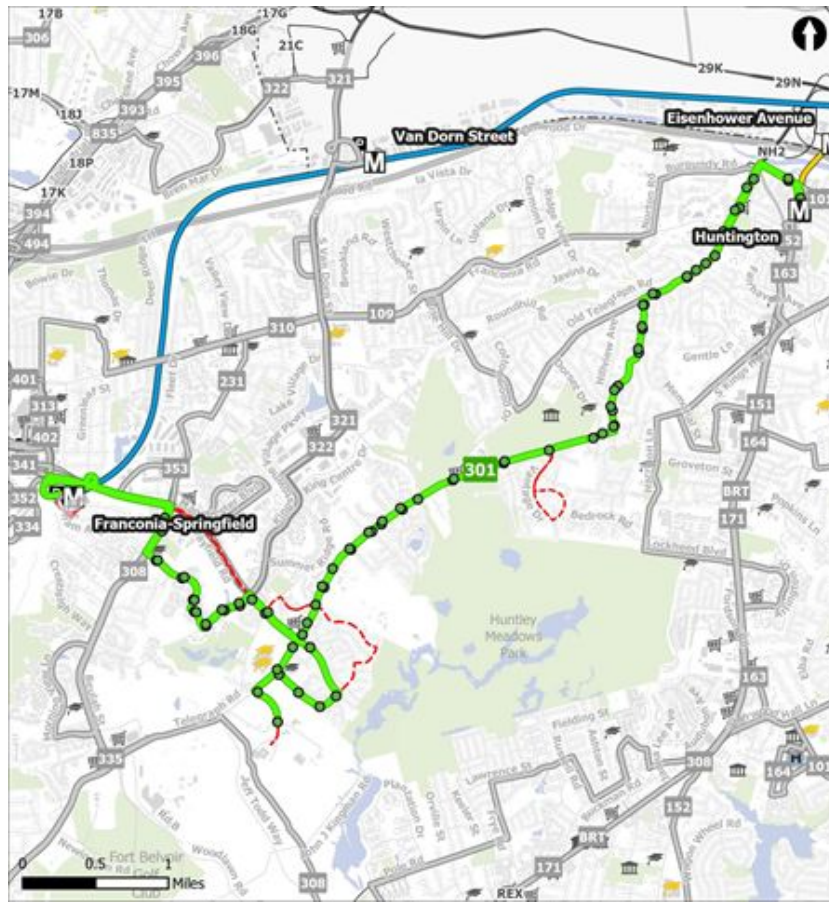
Potential Mid-Term or Long-Term Improvement(s)



- Realign to restore service of Routes 231 and 232 to Kingstowne, Kingstowne Village Pkwy, and Island Creek
- Increase weekday peak service hours by 30 mins in both AM and PM

Route 301

Huntington Metro (North) to Franconia-Springfield Metro & VRE Station



- | | | | | |
|--|--|---|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College S Other School W Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

Overview	Class	Feeder
	Directions	Westbound/Eastbound
	Via	Franconia-Springfield Pkwy/Rt 289, Telegraph Rd, The Parkway, Huntington Ave, Huntington Metro, Franconia-Springfield Metro and VRE Station
	Transfers Available	101, 109, 151, 152, 163, 164, 171, 231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 400X, 401, 402, 494, 670, BRT (Future), Metrobus 10A, REX, Metrorail Blue, Yellow
	Improvements	Route Alignment Update

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 09:00 AM / 4:00 PM - 7:00 PM		No Service
Frequency (mins)		Peak	45	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)

Frequency

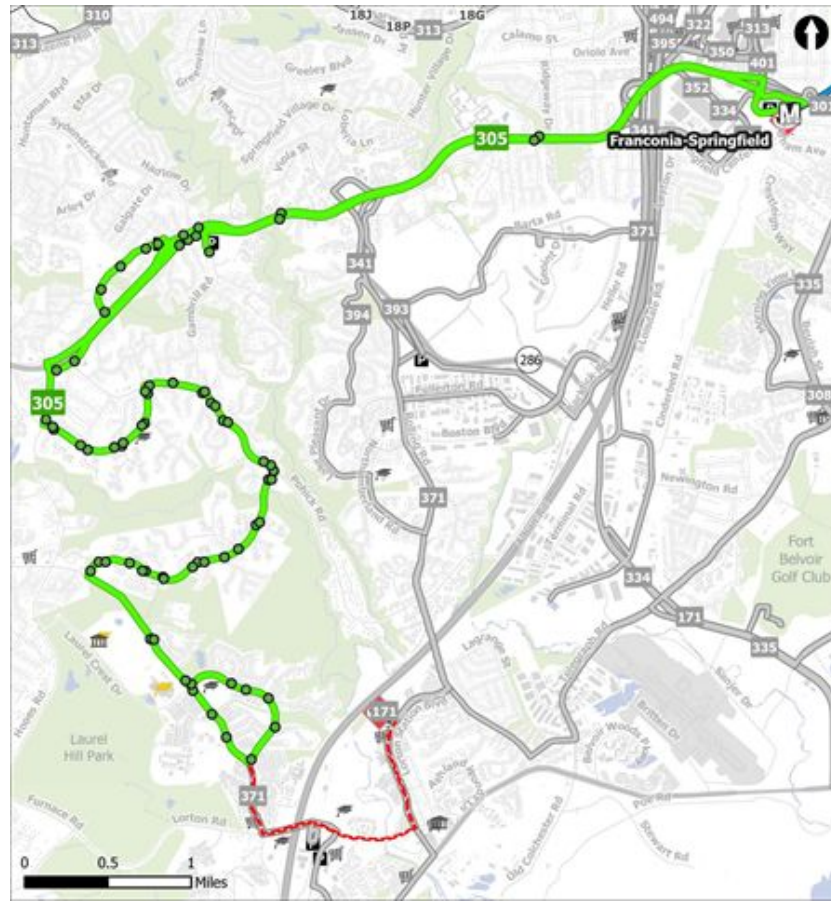
Rush Hours

Weekday

- Increase weekday peak frequency to 30 mins

Route 305

Silverbrook Rd & Laurel Crest Dr to Franconia-Springfield Metro & VRE Station

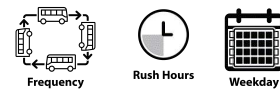


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|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚉 Metro Station 🚏 Transit Center 🚶 Park & Ride 🚆 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |

Overview	Class	Feeder
	Directions	Northbound/Southbound
	Via	Newington Forest, Sydenstricker Park & ride, Franconia-Springfield Metro and VRE Station, Laurel Crest Dr
	Transfers Available	231, 301, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 394, 395, 400X, 401, 402, 494, 670, Metrorail Blue, VRE Fredericksburg, OmniRide
	Improvements	Route Alignment Update

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM - 09:00 AM / 04:00 PM - 07:00 PM		No Service
Frequency (mins)		Peak	45	No Service	No Service
		Off-Peak	No Service		

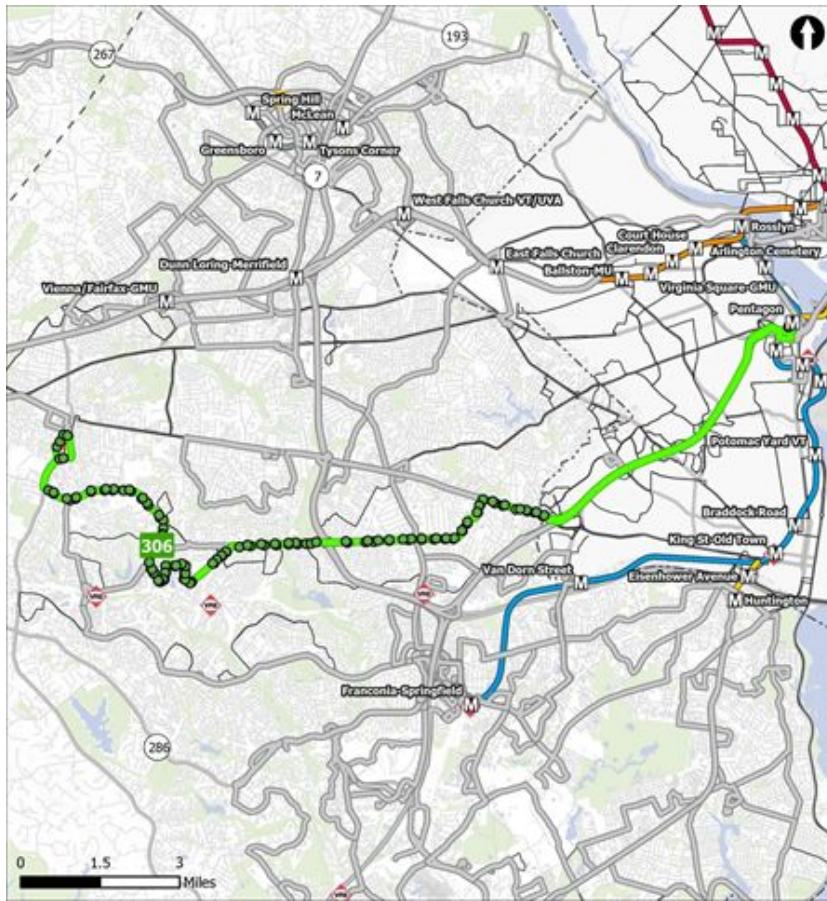
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday peak frequency to 30 mins

Route 306

George Mason University - Pentagon Metrorail Station

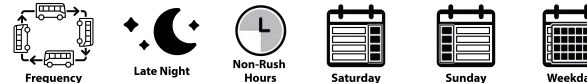


- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Eastbound/Westbound
	Via	Braddock Rd, I-395
	Transfers Available	313, 394, 395, 396, 400X, 401, 402, 495, 599, 610, 834, Metrorail Yellow, Blue, Metrobus 7A, 8W, 10A/B, 16A, 16C, 17B/G/K/M, 18G/J, 22A, 29G/K/N, Metroway CUE Green, Gold, DASH 32, 35, 36A/B, ART 42, 87, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	08:50 AM to 03:53 PM		No Service	No Service
	Frequency (mins)	Peak	No Service		No Service	No Service
		Off-Peak	60			

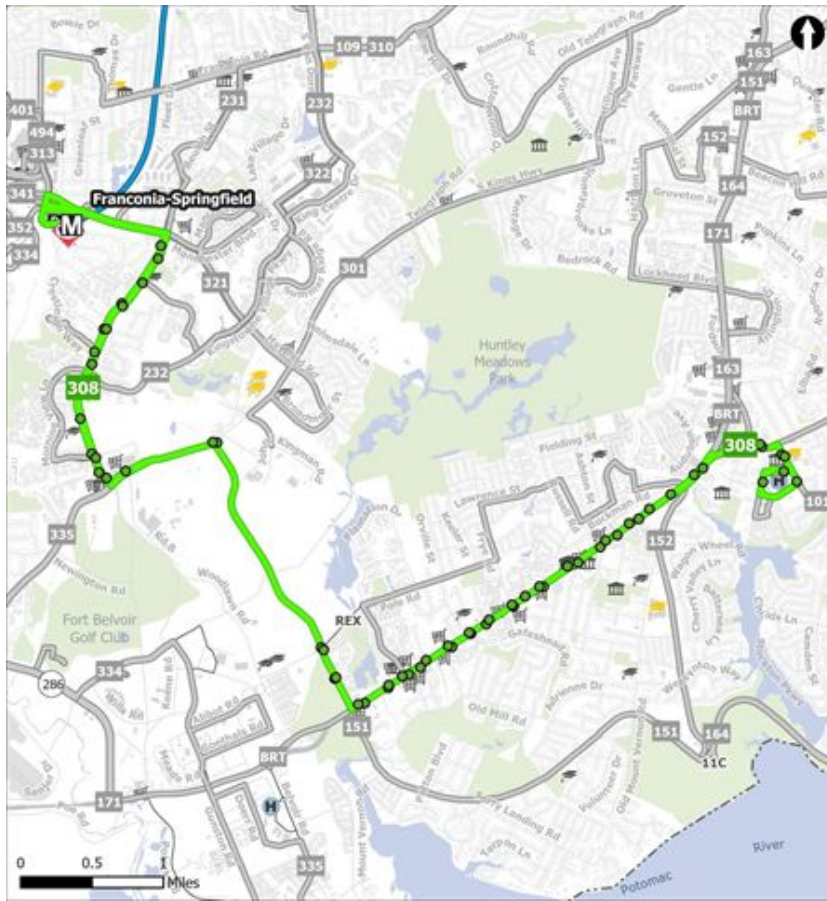
Potential Mid-Term or Long-Term Improvement(s)



- Add weekday evening service with frequency of 60 mins until 10:30 PM
- Add Saturday and Sunday service from 7:00 AM to 9:00 PM with frequency of 60 mins

Route 308

Franconia-Springfield Metro & VRE Station to Inova Mt. Vernon Hospital



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> 🚇 Metro Station 🚏 Transit Center 🚗 Park & Ride 🚆 Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | Metro Lines
<ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟨 Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Northbound/Southbound
	Via	Mt. Vernon Governmental Center, Richmond Highway/Rt 1, Jeff Todd Way, Beulah St
	Transfers Available	101, 151, 152, 163, 164, 171, 231, 301, 305, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 400X, 401, 402, 494, 670, BRT (Future), Metrobus REX, Metrorail Blue, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:00 AM to 10:00 PM		07:00 AM to 09:00 PM
Frequency (mins)		Peak	30	45	No Service
		Off-Peak	40		

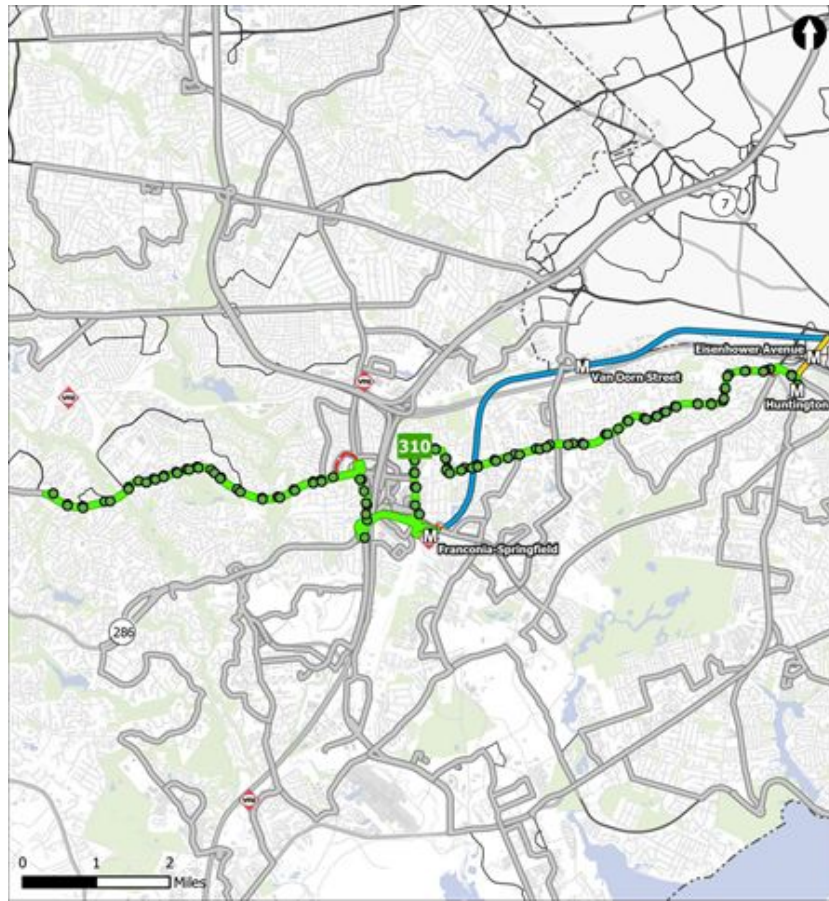
Potential Mid-Term or Long-Term Improvement(s)



- Add Sunday service from 7:00 AM to 9:00 PM with frequency of 45 mins

Route 310

Rolling Valley Park & Ride to Huntington Metro (North)



Overview	Class	Cross-County
	Directions	Eastbound/Westbound
	Via	Old Keene Mill Rd, Franconia Rd, Franconia-Springfield Metro & VRE Station, Springfield Town Center
	Transfers Available	101, 109, 151, 152, 163, 164, 231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 396, 400X, 401, 402, 494, 495, 670, BRT (Future), Metrobus 10A, 18G/J/P, REX, Metrorail Blue
	Improvements	Route alignment update, Serve Springfield CBC Commuter Parking Garage, Schedule adjustment to improve service reliability and late night service

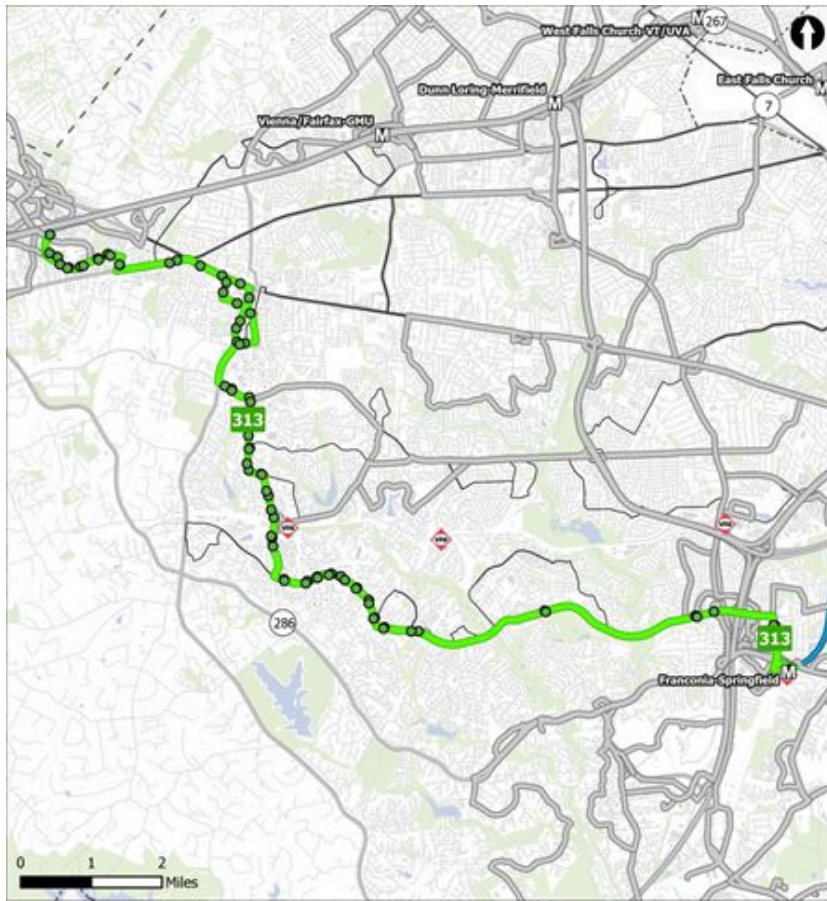
Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	04:12 AM to 12:54 AM		06:00 AM to 12:52 AM	06:00 AM to 12:52 AM
		Frequency (mins)	Peak	20	30	60
Off-Peak	30					

Potential Mid-Term or Long-Term Improvement(s)

- Increase weekday peak frequency to 15
- Increase weekday off-peak frequency to 25
- Increase Saturday frequency to 25 / Extend Saturday service hours to 1:00 AM
- Increase Sunday frequency to 30

Route 313

Franconia-Springfield Metro & VRE Station to Fair Oaks Mall



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Cross-County
	Directions	Northbound/Southbound
	Via	Franconia-Springfield Metro & VRE Station, Old Keene Mill Rd, Fairfax City, Fair Oaks Mall, Monument Dr
	Transfers Available	231, 301, 305, 306, 308, 310, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 396, 400X, 401, 402, 494, 495, 605, 610, 615, 622, 625, 630, 651, 660, 662,663, 670, 671, 672, 699, Metrobus 17B/G/K, 18G/J/P, 29K, 1C, 2B, Metrorail Blue, CUE Green, Gold,
	Improvements	New Route, Provide New Connections to Fairfax City and Fair Oaks Mall

Level of Service	Proposed Route			Weekday	Saturday	Sunday
		Service Hours	06:00 AM to 07:00 PM		08:00 AM to 07:00 PM	No Service
		Frequency (mins)	Peak	30	60	No Service
Off-Peak	60					

Potential Mid-Term or Long-Term Improvement(s)

Non-Rush Hours

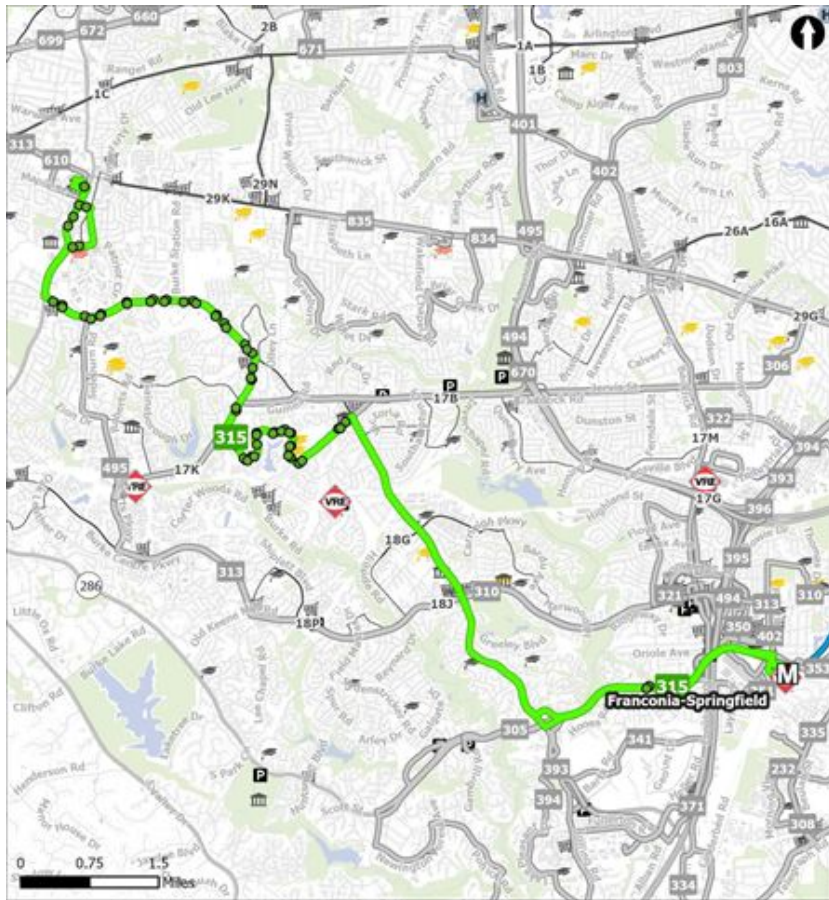
Sunday

Weekday

- Extend weekday service hours to 9:00 PM; Extend to Huntington Metro
- Add Sunday service from 8:00 AM to 7:00 PM with frequency of 60

Route 315 (Long-term)

George Mason University - Franconia-Springfield Metro & VRE Station



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚉 Metro Station 🚏 Transit Center 🅇 Park & Ride 🚊 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟨 Yellow Line |

Overview	Class	Local
	Directions	Eastbound/Westbound
	Via	Ox Rd, Braddock Rd, Twinbrook Rd, Lake Braddock Dr, Rolling Rd, Franconia Springfield Pkwy
	Transfers Available	231, 232, 301, 305, 306, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 396, 400X, 401, 402, 494, 495, 610, 670, 990, Metrorail Blue, Metrobus 17B, 17G, 17K, 17M, 18G, 18J, 18P, 29K, CUE Green, Gold
	Improvements	New route operating between Fairfax and Franconia-Springfield, providing new links and a wide range of connections

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 9:00 PM		07:00 AM to 9:00 PM
Frequency (mins)		Peak	30	60	No Service
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)

Non-Rush Hours

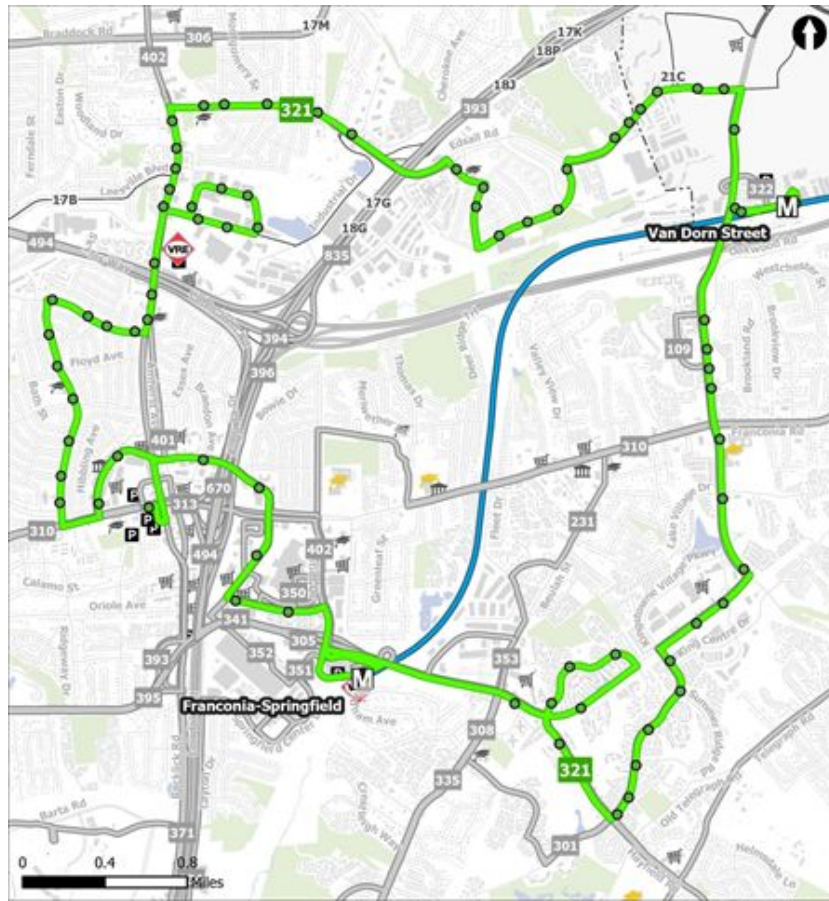
Sunday

Weekday

- New route connecting Franconia-Springfield Metro/VRE Station, West Springfield, Burke, and Fairfax City

Route 321

Franconia-Springfield Metro & VRE Station to Fair Oaks Mall

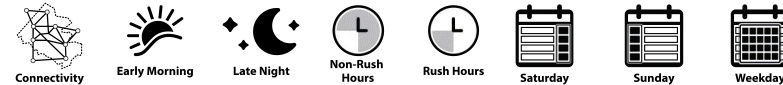


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|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Loop
	Via	Backlick Rd VRE Station, Franconia-Springfield Metro & VRE Station, Bren Mar Park, Kingstowne
	Transfers Available	109, 231, 301, 305, 308, 310, 313, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 396, 400X, 401, 402, 494, Metrobus 17B/M, 18G/J, 21C, 7A, Metrorail Blue, VRE, OmniRide, DASH 30, 32, 35
	Improvements	Route alignment update to serve Springfield CBC Commuter Parking Garage; Increase frequency

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:02 AM to 01:14 AM		05:04 AM to 12:17 AM
Frequency (mins)		Peak	20	30	45
		Off-Peak	30		

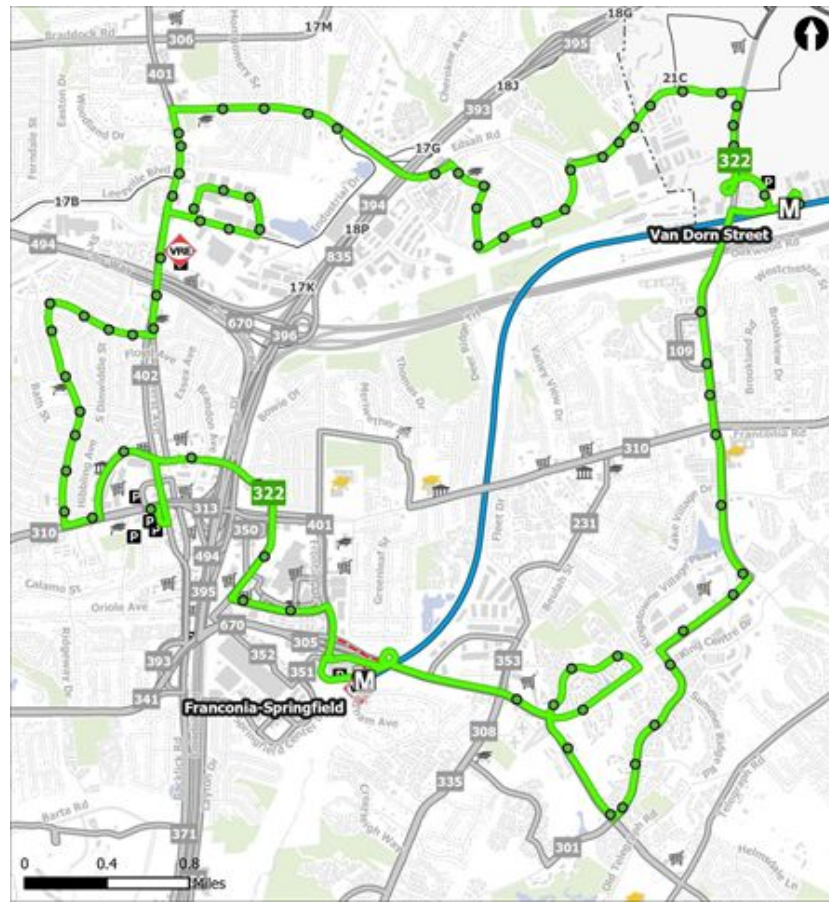
Potential Mid-Term or Long-Term Improvement(s)



- Realign to operate between Van Dorn and Franconia-Springfield Metro Stations via Backlick Road, and provide combined frequency of 10 to 15 with Route 322 between the Springfield CBC Commuter Parking Garage and Franconia-Springfield Metro Station
- Extend weekday service hours to 01:00 AM

Route 322

Franconia-Springfield Metro & VRE Station to Van Dorn St Metro Station



Planned Route	Existing Service	Transit Facilities	Points of Interest	Metro Lines
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes 	<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route 	<ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station 	<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center 	<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line

Overview	Class	Local
	Directions	Loop
	Via	Backlick Rd VRE Station, Franconia-Springfield Metro & VRE Station, Bren Mar Park, Kingstowne
	Transfers Available	109, 231, 301, 305, 308, 310, 313, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 396, 400X, 401, 402, 494, Metrobus 17B/M, 18G/J, 21C, 7A, Metrorail Blue, VRE, OmniRide, DASH 30, 32, 35
	Improvements	Route alignment update to serve Springfield CBC Commuter Parking Garage; Increase frequency

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:10 AM to 12:39 AM		05:21 AM to 12:33 AM
Frequency (mins)		Peak	20	30	45
		Off-Peak	30		

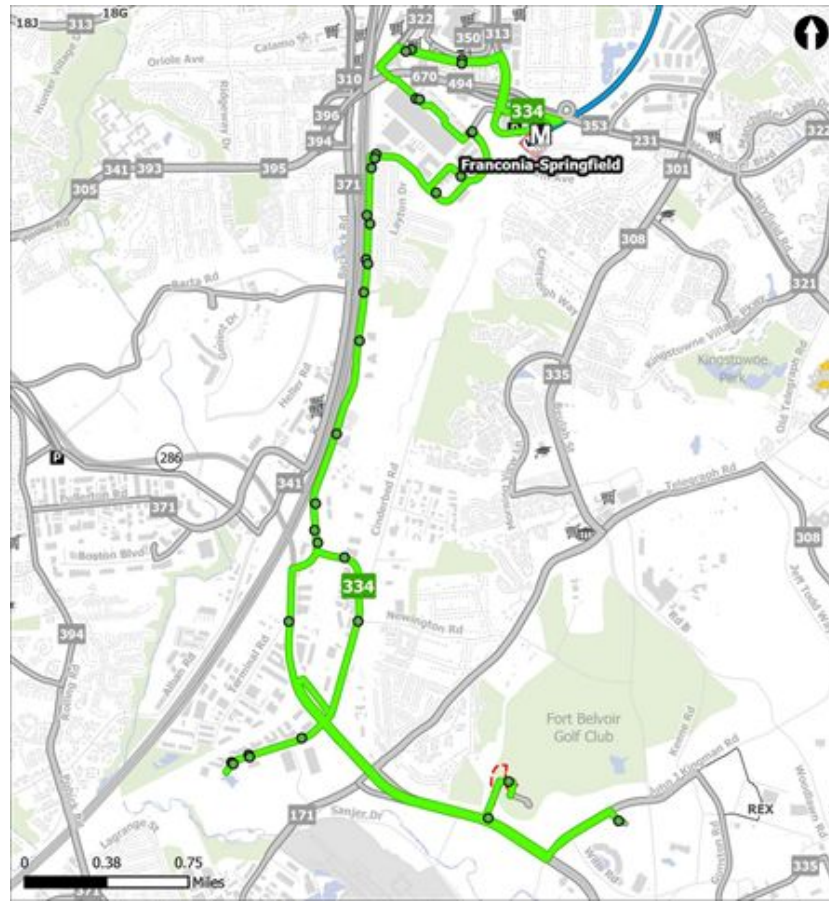
Potential Mid-Term or Long-Term Improvement(s)

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- Realign to operate between Van Dorn and Springfield CBC Commuter Parking Garage via Kingstowne, and provide combined frequency of 10 to 15 mins with Route 321 between the Springfield CBC Commuter Parking Garage and Franconia-Springfield Metro Station
- Extend weekday service hours to 1:00 AM

Route 334

Franconia-Springfield Metro & VRE Station to Defense Logistics Agency



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Loop
	Via	Loisdale Rd, Newington Rd, Fairfax County Pkwy/Rt 286, NVCC Medical Education Campus, Gateway 95 Business Park, Defense Logistic Agency
	Transfers Available	171, 231, 301, 305, 308, 310, 313, 321, 322, 335, 341, 350, 351, 352, 353, 371, 400X, 401, 402, 494, Metrorail Blue, OmniRide, VRE
	Improvements	Route Alignment Update, Serve TSA Facility and Army Museum

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:03-09:52 AM/11:30 -12:22 PM/3:00 -7:52 PM		No Service
Frequency (mins)		Peak	30	No Service	No Service
		Off-Peak	Limited Service		

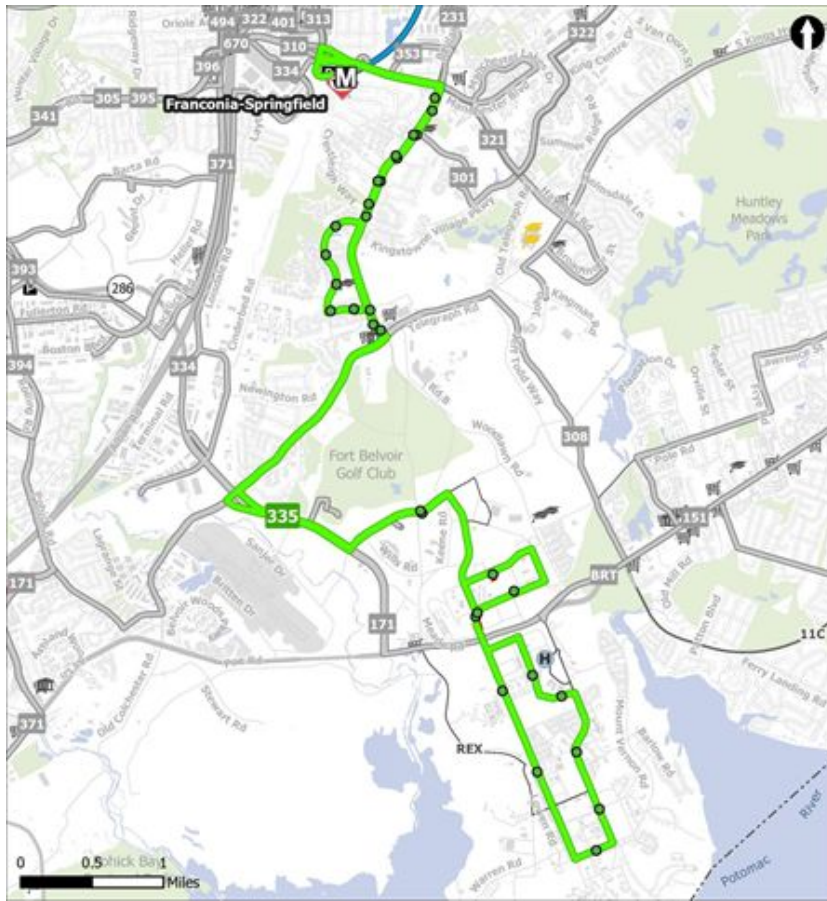
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday off-peak frequency to 45 mins
- Add Saturday and Sunday service from 8:00 AM to 7:00 PM with frequency of 60 mins

Route 335

Franconia-Springfield Metro & VRE Station to Fort Belvoir



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚉 Metro Station 🚏 Transit Center 🅇 Park & Ride 🚆 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |

Overview	Class	Feeder
	Directions	Southbound/Northbound
	Via	Fort Belvoir Hospital, Gunston Rd, Franconia Springfield Pkwy/Rt 289
	Transfers Available	171, 231, 301, 305, 308, 310, 313, 321, 322, 334, 341, 350, 351, 352, 353, 371, 401, 402, 494, 670, BRT (Future), Metrobus REX, Metrorail Blue, VRE, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:00-9:51 AM/2:51-6:44 PM		No Service
Frequency (mins)		Peak	25 - 30	No Service	No Service
		Off-Peak	No Service		

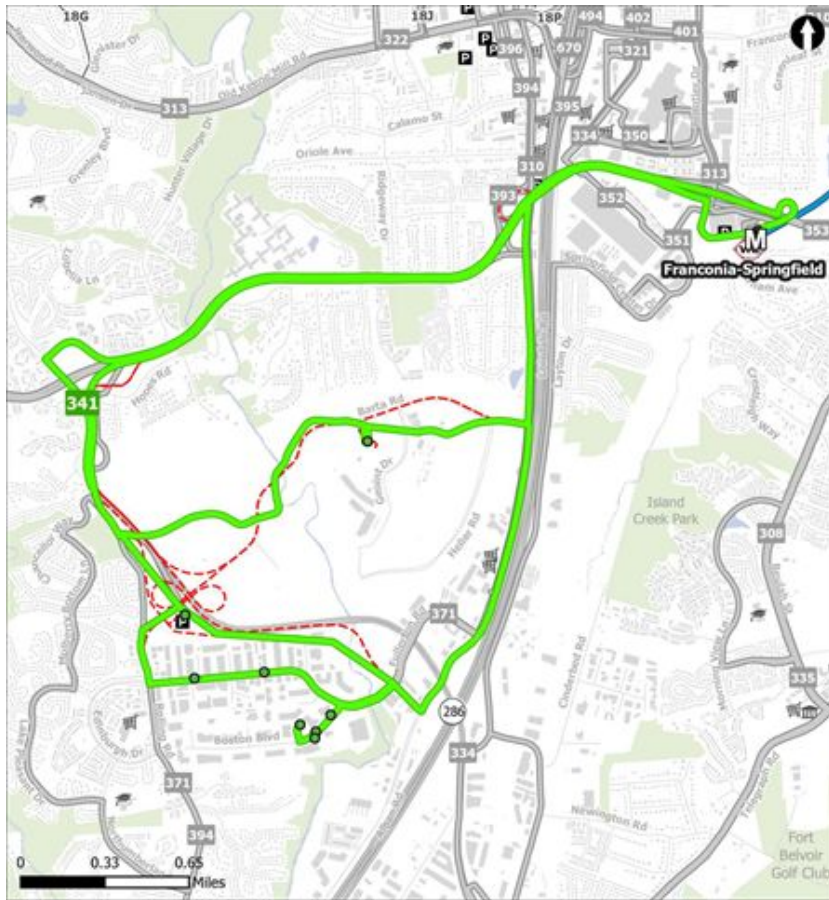
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday peak frequency to 20 mins

Route 341

Franconia-Springfield Metro & VRE Station to Saratoga Park & Ride



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚉 Metro Station 📍 Transit Center 🚗 Park & Ride 🚆 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟡 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟤 Silver Line 🟡 Yellow Line |

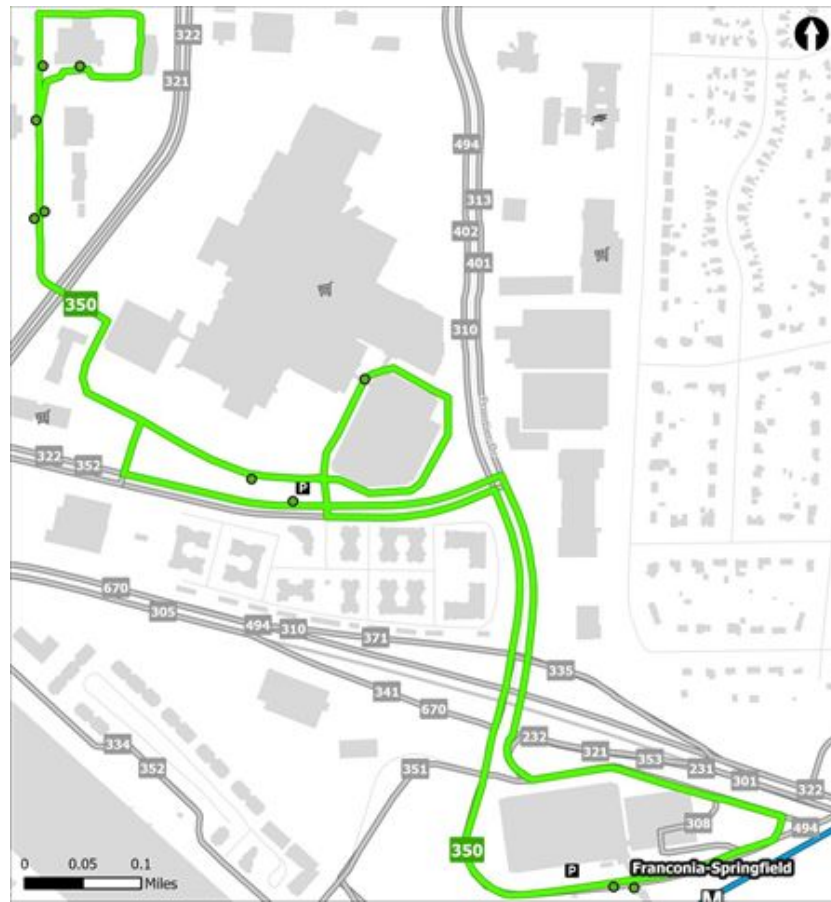
Overview	Class	Feeder
	Directions	Southbound/Northbound
	Via	Franconia-Springfield Pkwy/Rt 289, Fairfax County Pkwy/Rt 286, Backlick Rd, Barta Rd
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 350, 351, 352, 353, 371, 393, 394, 400X, 401, 402, 494, Metrorail Blue, OmniRide, VRE
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	4:55 AM - 10:04 AM / 2:32 PM - 7:24 PM		No Service
Frequency (mins)		Peak	30	No Service	No Service
		Off-Peak	Limited Service		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 350 (Springfield Circulator)

Frontier Dr. - Hilton Springfield - Franconia Springfield Metrorail Station



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚏 Metro Station 🚏 Transit Center 🚏 Park & Ride 🚏 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |

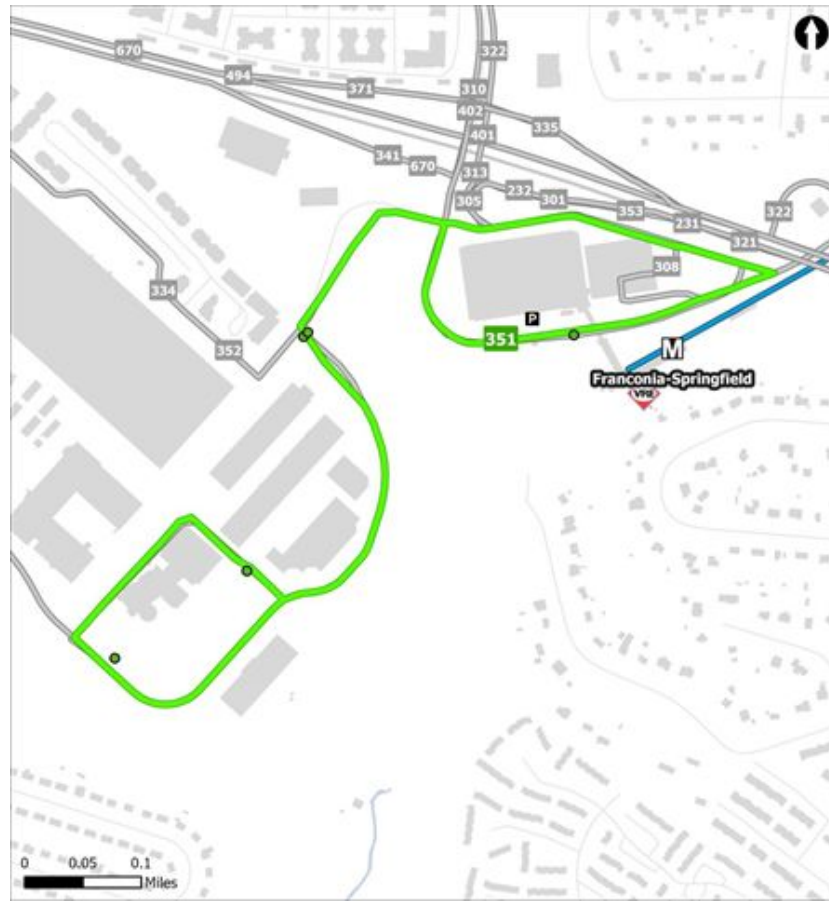
Overview	Class	Circulator	IMPLEMENTED October 2022
	Directions	Loop	
	Via	Frontier Dr, Spring Mall Dr and Loisdale Ct	
	Transfers Available	231, 301, 305, 308, 310, 371, 321, 322, 334, 335, 341, 351, 352, 353, 400X, 401, 402, 494, 670, Metrorail Blue, VRE, OmniRide	
	Improvements	Streamline service	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:13 AM to 07:37 PM		No Service
Frequency (mins)		Peak	15	No Service	No Service
		Off-Peak	15-20		

Potential Mid-Term or Long-Term Improvement(s)	
•	No Change

Route 351

TSA - NVCC Medical College - Franconia Springfield Metrorail Station



- | | | | | |
|--|---|--|---|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | Metro Lines
<ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |
|--|---|--|---|--|

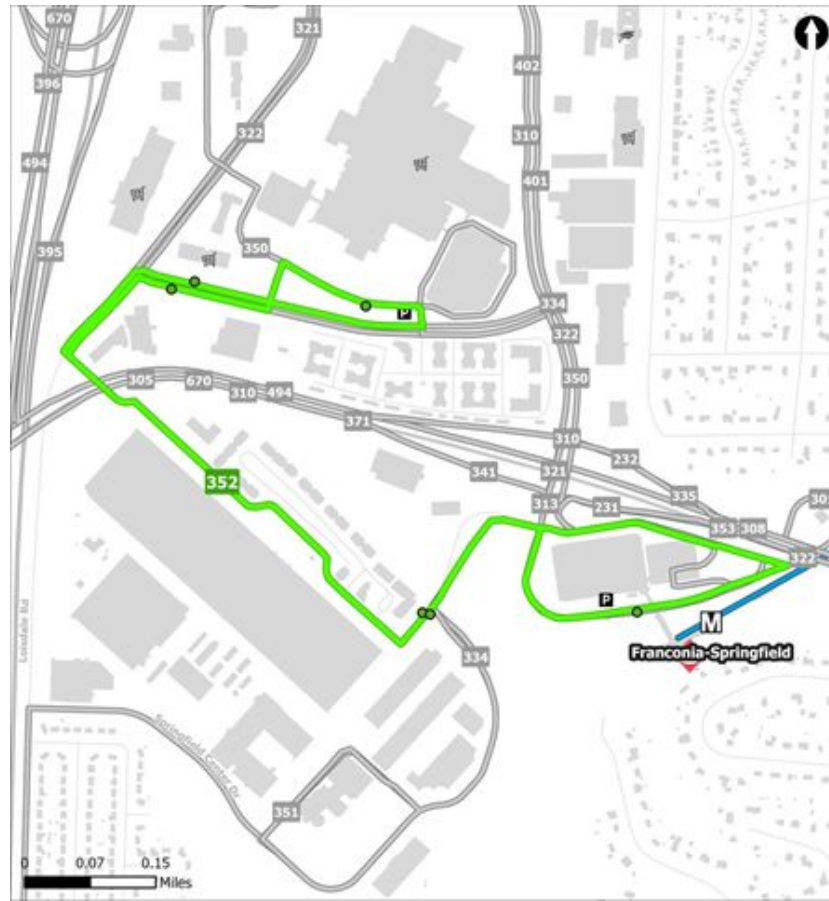
Overview	Class	Circulator	IMPLEMENTED October 2022
	Directions	Loop	
	Via	Metro Access Rd and Springfield Center Dr	
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 352, 353, 371, 400X, 401, 402, 494, 670, Metrorail Blue, VRE, OmniRide	
	Improvements	Streamline service	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:30 AM - 10:28 AM / 2:35 PM - 6:12 PM		No Service
Frequency (mins)		Peak	15-20	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)
<ul style="list-style-type: none"> • No Change

Route 352

TSA - Springfield Town CTR. - Franconia Springfield Metrorail Station



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚶 Park & Ride | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚊 Virginia Railway Express Station | 🎓 High/Middle School | 🟡 Orange Line |
| | | | 🎓 College | 🔴 Red Line |
| | | | 🎓 Other School | 🟨 Silver Line |
| | | | 🛍️ Shopping Center | 🟪 Yellow Line |

Overview	Class	Circulator	
	Directions	Loop	
	Via	Metro Access Rd, Joseph Alexander Rd, Metropolitan Center Dr, Loisdale Rd and Spring Mall Rd	
	Transfers Available	231, 301, 305, 308, 310, 321, 322, 334, 335, 341, 350, 353, 371, 400X, 401, 402, 494, Metrorail Blue, VRE	
	Improvements	More frequent service during off peak times	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	10:35 AM to 02:32 PM		No Service
Frequency (mins)		Peak	No Service	No Service	No Service
		Off-Peak	15-20		

Potential Mid-Term or Long-Term Improvement(s)
• No Change

Route 353

Franconia Springfield Metrorail Station - Metro Park



- | | | | | |
|--|---|--|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School W Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|--|--|--|

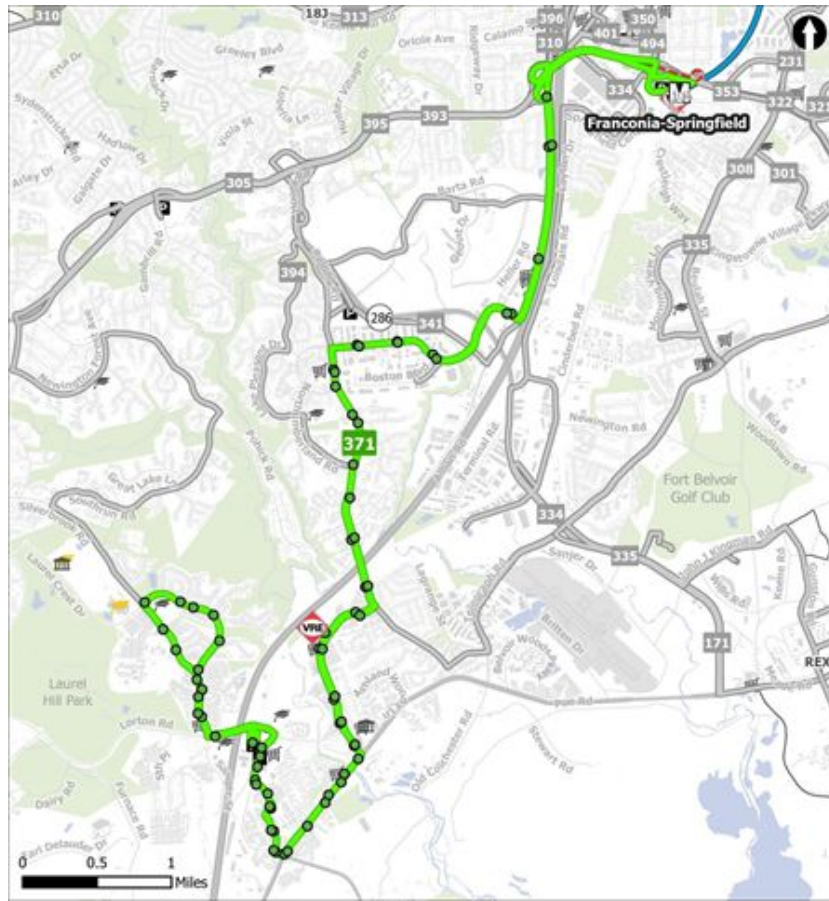
Overview	Class	Circulator	
	Directions	Loop	
	Via	Franconia-Springfield Pkwy, Beulah St, Walker Ln	
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 371, 400X, 401, 402, 494, 670, Metrorail Blue, VRE	
	Improvements	Route clarification	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:02 AM to 07:12 PM		No Service
Frequency (mins)		Peak	15	No Service	No Service
		Off-Peak	15-20		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 371

Lorton Park & Ride to Franconia-Springfield Metro & VRE Station



- Planned Route**
 - Planned Stop
 - Planned Route
 - Other Planned and Existing Routes
- Existing Service**
 - Segment Served by Other Route(s)
 - Eliminated Segment
 - Metrobus Route
- Transit Facilities**
 - 🚏 Metro Station
 - 🚏 Transit Center
 - 🚏 Park & Ride
 - 🚏 Virginia Railway Express Station
- Points of Interest**
 - 🏠 Government/Community Center
 - 🏥 Hospital
 - 🎓 High/Middle School
 - 🎓 College
 - 🎓 Other School
 - 🛒 Shopping Center
- Metro Lines**
 - 🟡 Blue Line
 - 🟢 Green Line
 - 🟠 Orange Line
 - 🔴 Red Line
 - 🟤 Silver Line
 - 🟡 Yellow Line

Overview	Class	Local
	Directions	Northbound/Southbound
	Via	Rolling Rd, Backlick Rd, Franconia-Springfield Pkwy/Rt 289, Lorton VRE, Lorton Station Blvd
	Transfers Available	171, 231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 394, 400X, 401, 402, 494, 670, Metrorail Blue, OmniRide, VRE
	Improvements	Increase Frequency, Replace Routes 372 and 373

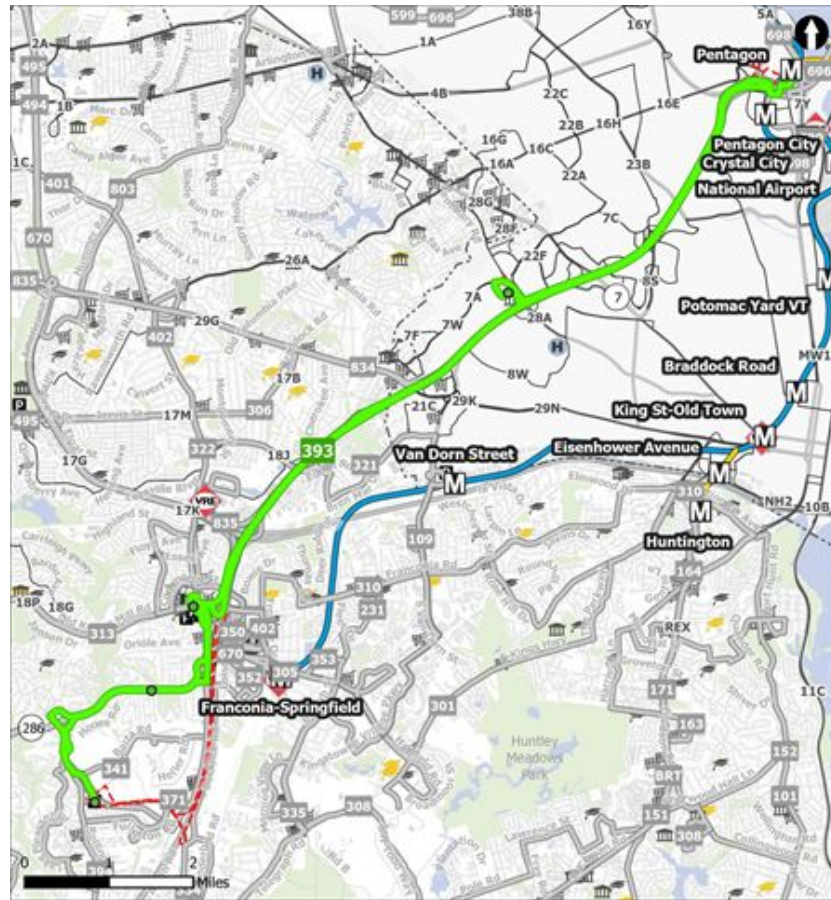
Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:10 AM to 01:13 AM		5:26 AM to 2:12 AM
Frequency (mins)		Peak	15	30 - 45	45
		Off-Peak	15 - 30		

Potential Mid-Term or Long-Term Improvement(s)

-
- No Change

Route 393

Saratoga Park & Ride to Pentagon Metro



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | — Eliminated Segment | 🚉 Transit Center | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚗 Park & Ride | 🎓 High/Middle School | 🟡 Orange Line |
| | | 🚆 Virginia Railway Express Station | 🎓 College | 🔴 Red Line |
| | | | 🎓 Other School | 🟪 Silver Line |
| | | | 🛍️ Shopping Center | 🟨 Yellow Line |

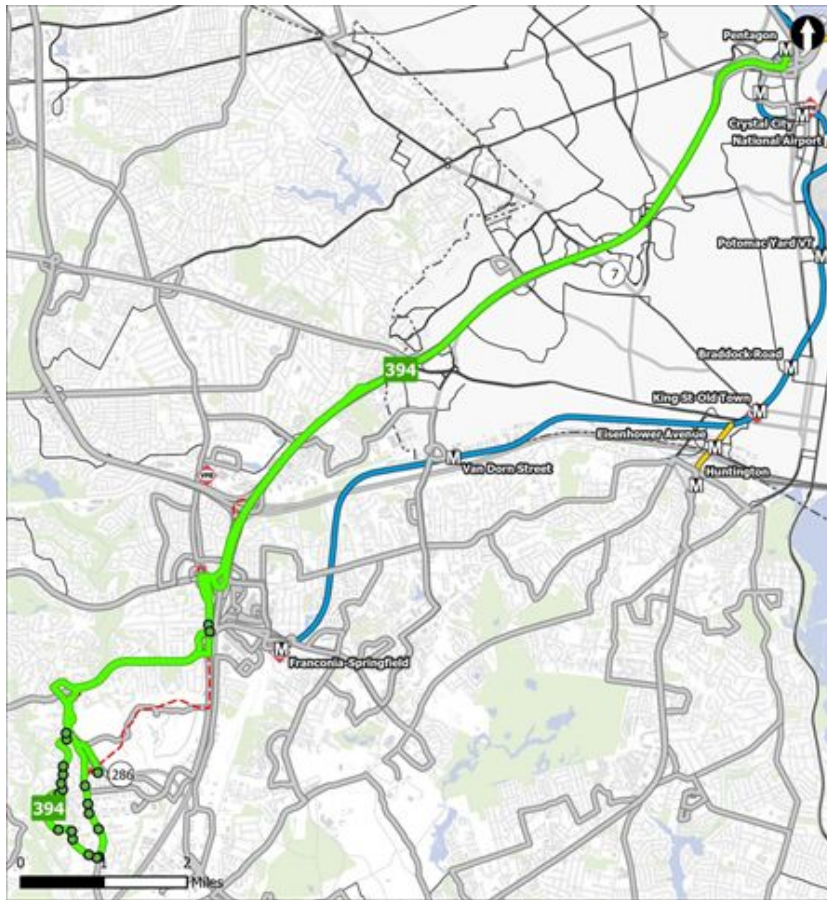
Overview	Class	Express
	Directions	Northbound/Southbound
	Via	I-95, Franconia-Springfield Pkwy/Rt 289, Fairfax County Pkwy/Rt 286, I-395
	Transfers Available	305, 306, 310, 313, 321, 322, 341, 394, 396, 494, 834, Metrobus at Pentagon Transit Center, Metrorail Blue, Yellow, ART, DASH, OmniRide
Improvements	Route Alignment Update, Serve Springfield CBC Commuter Parking Garage	

Level of Service	Proposed Route	Weekday			Saturday	Sunday
		Service Hours	05:13 AM - 8:33 AM / 3:55 PM to 07:25 PM			No Service
Frequency (mins)		Peak	40		No Service	No Service
		Off-Peak	No Service			

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 394

Rolling Rd & Saratoga Shopping Center to Pentagon Metro



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station ⬡ Transit Center P Park & Ride Ⓜ Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

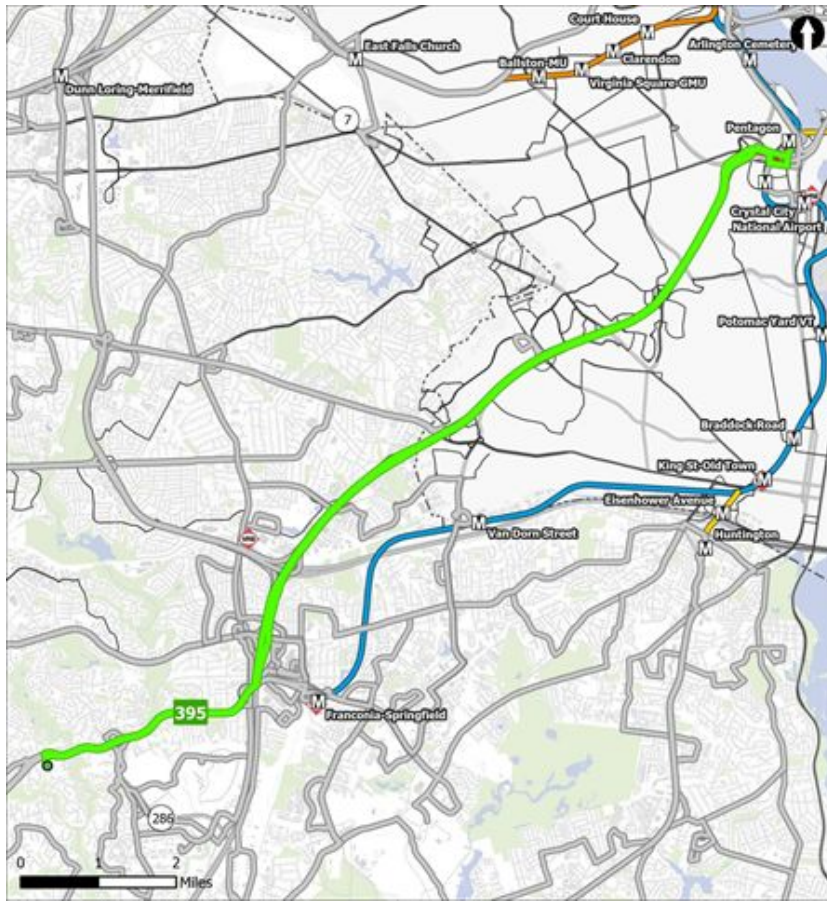
Overview	Class	Express
	Directions	Northbound/Southbound
	Via	I-95, Franconia-Springfield Pkwy/Rt 289, Saratoga Shopping Center, Backlick North Park & Ride, Lake Pleasant Dr, Mulberry Bottom Ln, I-395
	Transfers Available	306, 310, 393, 396, 834, Metrobus at Pentagon Transit Center, Metrorail Blue, Yellow, ART, DASH, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday			Saturday	Sunday
		Service Hours	05:20 AM to 09:20 AM / 3:35 PM to 07:00 PM			No Service
Frequency (mins)		Peak	40		No Service	No Service
		Off-Peak	No Service			

Potential Mid-Term or Long-Term Improvement(s)
• No Change

Route 395

Gambrill Road Park & Ride to Pentagon Metro



- | | | | | |
|--|--|--|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TC Transit Center P&R Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> GC Government/Community Center H Hospital HMS High/Middle School C College OS Other School SC Shopping Center | <ul style="list-style-type: none"> BL Blue Line GL Green Line OL Orange Line RL Red Line SL Silver Line YL Yellow Line |

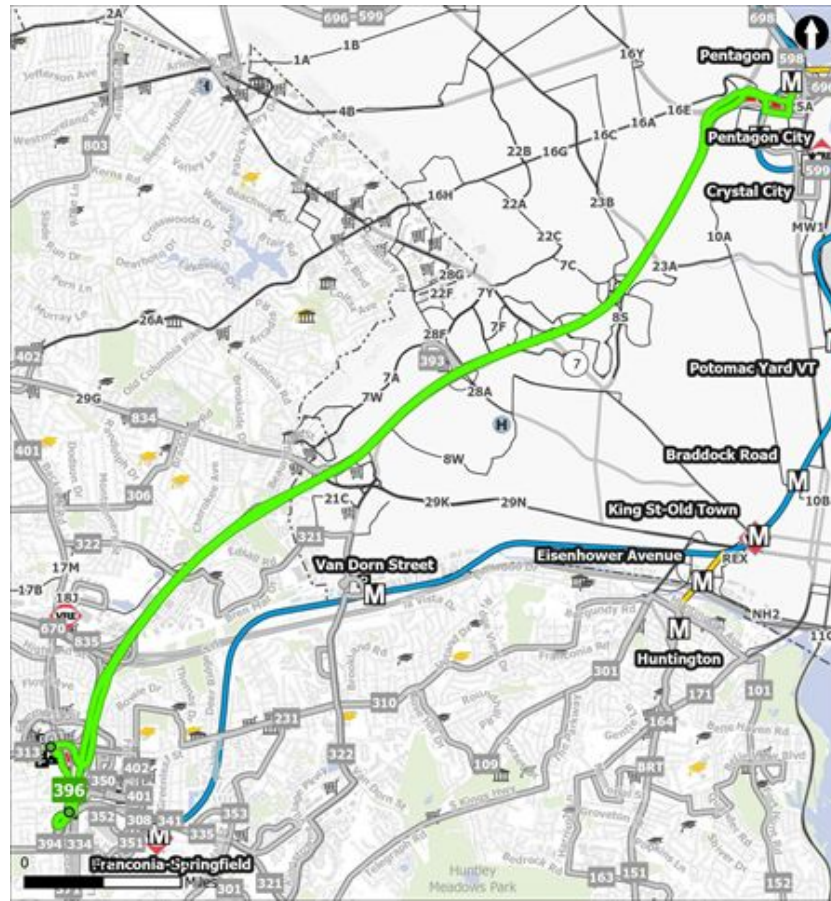
Overview	Class	Express
	Directions	Northbound/Southbound
	Via	I-95, Franconia-Springfield Pkwy/Rt 289, Fairfax County Pkwy/Rt 286, I-395
	Transfers Available	305, 306, 834, Metrobus at Pentagon Transit Center, Metrorail Blue, Yellow, ART, DASH, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:05 AM to 08:50 AM / 3:00 PM to 07:20 PM		No Service
Frequency (mins)		Peak	15-20	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 396

Backlick North Park & Ride to Pentagon Metro



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station Ⓜ Transit Center P Park & Ride Ⓜ Virginia Railway Express Station | <ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

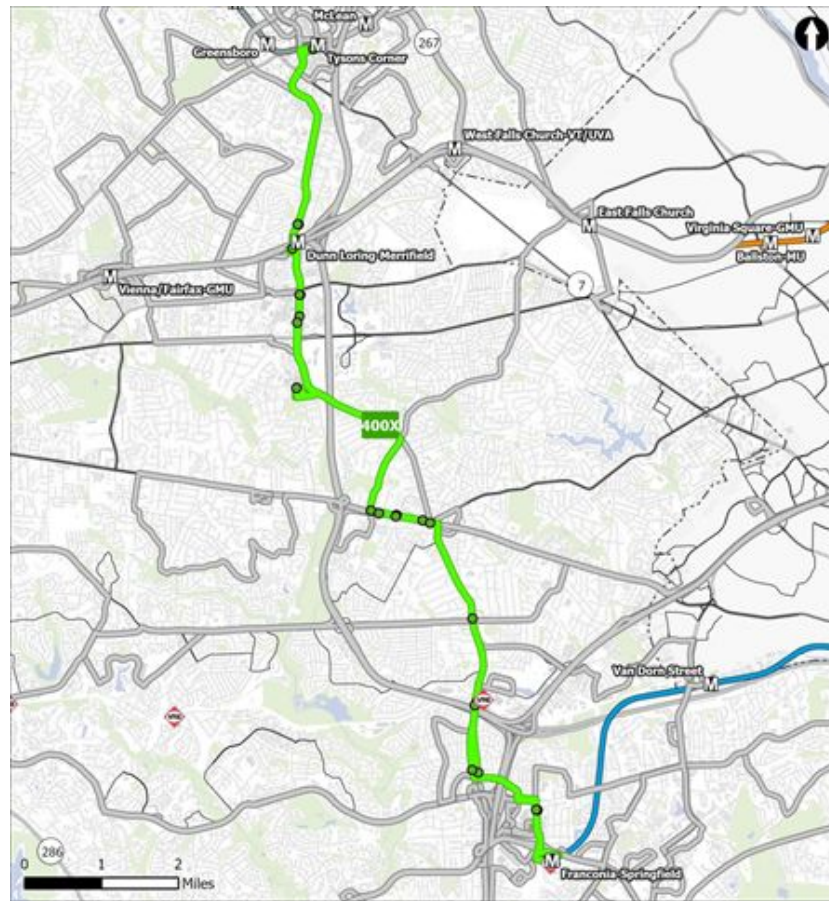
Overview	Class	Express
	Directions	Northbound/Southbound
	Via	I-95, I-395, Backlick Rd
	Transfers Available	306, 310, 321, 322, 834, Metrobus at Pentagon Transit Center, Metrorail Blue, Yellow, ART, DASH, OmniRide,
	Improvements	Serve Springfield CBC Commuter Parking Garage

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:20 AM to 08:45 AM / 3:10 PM to 07:20 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 400X (Long-term)

Tysons Corner to Franconia-Springfield Metro & VRE Station



- | | | | | |
|--|---|---|---|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
M Metro Station
T Transit Center
P Park & Ride
V Virginia Railway Express Station | Points of Interest
G Government/Community Center
H Hospital
S High/Middle School
C College
S Other School
SC Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|---|--|

Overview	Class	Express
	Directions	Northbound/Southbound
	Via	Backlick Rd VRE Station, Franconia-Springfield Metro & VRE Station, Gallows Rd, INOVA, Fairfax Hospital, Dunn Loring Metro, Tysons Corner Metro
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 401, 402, 423, 462, 463, 467, 494, 495, 660, 670, 671, 798, Metrorail Blue, Silver
	Improvements	New Route, Reduce Travel Time

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:00 AM to 9:00 AM / 4:00 PM to 7:00 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	No Service		

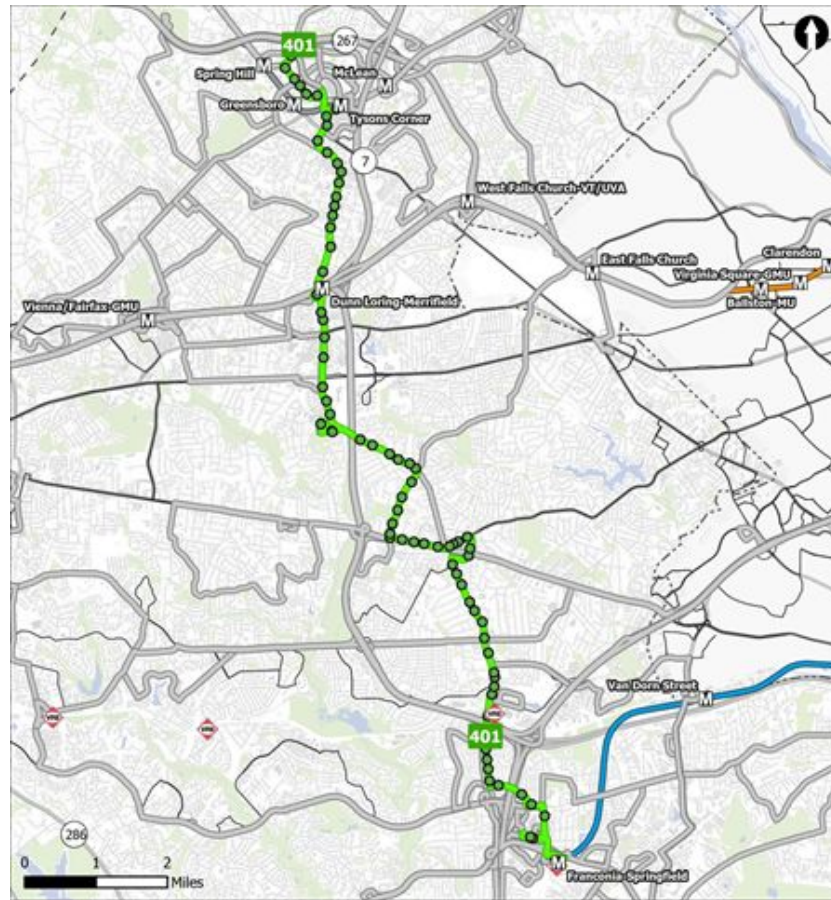
Potential Mid-Term or Long-Term Improvement(s)



- Add weekday off-peak service between 9:00 AM and 9:00 PM with frequency of 30
- Add weekend service from 10:00 AM to 6:00 PM with frequency of 30

Route 401

Franconia-Springfield Metro & VRE Station to Tysons West Park TS



- | | | | | |
|--|--|--|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TS Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

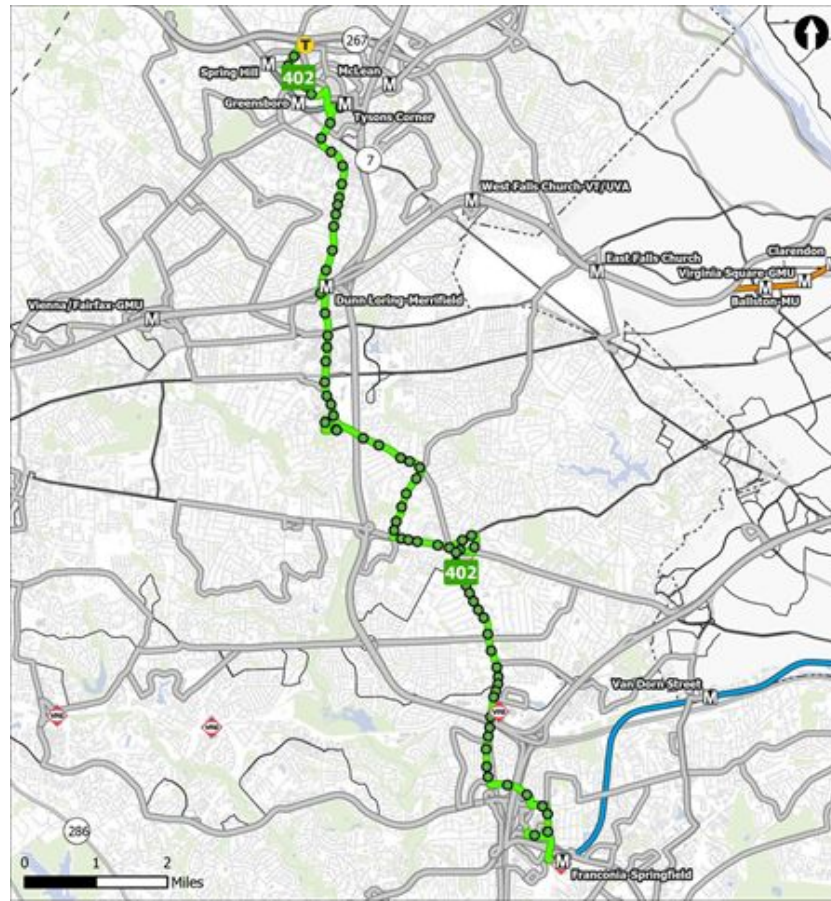
Overview	Class	Cross-County
	Directions	Northbound
	Via	Backlick Rd VRE Station, Franconia-Springfield Metro & VRE Station, INOVA Fairfax Hospital, Dunn Loring Metro, Tysons Corner Metro
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 400X, 423, 432, 462, 463, 467, 494, 495, 574, 660, 670, 671, 672, 721, 798, 803, 832, Metrobus 1A/B/C, 2A/B, 16A, 17B/M, 18J, 23A/T, 26A, 28A, 29G/K/N, Metrorail Blue, Orange, Silver
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:00 AM to 01:00 AM		04:00 AM to 12:00 AM
Frequency (mins)	401	Peak	20	20	20
		Off-Peak	20		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 402

Franconia-Springfield Metro & VRE Station to Tysons West Park TS



- | | | | | |
|--|---|--|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School W Shopping Center | Metro Lines
<ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |
|--|---|--|--|--|

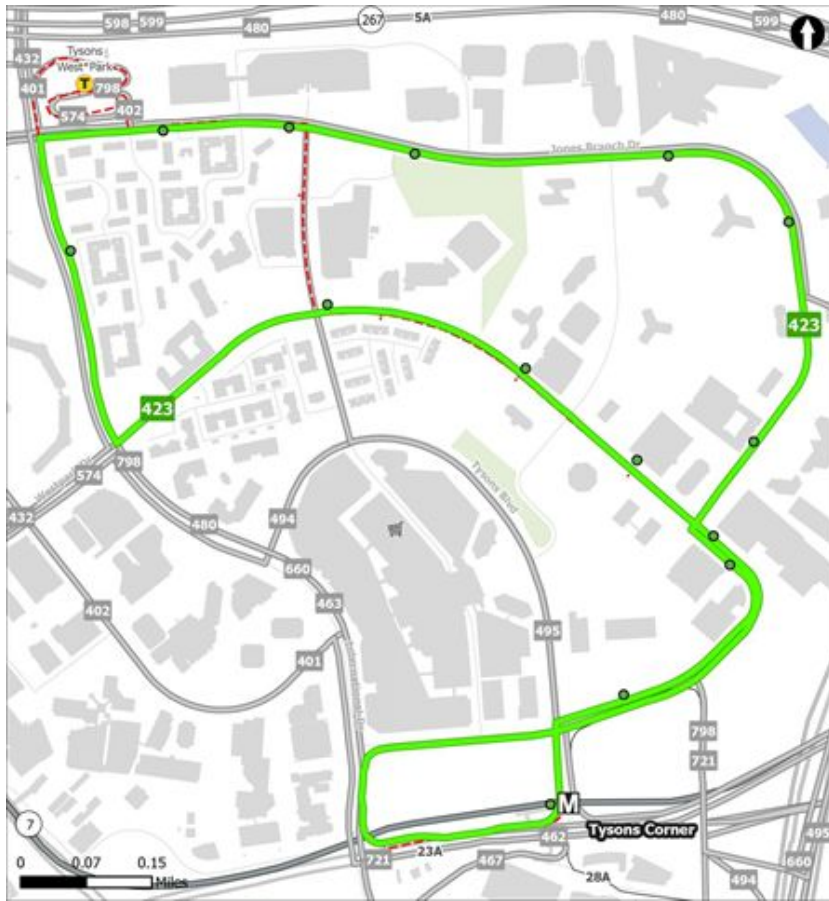
Overview	Class	Cross-County
	Directions	Southbound
	Via	Backlick Rd VRE Station, Franconia-Springfield Metro & VRE Station, INOVA Fairfax Hospital, Dunn Loring Metro, Tysons Corner Metro
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 400X, 423, 432, 462, 463, 467, 494, 495, 574, 660, 670, 671, 672, 721, 798, 803, 832, Metrobus 1A/B/C, 2A/B, 16A, 17B/M, 18J, 23A/T, 26A, 28A, 29G/K/N, Metrorail Blue, Orange, Silver
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:00 AM to 01:00 AM		04:00 AM to 12:00 AM
Frequency (mins)		Peak	20	20	20
		Off-Peak	20		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 423

Central Tysons - Tysons Corner Metrorail Station



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | Ⓜ Metro Station | Ⓜ Government/Community Center | — Blue Line |
| — Planned Route | — Eliminated Segment | Ⓜ Transit Center | Ⓜ Hospital | — Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | Ⓜ Park & Ride | Ⓜ High/Middle School | — Orange Line |
| | | Ⓜ Virginia Railway Express Station | Ⓜ College | — Red Line |
| | | | Ⓜ Other School | — Silver Line |
| | | | Ⓜ Shopping Center | — Yellow Line |

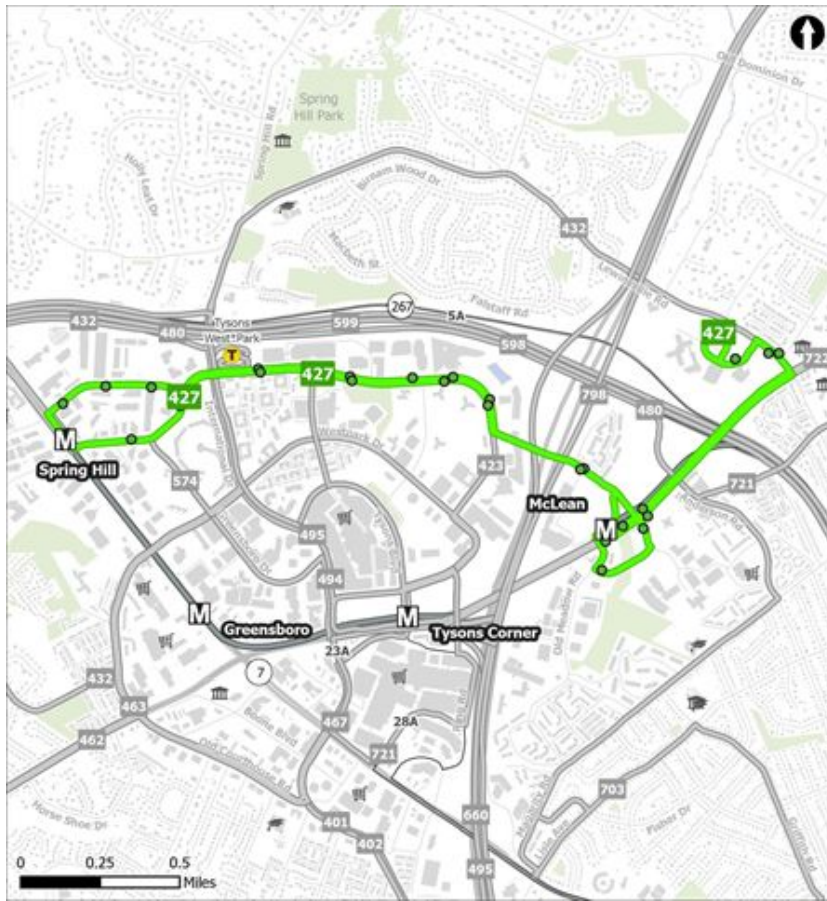
Overview	Class	Circulator
	Directions	Largely Clockwise
	Via	Westpark Dr, Jones Branch Dr
	Transfers Available	400X, 401, 402, 423, 427, 432, 462, 463, 467, 494, 495, 574, 660, 721, 798 Metrorail Silver, Metrobus 23A, 23T, 28A
	Improvements	Realignment and improved frequency

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:30 AM to 09:16 PM		07:00 AM to 07:16 PM
Frequency (mins)		Peak	10	20	20
		Off-Peak	20		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 427

North Tysons - Spring Hill Metro Station



- | | | | | |
|--|--|--|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> HC Government/Community Center H Hospital HMS High/Middle School C College OS Other School SC Shopping Center | <ul style="list-style-type: none"> BL Blue Line GL Green Line OL Orange Line RL Red Line SL Silver Line YL Yellow Line |

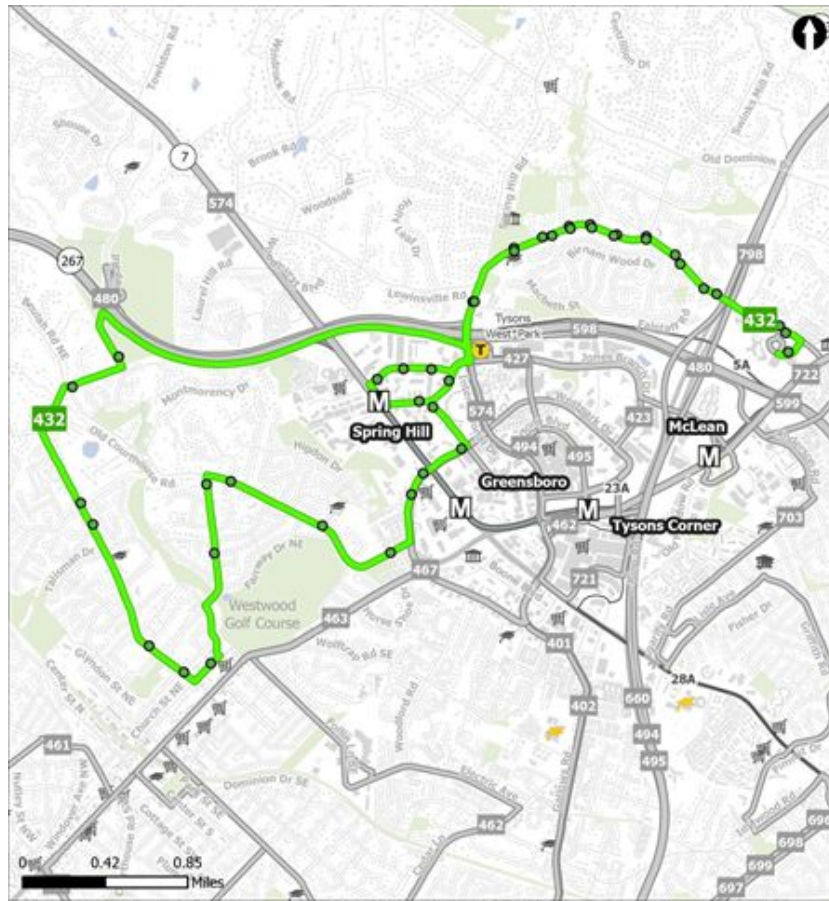
Overview	Class	Feeder
	Directions	Eastbound/Westbound
	Via	Jones Branch Dr, Spring Hill Rd
	Transfers Available	401, 402, 423, 432, 574, 703, 721, 722, 798, Metrorail Silver, Metrobus 23A, 23T
	Improvements	New route

Level of Service	Proposed Route	Weekday			Saturday	Sunday
		Service Hours	6:00 AM to 9:17 AM / 3:30 PM to 6:47 PM			No Service
Frequency (mins)		Peak	20		No Service	No Service
		Off-Peak	No Service			

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 432

Old Courthouse - Farm Credit



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | - - - Eliminated Segment | Ⓜ Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | P Park & Ride | High/Middle School | Orange Line |
| | | Ⓜ Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

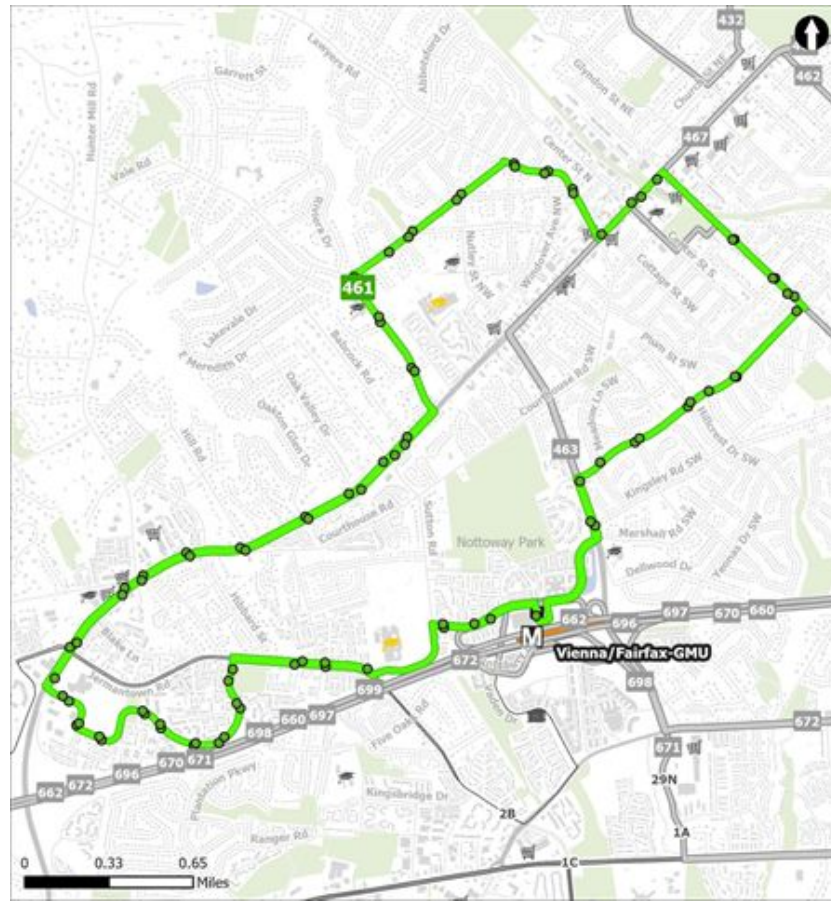
Overview	Class	Local
	Directions	Clockwise
	Via	Dulles Toll Rd, Beulah, Spring Hill Metro station
	Transfers Available	401, 402, 423, 427, 462, 463, 467, 574, 798, Metrorail Silver
	Improvements	Improved span of service and realignment to serve Farm Credit area

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:31 AM - 9:07 AM / 3:27 PM - 7:20 PM		No Service
Frequency (mins)		Peak	40	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 461

Vienna-Oakton



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚏 Transit Center | 🏥 Hospital | 🟢 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚏 Park & Ride | 🎓 High/Middle School | 🟠 Orange Line |
| | | 🚏 Virginia Railway Express Station | 🎓 College | 🔴 Red Line |
| | | | 🎓 Other School | 🟡 Silver Line |
| | | | 🛍️ Shopping Center | 🟨 Yellow Line |

Overview	Class	Feeder
	Directions	Circulator (reverses direction at peaks)
	Via	Tapawingo Rd, Park St, Flint Hill Rd, Maple Ave/Route 123, Bushman Dr
	Transfers Available	463, 467, 660, 662, 663, 670, 671, 672, 698, Metrorail Orange, Metrobus 1A, 2B, 29N, CUE Green, Gold
	Improvements	More frequent service at peak times; adding mid-day service

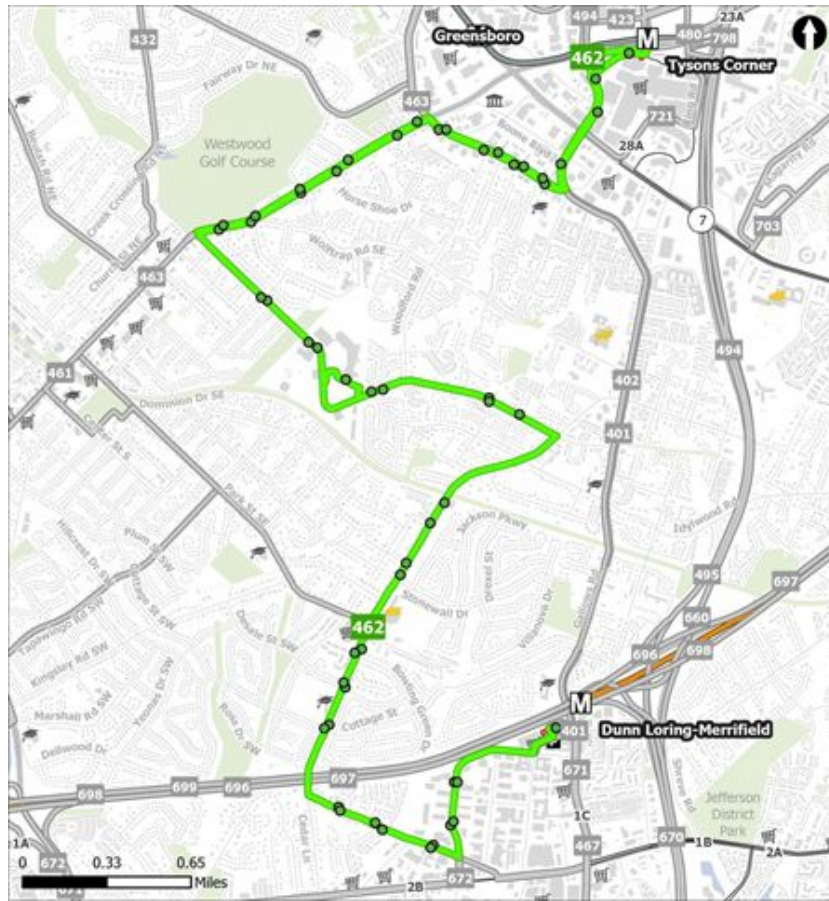
Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 07:55 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	40		

Potential Mid-Term or Long-Term Improvement(s)

- No Change

Route 462

Dunn Loring - Navy Federal - Tysons



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | Ⓜ Metro Station | Ⓜ Government/Community Center | — Blue Line |
| — Planned Route | --- Eliminated Segment | Ⓜ Transit Center | Ⓜ Hospital | — Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | Ⓜ Park & Ride | Ⓜ High/Middle School | — Orange Line |
| | | Ⓜ Virginia Railway Express Station | Ⓜ College | — Red Line |
| | | | Ⓜ Other School | — Silver Line |
| | | | Ⓜ Shopping Center | — Yellow Line |

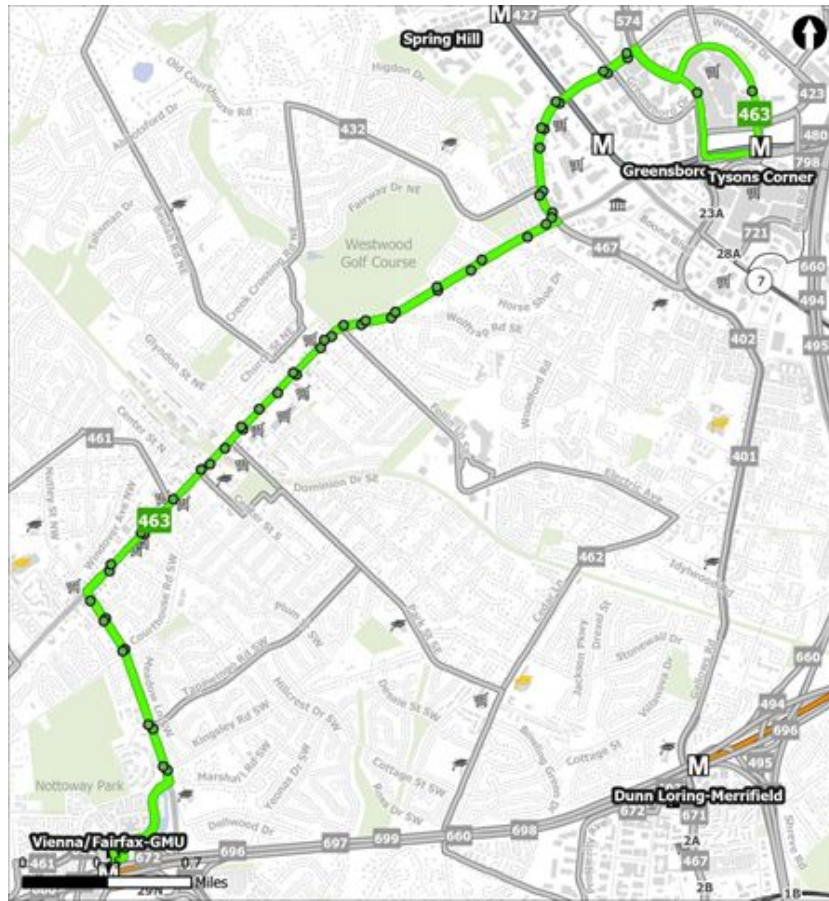
Overview	Class	Local
	Directions	Northbound / Southbound
	Via	Cedar Ln, Navy Federal, Old Courthouse Rd
	Transfers Available	400X, 401, 402, 423, 432, 463, 494, 495, 660, 671, 672, 721, 798, Metrobus 1B, 1C, 2A, 2B, 23A, 23T, 28A, Metrorail Orange, Silver
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:15 AM to 9:23 AM / 3:50 PM to 7:38 PM		No Service
Frequency (mins)		Peak	25-30	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 463

Maple Avenue - Tysons



- | | | | | |
|-------------------------------------|------------------------------------|----------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | — Eliminated Segment | Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | P Park & Ride | High/Middle School | Orange Line |
| | | Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

Overview	Class	Local
	Directions	Northbound/Southbound
	Via	Nutley St, Maple Ave/Route 123, Gosnell Rd
	Transfers Available	400X, 401, 402, 423, 432, 461, 462, 467, 494, 495, 574, 660, 662, 663, 670, 671, 672, 698, 721, 798, Metrorail Orange, Silver, Metrobus 1A, 2B, 23A, 23T, 28A, 29N, CUE Green, Gold
	Improvements	Improved frequencies on Saturdays

Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	05:05 AM to 11:48 PM		06:00 AM to 11:26 PM	07:00 AM to 08:54 PM
		Frequency (mins)	Peak	20 - 25	30	60
Off-Peak	30					

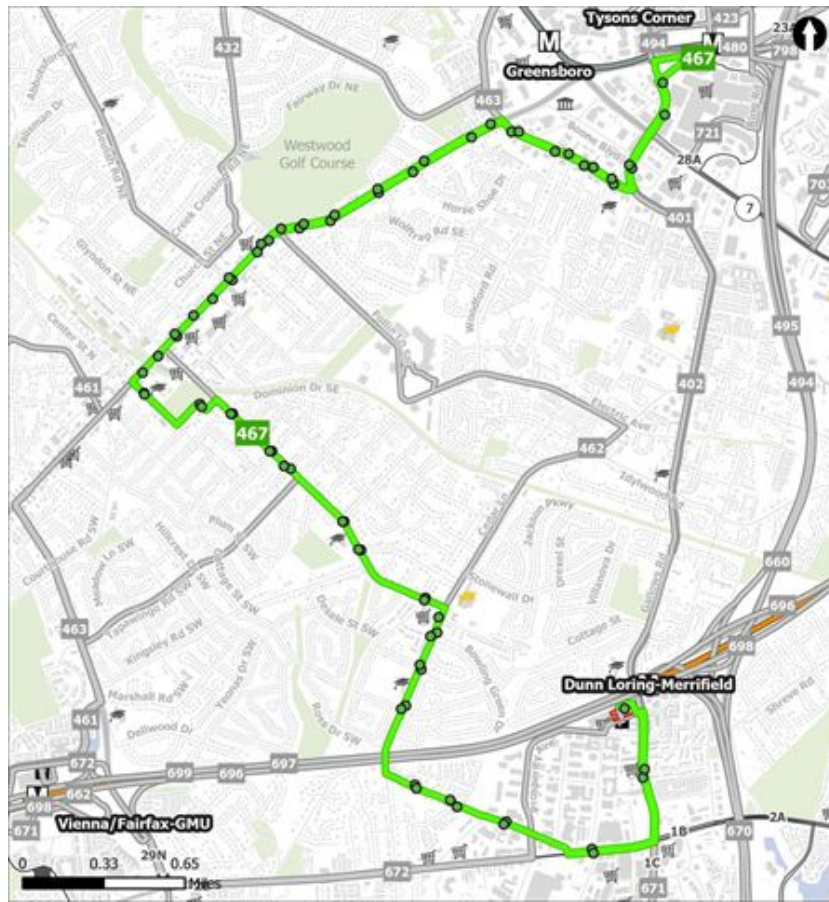
Potential Mid-Term or Long-Term Improvement(s)



- Increase Sunday frequency to 30 mins from 10:00 AM to 6:00 PM
- Extend Sunday service hours to 11:00 PM

Route 467

Dunn Loring - Tysons



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚏 Transit Center | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚗 Park & Ride | 🎓 High/Middle School | 🟡 Orange Line |
| | | 🚊 Virginia Railway Express Station | 🎓 College | 🟪 Silver Line |
| | | | 🎓 Other School | 🟨 Yellow Line |
| | | | 🛍️ Shopping Center | |

Overview	Class	Local
	Directions	Northbound / Southbound
	Via	Cedar Ln, Park St, Maple Ave/Route 123, Old Courthouse Rd
	Transfers Available	400X, 401, 402, 423, 432, 461, 462, 463, 494, 495, 660, 671, 672, 721, 798, Metrorail Orange, Silver, Metrobus 1C, 2A, 2B, 23A, 23T, 28A
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	9:00 AM to 3:32 PM / 7:58 PM to 11:50 PM		06:20 AM to 11:33 PM
Frequency (mins)		Peak	No Service	40	40
		Off-Peak	40		

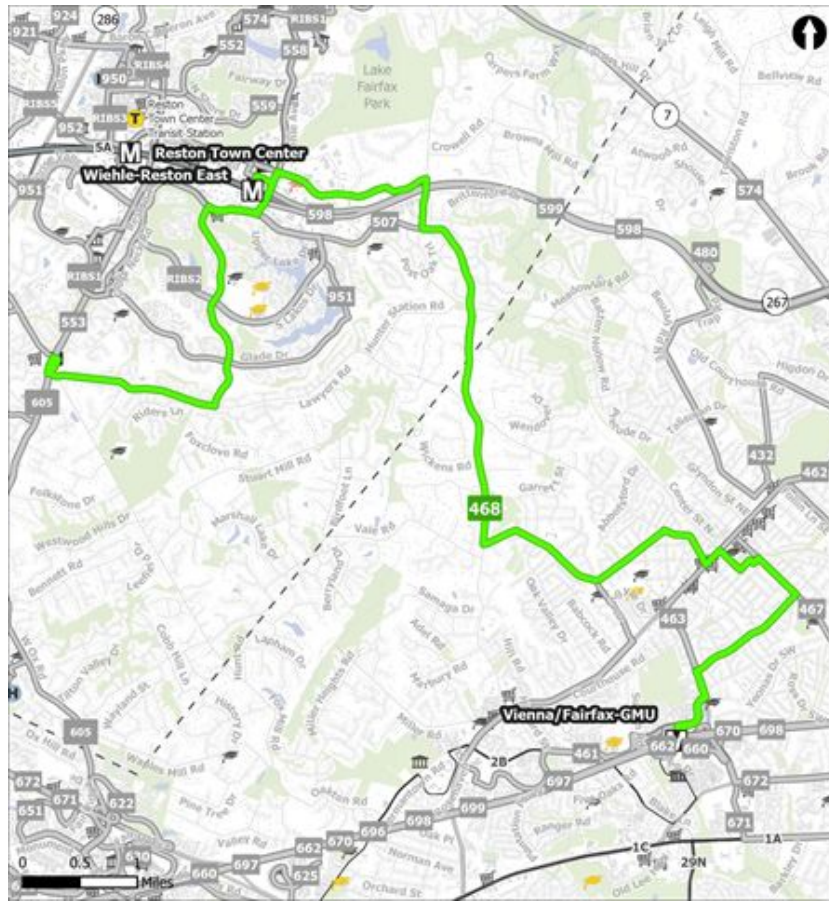
Potential Mid-Term or Long-Term Improvement(s)



- Extend Sunday service hours to 10:00 PM

Route 468 (Long-term)

Vienna - Reston



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Eastbound/Westbound
	Via	Lawyers Rd, Soapstone Rd
	Transfers Available	461, 463, 467, 507, 552, 553, 557, 558, 559, 598, 599, 625, 660, 662, 670, 671, 672, 698, 951, 952, RIBS1, RIBS2, RIBS3, Metrorail Orange, Silver, Metrobus 1A, 1B, 2B, 29N
	Improvements	New route operating between Vienna and Reston, providing new links and wide range of connections

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:00 AM to 8:00 PM		8:00 AM to 8:00 PM
Frequency (mins)		Peak	45	45	45
		Off-Peak	45		

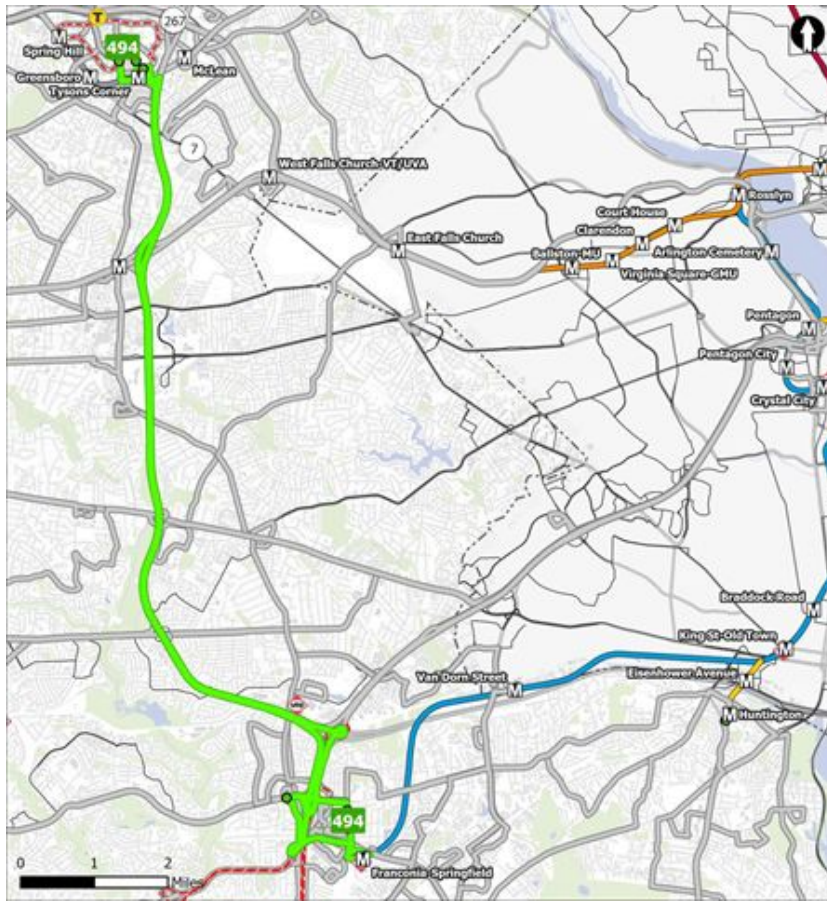
Potential Mid-Term or Long-Term Improvement(s)



- New route connecting Reston Town Center and Vienna Metro Station via Soapstone Drive and Lawyers Road
- Operate on weekdays from 6:00 AM to 8:00 PM with frequency of 45
- Operate on weekends from 8:00 AM to 8:00 PM with frequency of 45

Route 494

Franconia-Springfield Metro & VRE Station to Tysons Galleria Shopping Center



- | | | | | |
|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

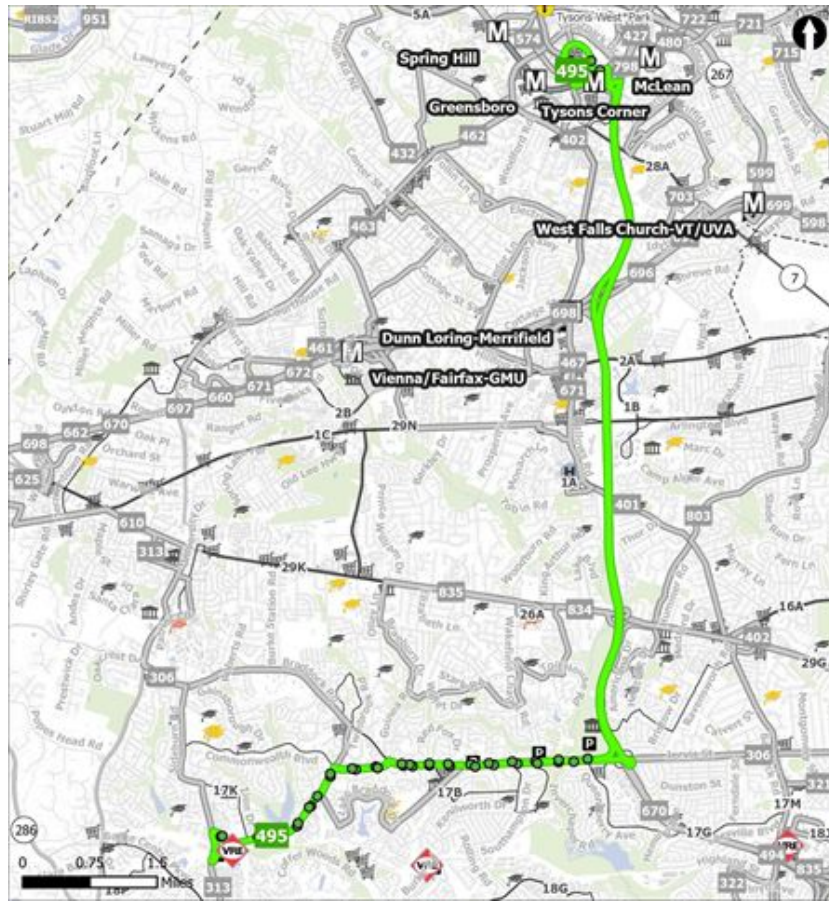
Overview	Class	Express
	Directions	Northbound / Southbound
	Via	I-95, Franconia-Springfield Pkwy/Rt 289, Franconia-Springfield Metro & VRE Station
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 393, 396, 401, 402, 423, 462, 463, 467, 495, 660, 670, 721, 798, Metrorail Blue, Silver
	Improvements	Streamline Route, Reduce Travel Time, Increase Frequency

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:00 AM to 08:52 PM		No Service
Frequency (mins)		Peak	15	No Service	No Service
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • Extending the route to serve Huntington Metro 	

Route 495

Burke Center VRE Station to Tysons Galleria Shopping Center

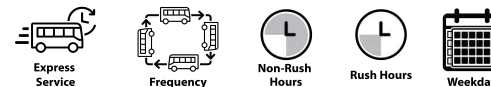


- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> Ⓜ Metro Station Ⓜ Transit Center Ⓜ Park & Ride Ⓜ Virginia Railway Express Station | <ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

Overview	Class	Express
	Directions	Northbound / Southbound
	Via	I-495/Capital Beltway, Braddock Rd, Guinea Rd
	Transfers Available	306, 313, 400X, 401, 402, 423, 462, 463, 467, 494, 660, 721, 798, Metrorail Silver
	Improvements	Streamline Route, Reduce Travel Time

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:10-9:04 AM / 12:30-1:34 PM / 3:45-7:12 PM		No Service
Frequency (mins)		Peak	35	No Service	No Service
		Off-Peak	Limited Service		

Potential Mid-Term or Long-Term Improvement(s)



- Restore existing span and frequency

Route 507

Wiehle-Reston East Metro to Parkridge Blvd



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> Ⓜ Metro Station Ⓜ Transit Center Ⓜ Park & Ride Ⓜ Virginia Railway Express Station | <ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

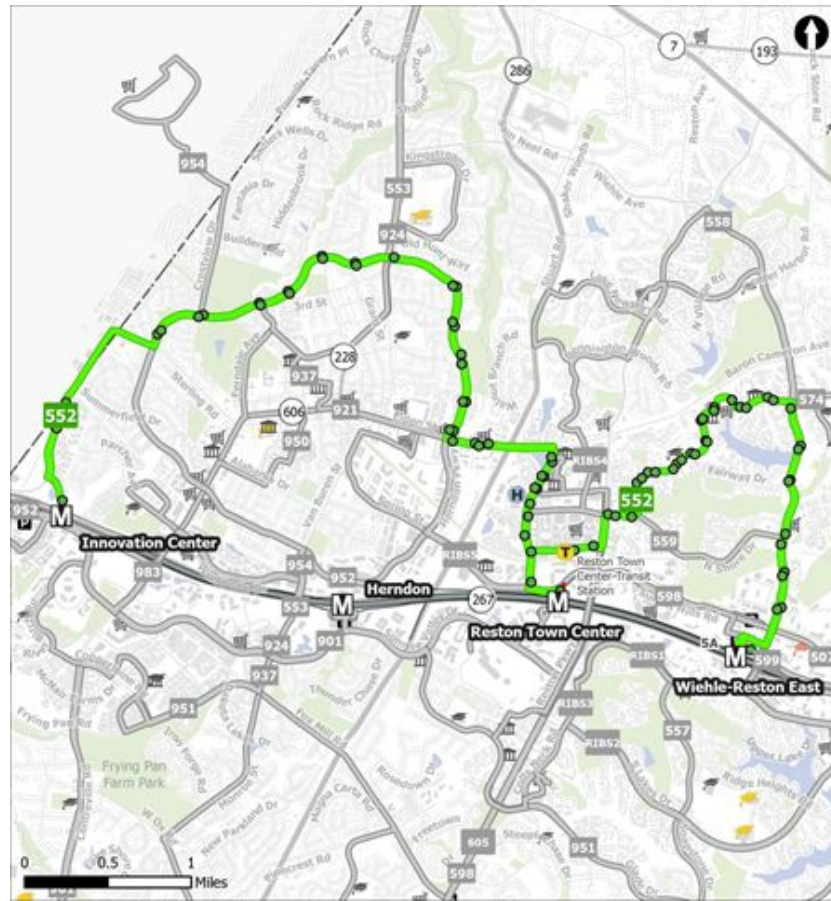
Overview	Class	Feeder	IMPLEMENTED November 2022
	Directions	Loop	
	Via	Sunset Hills Rd, Sunrise Valley Dr	
	Transfers Available	552, 557, 558, 559, 598, 599, 951, 952, RIBS1, RIBS2, RIBS3, Metrorail Silver	
	Improvements	Shifted span of service	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:15 AM to 07:23 PM		No Service
Frequency (mins)		Peak	25	No Service	No Service
		Off-Peak	25		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 552

Wiehle-Reston East Metro to Innovation Center Metro



- | | | | | |
|--|---|--|---|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College S Other School SC Shopping Center | Metro Lines
<ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |
|--|---|--|---|--|

Overview	Class	Feeder	IMPLEMENTED November 2022
	Directions	Westbound / Eastbound	
	Via	Lake Anne, Reston Town Center, Herndon Pkwy	
	Transfers Available	507, 553, 557, 558, 559, 574, 598, 599, 605, 921, 924, 937, 950, 951, 952, 954, 983, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver, LCT	
	Improvements	Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:00 AM to 9:33 AM / 4:00 PM to 7:33 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	No Service		

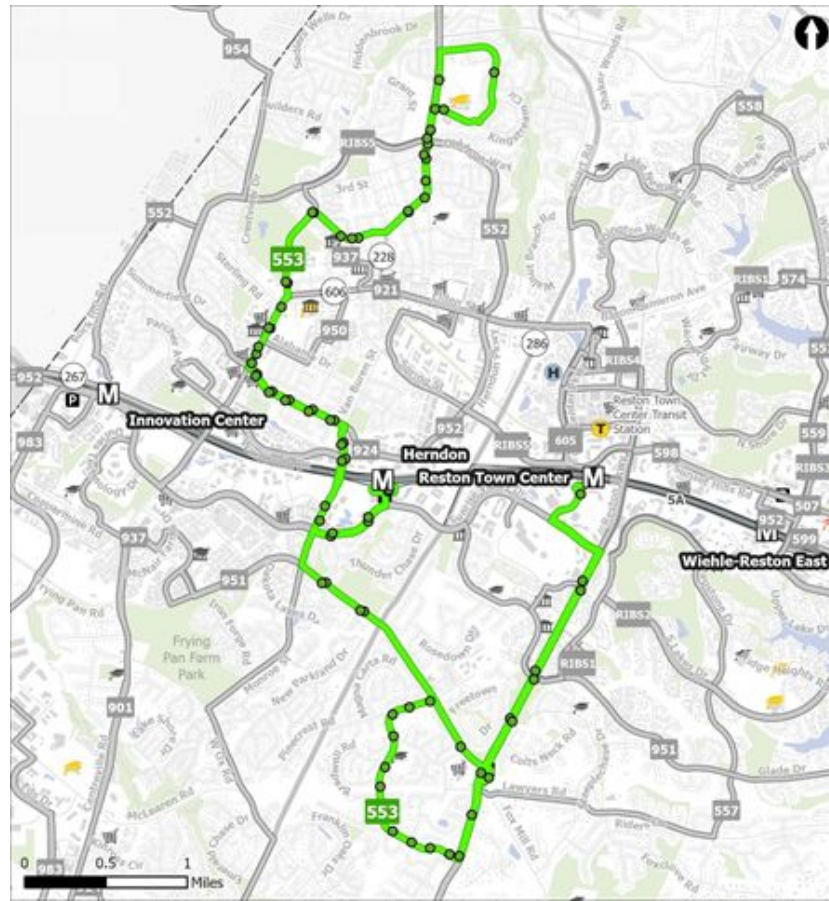
Potential Mid-Term or Long-Term Improvement(s)



- Add weekday off-peak service between 5:00 AM and 7:00 PM with frequency of 45 mins

Route 553

Reston Town Center Metro to Herndon High School



- | | | | | |
|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College S Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

Overview	Class	Feeder	
	Directions	Northbound/Southbound	
	Via	Reston South Park & Ride, Viking Dr, Herndon Metro (South), Herndon Senior Center, Herndon Harbor House, Kingstream Dr	
	Transfers Available	552, 557, 598, 605, 901, 921, 924, 937, 950, 951, 952, 954, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver	
	Improvements	Improvement in service reliability	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:40 AM to 9:46 AM / 3:06 PM to 7:26 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	No Service		

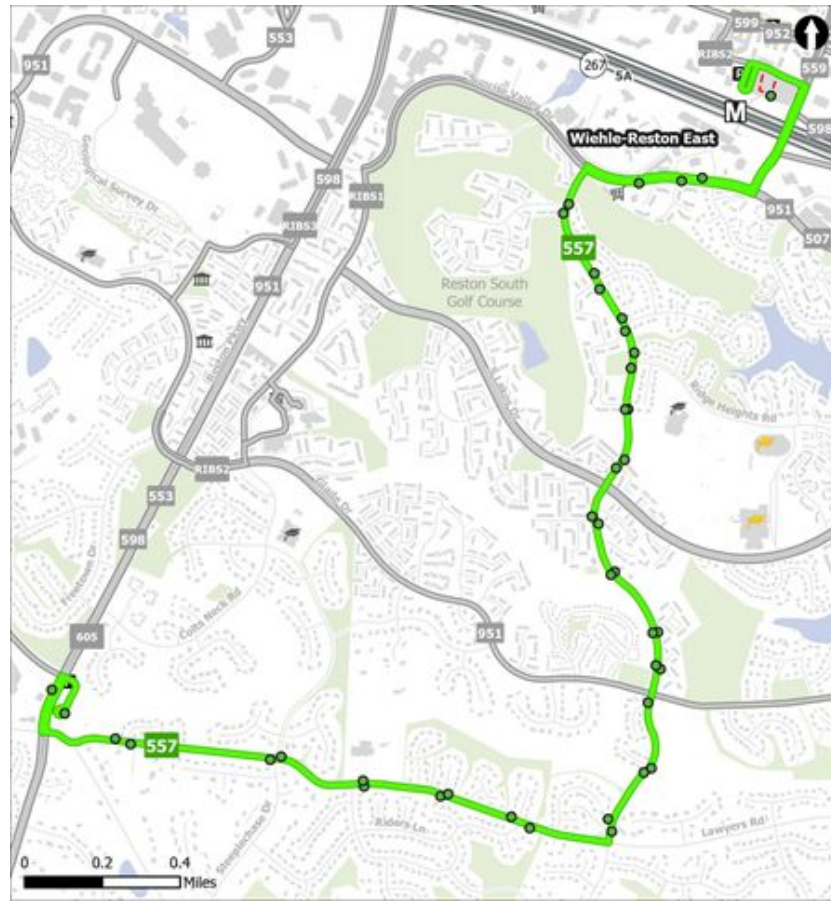
Potential Mid-Term or Long-Term Improvement(s)



- Add weekday off-peak service between 5:00 AM and 7:00 PM with frequency of 60 mins
- Add weekend service from 7:00 AM to 7:00 PM with frequency of 60 mins

Route 557

Reston South - Wiehle-Reston East Metro



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> Ⓜ Metro Station Ⓜ Transit Center Ⓜ Park & Ride Ⓜ Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

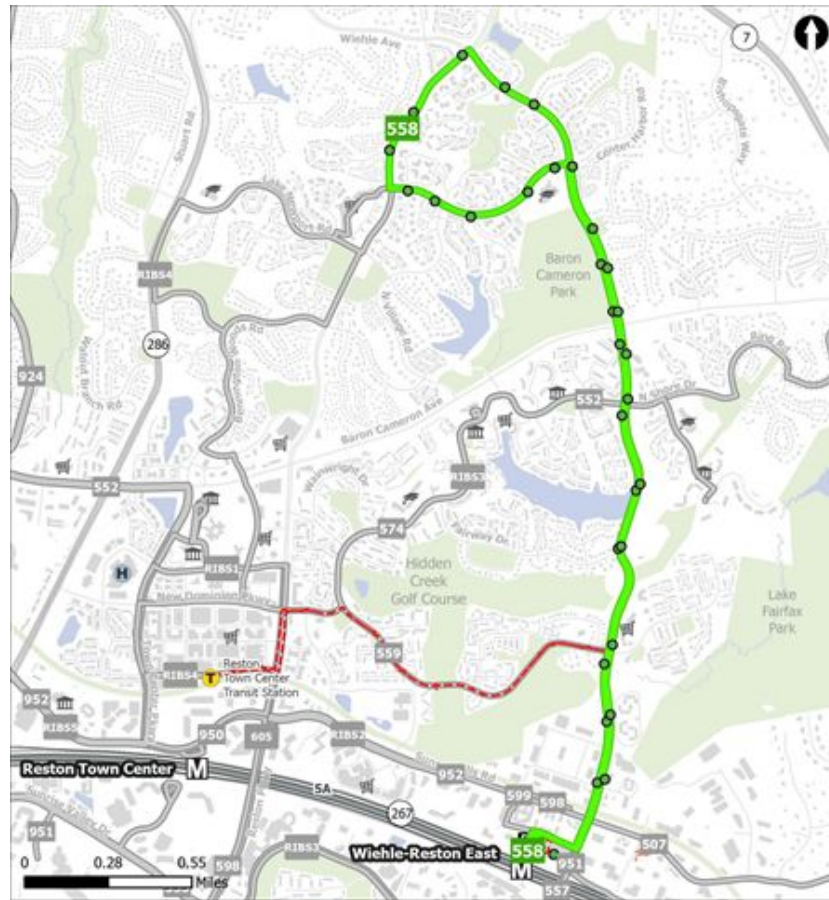
Overview	Class	Feeder	IMPLEMENTED November 2022
	Directions	Northbound/Southbound	
	Via	Soapstone Road	
	Transfers Available	507, 552, 553, 558, 559, 598, 599, 605, 951, 952, RIBS1, RIBS2, RIBS3, Metrorail Silver	
	Improvements	Maintain peak-period connection	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:57 AM - 8:37 AM / 4:17 PM to 7:13 PM		No Service
Frequency (mins)		Peak	40	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 558

Reston Town Center Transit Station to Center Harbor Rd & Wiehle Ave



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

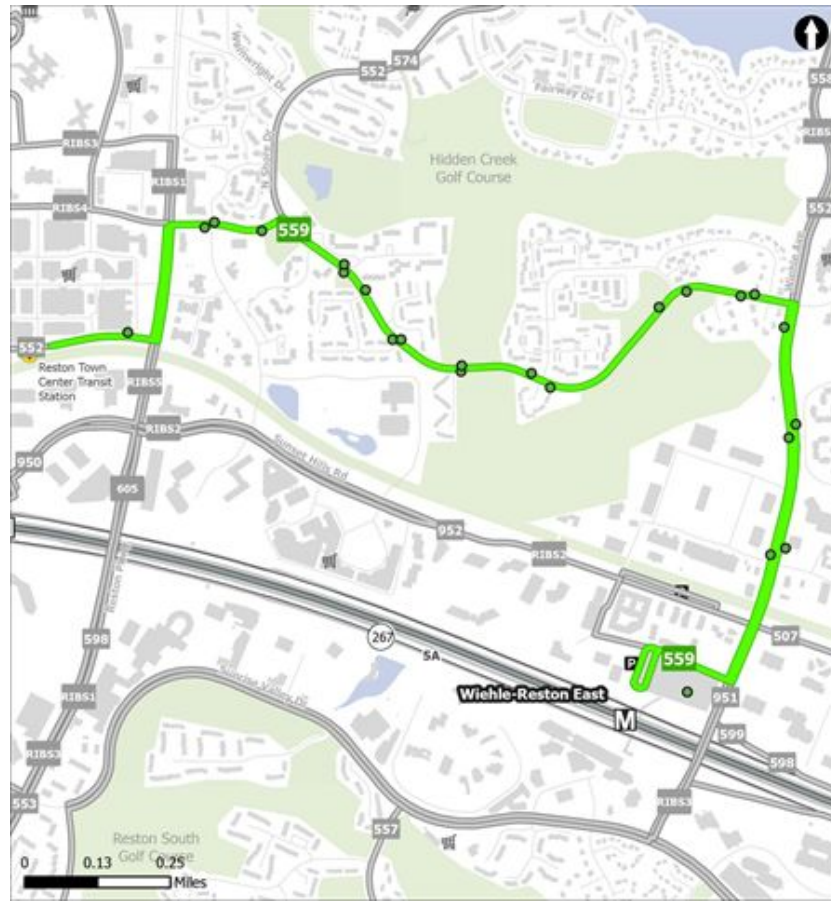
Overview	Class	Local	IMPLEMENTED November 2022
	Directions	Northbound/Southbound	
	Via	Wiehle-Reston East Metro	
	Transfers Available	507, 552, 557, 559, 574, 605, 937, 950, 951, 952, RIBS1, RIBS2, RIBS3, RIBS4, Metrorail Silver	
	Improvements	Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:28 AM to 09:03 PM		06:58 AM to 09:03 PM
Frequency (mins)		Peak	20	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)
<ul style="list-style-type: none"> Split the route to two routes: 558 (Between Wiehle Metro and Center Harbor), and 559 (between Wiehle Metro and Reston Town Center)

Route 559

Center Harbor - Wiehle - Reston TC



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> Planned Stop Planned Route Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> Segment Served by Other Route(s) Eliminated Segment Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | Metro Lines
<ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |
|--|---|---|--|--|

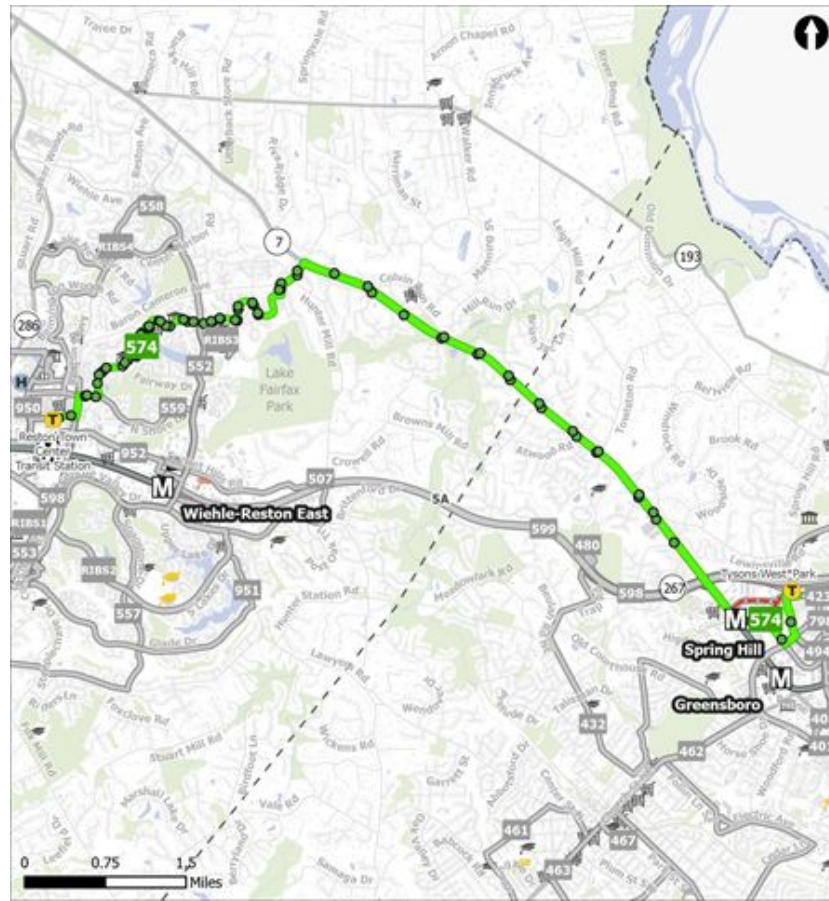
Overview	Class	Local	IMPLEMENTED November 2022
	Directions	Westbound / Eastbound	
	Via	Wiehle Metro, Reston Town Center Transit Center	
	Transfers Available	507, 552, 557, 558, 574, 598, 599, 605, 950, 951, 952, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver	
	Improvements	Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:37 AM to 08:47 PM		07:14 AM to 08:47 PM
Frequency (mins)		Peak	20	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 574

Reston Town Center Transit Center to Tysons West Park Transit Center



- | | | | | |
|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> B Blue Line G Green Line O Orange Line R Red Line S Silver Line Y Yellow Line |

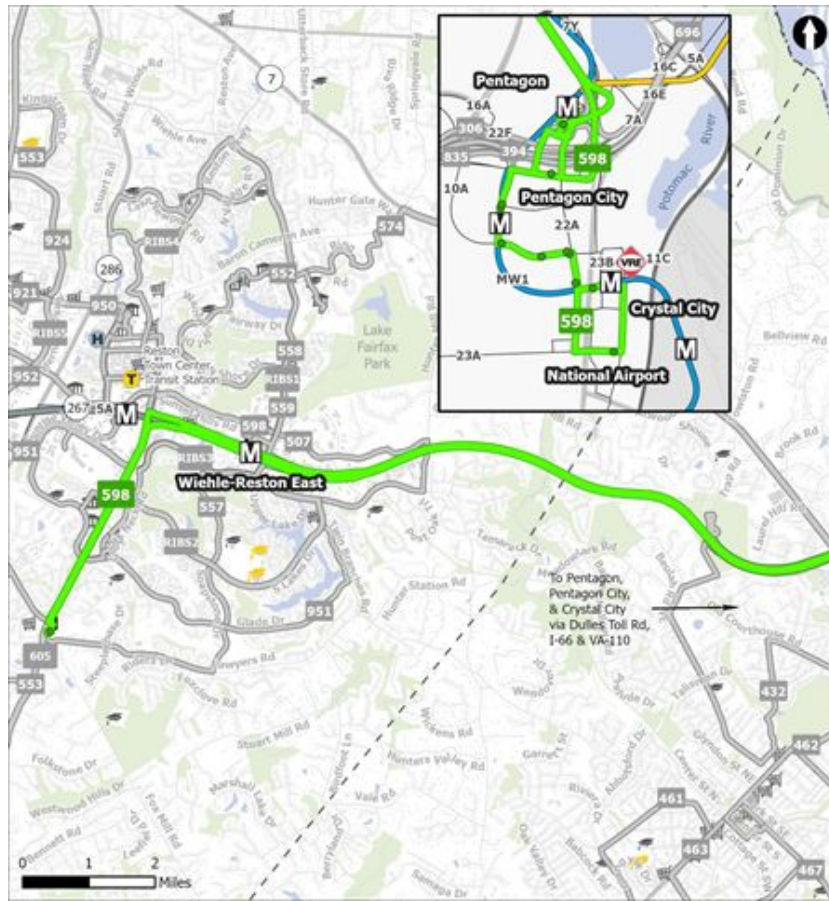
Overview	Class	Cross County	IMPLEMENTED November 2022
	Directions	Eastbound / Westbound	
	Via	Lake Anne, Lake Fairfax, Leesburg Pike	
	Transfers Available	401, 402, 423, 427, 432, 463, 552, 558, 559, 605, 798, 950, 952, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver	
	Improvements	Reduce Travel Time	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:00 AM to 10:25 PM		06:15 AM to 12:25 AM
Frequency (mins)		Peak	30	45	45
		Off-Peak	45		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 598

Reston South Park & Ride to Pentagon / Crystal City



- Planned Route**
 - Planned Stop
 - Planned Route
 - Other Planned and Existing Routes
- Existing Service**
 - Segment Served by Other Route(s)
 - - - Eliminated Segment
 - Metrobus Route
- Transit Facilities**
 - M Metro Station
 - T Transit Center
 - P Park & Ride
 - R Virginia Railway Express Station
- Points of Interest**
 - Government/Community Center
 - Hospital
 - High/Middle School
 - College
 - Other School
 - Shopping Center
- Metro Lines**
 - Blue Line
 - Green Line
 - Orange Line
 - Red Line
 - Silver Line
 - Yellow Line

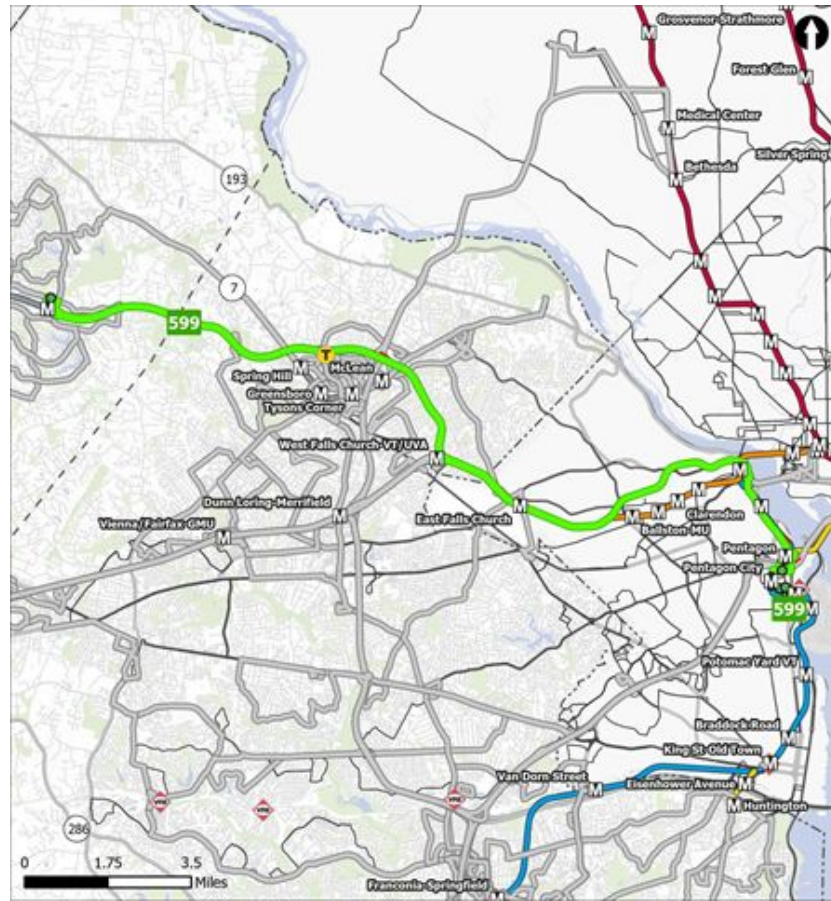
Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	Dulles Toll Road, I-66
	Transfers Available	507, 552, 553, 557, 558, 559, 605, 951, 952, RIBS1, RIBS2, RIBS3, Metrorail Blue, Yellow, Metrobus at Pentagon Transit Center, ART, DASH, OmniRide
	Improvements	New route operating between Reston and Pentagon/Crystal City

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:20 AM to 8:30 AM / 3:07 PM to 6:27 PM		No Service
Frequency (mins)		Peak	15-25	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 599

Reston North Park & Ride to Pentagon / Crystal City



- | | | | | |
|--|---|---|---|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VE Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> GC Government/Community Center H Hospital HMS High/Middle School C College OS Other School SC Shopping Center | Metro Lines
<ul style="list-style-type: none"> BL Blue Line GL Green Line OL Orange Line RL Red Line SL Silver Line YL Yellow Line |
|--|---|---|---|--|

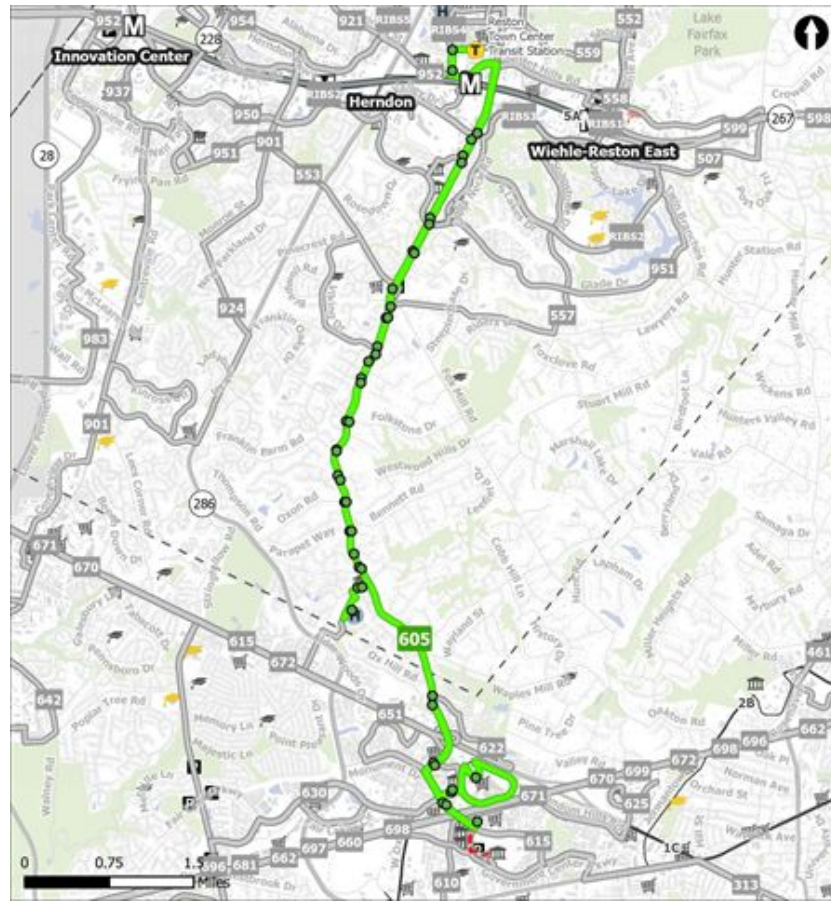
Overview	Class	Express	IMPLEMENTED November 2022
	Directions	Eastbound / Westbound	
	Via	Dulles Toll Road, I-66	
	Transfers Available	507, 552, 557, 558, 559, 951, 952, RIBS1, RIBS2, RIBS3, Metrorail Blue, Yellow, Metrobus at Pentagon Transit Center	
	Improvements	Shifted span of service	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:35 AM to 8:00 AM / 3:20 PM to 5:50 PM		No Service
Frequency (mins)		Peak	25	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 605

Reston Town Center Transit Station to Fairfax Co. Government Center



Planned Route ● Planned Stop — Planned Route — Other Planned and Existing Routes	Existing Service — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route	Transit Facilities M Metro Station T Transit Center P Park & Ride V Virginia Railway Express Station	Points of Interest G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center	Metro Lines Blue Line Green Line Orange Line Red Line Silver Line Yellow Line
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Overview	Class	Cross County	IMPLEMENTED November 2022
	Directions	Southbound / Northbound	
	Via	Reston Town Center Metro (North), Reston Pkwy, Lawyers Rd, Inova Fair Oaks Hospital, Fair Oaks Mall	
	Transfers Available	313, 552, 553, 557, 559, 574, 598, 610, 615, 622, 625, 630, 651, 660, 662, 663, 670, 671, 672, 699, 950, 951, 952, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrobus 1C, 2B, Metrorail Silver, LCT	
	Improvements	Increase Frequency, Reduce Travel Time	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 10:25 PM		07:00 AM to 09:55 PM
Frequency (mins)	Peak	30		45	45
	Off-Peak	45			

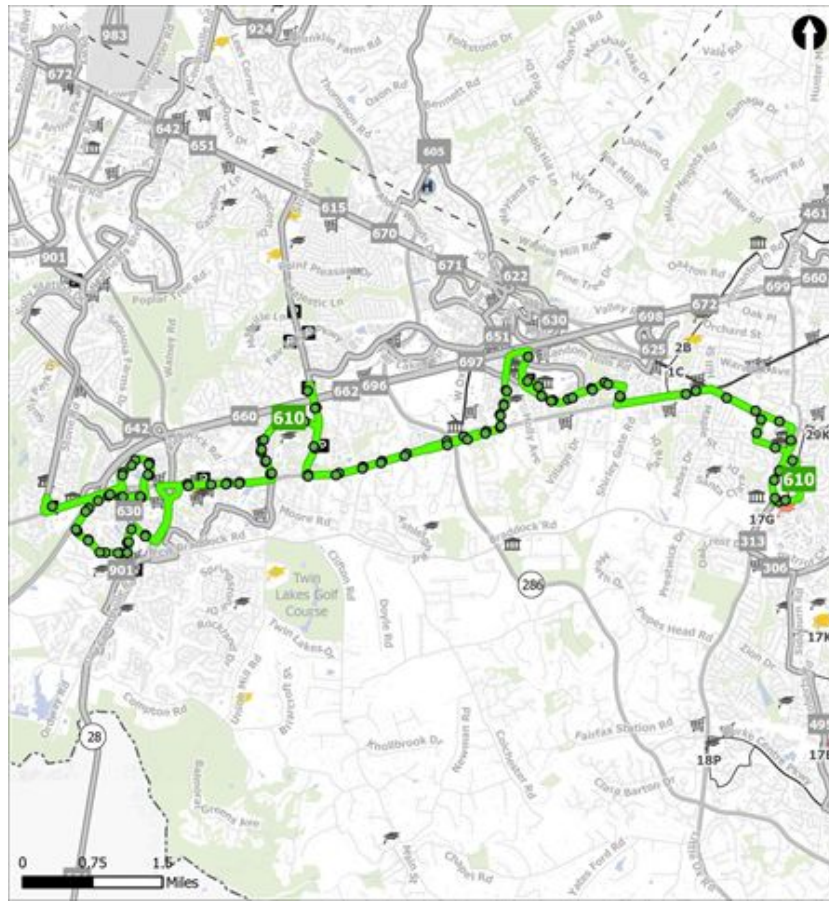
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday off-peak frequency to 30 mins
- Increase Saturday frequency to 30 mins
- Extend weekday service hours to 11:20 PM and Saturday service hours to 11:30 PM

Route 610

George Mason University (GMU) - Centreville



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> 🚏 Metro Station 🚏 Transit Center 🚏 Park & Ride 🚏 Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | Metro Lines
<ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Eastbound/Westbound
	Via	Monument Drive, Route 29, Stringfellow Rd, Trinity Pkwy
	Transfers Available	306, 313, 605, 610, 615, 622, 625, 630, 642, 651, 660, 662, 663, 670, 671, 672, 698 699, 901, Metrobus 1C, 2B, 17G, 29K, CUE Green, Gold
	Improvements	New route providing a link between GMU, Fairfax County Government Center, Route 29, and Centreville.

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:30 AM to 10:21 PM		07:00 AM to 07:51 PM
Frequency (mins)		Peak	30	60	No Service
		Off-Peak	60		

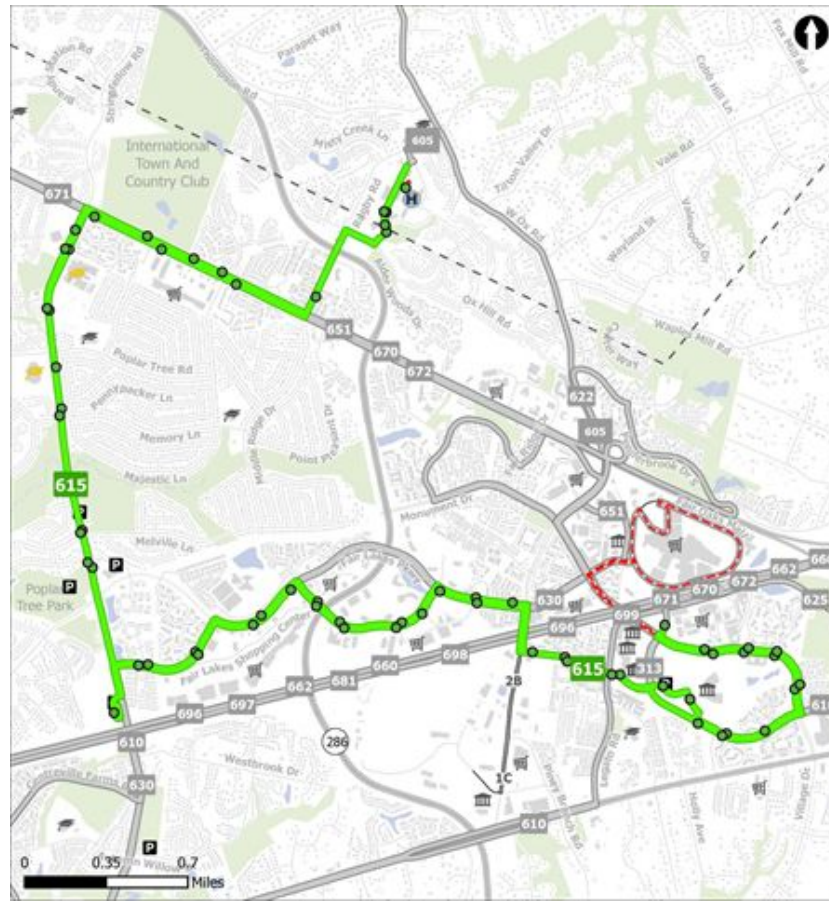
Potential Mid-Term or Long-Term Improvement(s)



- Add Sunday service from 8:00 AM to 8:00 PM with frequency of 60 mins
- Extend Saturday service hours to 9:00 PM
- Increase weekday all-day frequency to 30 mins

Route 615

Monument Drive P&R to Fair Oaks Hospital



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Southbound/Northbound
	Via	Fair Lakes, Fairfax County Government Center
	Transfers Available	605, 610, 622, 625, 630, 640, 650, 651, 660, 662, 663, 670, 671, 672, 699, Metrobus 1C, 2B
	Improvements	Improved connectivity via Stringfellow Park and Ride. Connect to route 605 at Monument Dr Transit Center for a one-seat-ride to Fair Oaks Mall and Reston.

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:41 AM to 09:47 PM		07:40 AM to 09:48 PM
Frequency (mins)		Peak	30	45	45
		Off-Peak	45		

Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday and Saturday all-day frequency to 30 minutes

Route 622

Fairfax Towne Center



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

Overview	Class	Circulator
	Directions	Circular (Clockwise)
	Via	Monument Drive, Fairfax Towne Center, West Ox Rd, Penderbrook Dr
	Transfers Available	313, 605, 610, 615, 625, 630, 651, 660, 662, 663, 670, 671, 672, 699, Metrobus 1C, 2B
	Improvements	Route is now focused on providing more local links and connection, new weekend service

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 11:20 PM		07:00 AM to 11:20 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

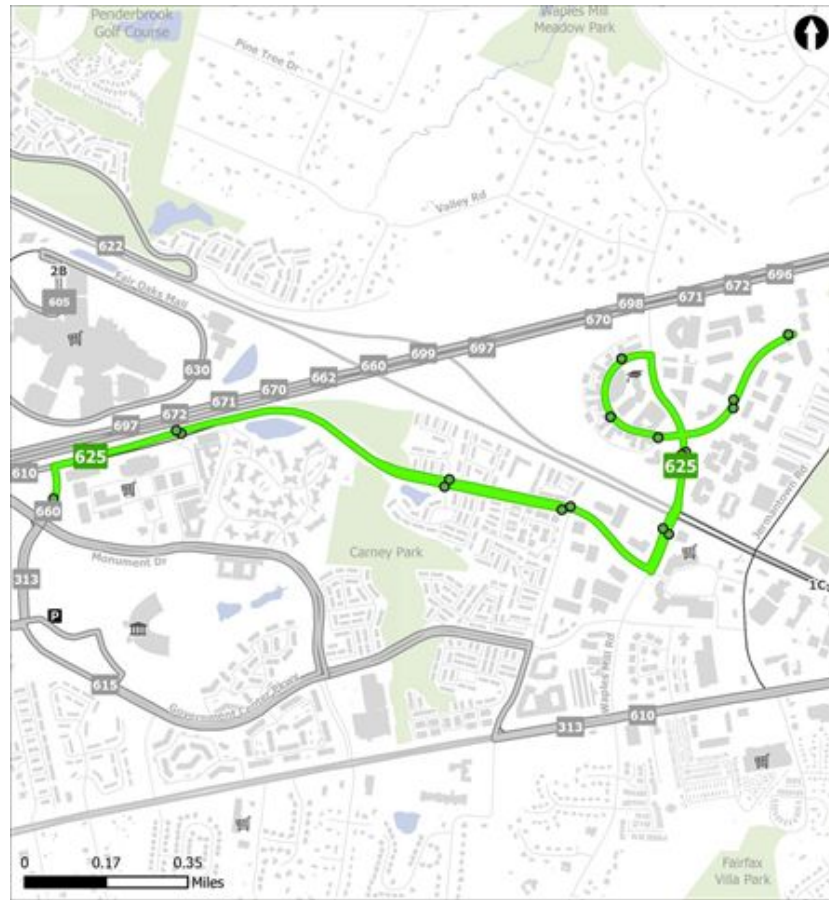
Potential Mid-Term or Long-Term Improvement(s)



- Extend Sunday service hours by one hour

Route 625

Random Hills - Pender Dr

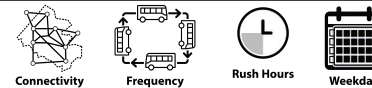


- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Eastbound / Westbound
	Via	Random Hills Rd, Waples Mill Dr, Fairfax Ridge Rd
	Transfers Available	313, 605, 610, 615, 622, 630, 651, 660, 662, 663, 670, 671, 672, 699, Metrobus 1C, 2B, CUE Green, Gold
	Improvements	New route providing service on Random Hills Rd and Pender Dr.

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 06:52 PM		No Service
Frequency (mins)		Peak	30	No Service	No Service
		Off-Peak	30		

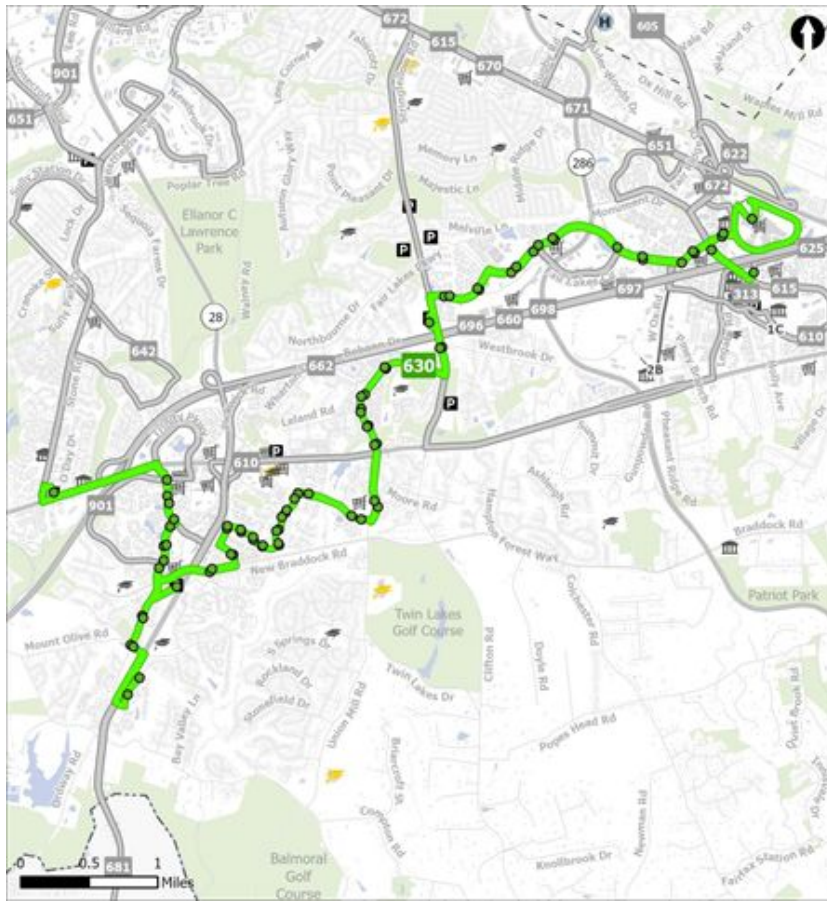
Potential Mid-Term or Long-Term Improvement(s)



- Realign to extend to Vienna Metro Station
- Increase weekday peak frequency to 15 mins

Route 630

Centreville



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚏 Metro Station 🚏 Transit Center 🚏 Park & Ride 🚏 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |

Overview	Class	Local
	Directions	Eastbound / Westbound
	Via	Machen Rd, Centerwood Rd, Braddock Rd, Stringfellow Rd, Fair Lakes, Fair Oaks Mall
	Transfers Available	313, 605, 610, 615, 622, 625, 642, 651, 660, 662, 663, 670, 671, 697, 698, 699, 901, Metrobus 1C, 2B
	Improvements	Regular route with improved frequencies and span and new service to southern part of Centreville

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:05 AM to 11:50 PM		07:03 AM to 11:50 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

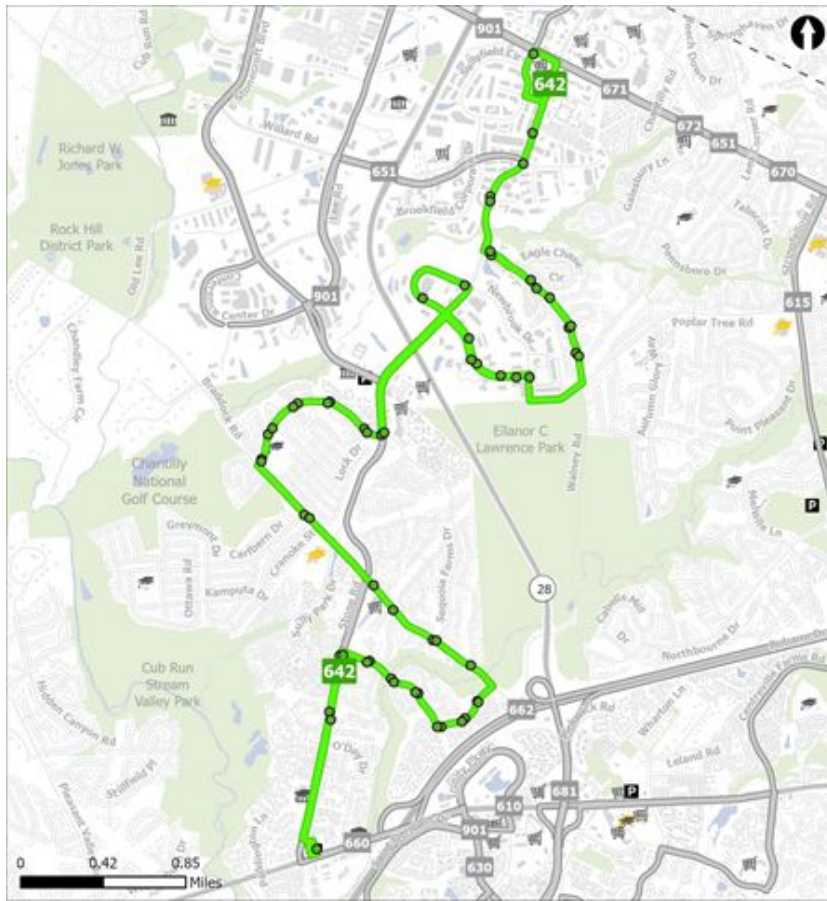
Potential Mid-Term or Long-Term Improvement(s)



- Extend Sunday service hours by one hour

Route 642

Centreville - Chantilly



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚉 Metro Station 🚏 Transit Center 🅇 Park & Ride 🚊 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟡 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟤 Silver Line 🟡 Yellow Line |

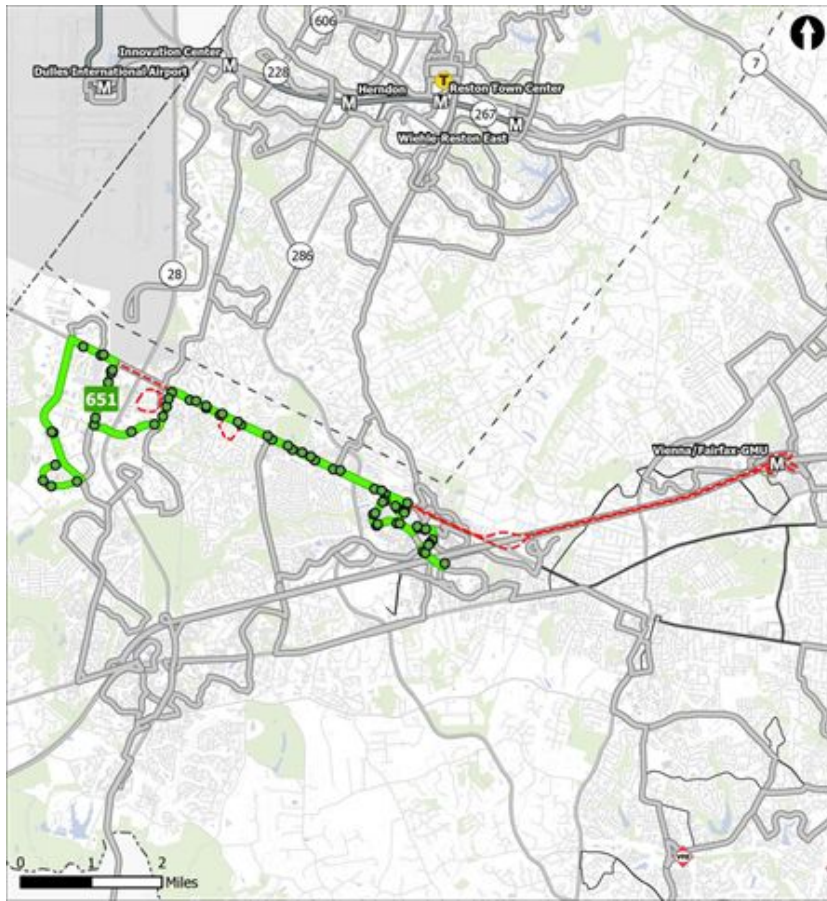
Overview	Class	Feeder
	Directions	Southbound / Northbound
	Via	Stone Rd, Awbrey Patent Dr, Park Meadow Dr, Walney Rd
	Transfers Available	610, 630, 651, 660, 662, 670, 671, 672, 901
	Improvements	Local feeder service offering connections to several routes at Centreville (Stone Rd) Park & Ride

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:30 AM to 09:26 PM		07:00 AM to 09:26 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 651

Sullyfield



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College OS Other School SC Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

Overview	Class	Local
	Directions	Eastbound / Westbound
	Via	Stonecroft Blvd, Conference Center Dr, Willard Rd, Route 50, Fair Ridge
	Transfers Available	313, 605, 610, 615, 622, 625, 630, 642, 660, 662, 670, 671, 672, 699, 901, Metrobus 1C, 2B
	Improvements	New regular seven days-a-week service providing new and improved links to the Westfields and Fair Ridge areas

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:45 AM to 11:05 PM		07:15 AM to 11:05 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

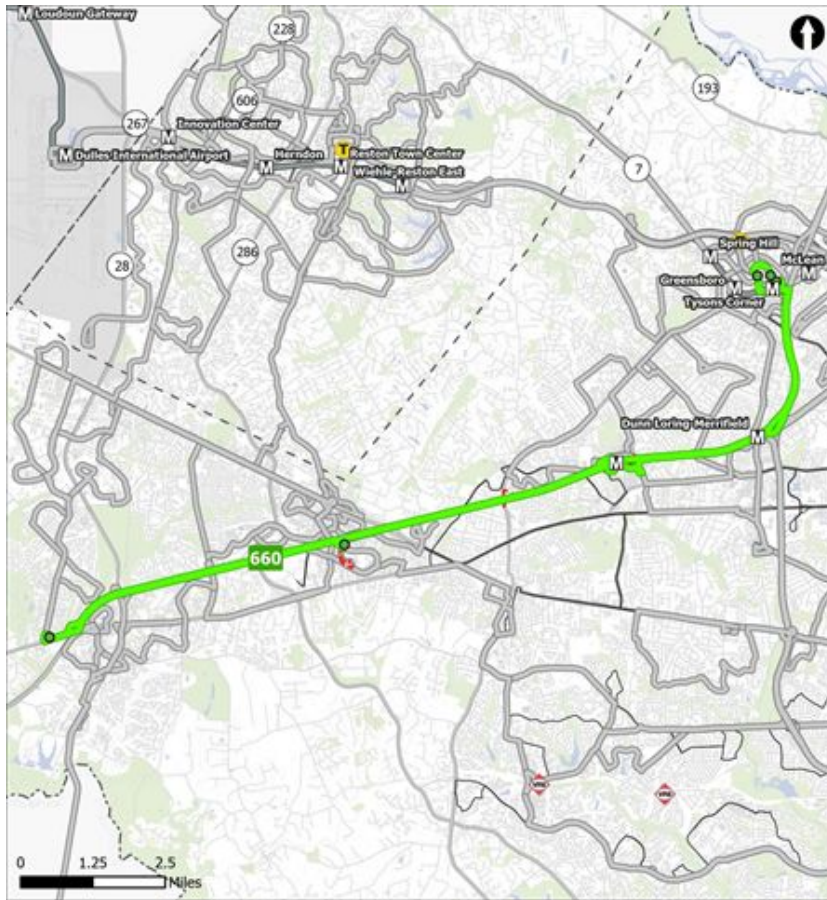
Potential Mid-Term or Long-Term Improvement(s)



- Extend Sunday service hours by one hour

Route 660

Centreville (Stone Rd) Park & Ride - Tysons



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station Ⓜ Transit Center P Park & Ride Ⓜ Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

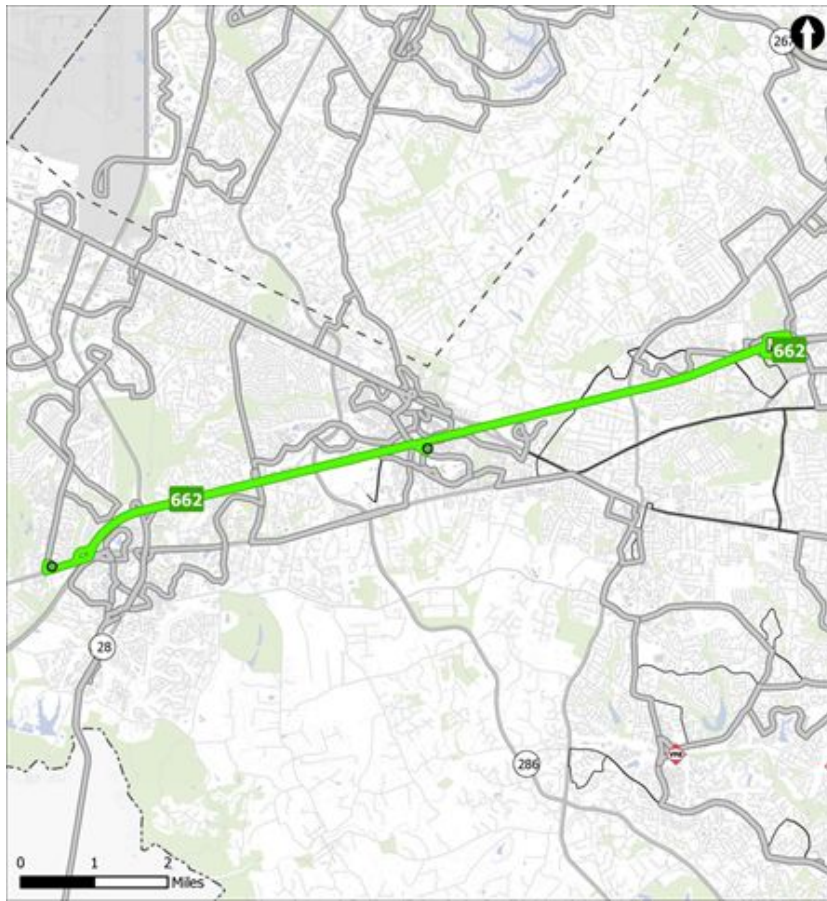
Overview	Class	Cross-County Connector	
	Directions	Eastbound / Westbound	
	Via	Monument Drive Transit Center, I-66, Vienna Metro, Tysons Corner Metro, I-495 Express Lanes	
	Transfers Available	313, 400X, 401, 402, 423, 461, 462, 463, 467, 494, 495, 605, 610, 615, 622, 625, 630, 642, 651, 663, 670, 671, 672, 698, 699, 721, 798, 901, CUE Green, CUE Gold, Metrobus 1A, 23A, 23T, 28A, 29N, 2B, Metrorail Orange, Silver, OmniRide	
	Improvements	New direct express service between Centreville (Stone Rd) Park & Ride and Tysons via the Vienna Metro station	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:00 AM to 10:04 AM / 3:00 PM - 8:39 PM		No Service
Frequency (mins)		Peak	10 - 15	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 662

Centreville (Stone Rd) Park & Ride - Tysons



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚏 Metro Station 🚏 Transit Center 🚏 Park & Ride 🚏 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |

Overview	Class	Local
	Directions	Eastbound / Westbound
	Via	Monument Drive Transit Center, I-66, Vienna Metro
	Transfers Available	313, 461, 463, 605, 610, 615, 622, 625, 630, 642, 651, 670, 671, 672, 698, 699, 901, Metrorail Orange, Metrobus 1A, 1C, 2B, 29N, CUE Gold, CUE Green
	Improvements	New off-peak and weekend service between Centreville (Stone Rd) Park & Ride and the Vienna Metro station

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	09:30 AM to 3:23 PM / 7:30 PM- 11:23 PM		07:00 AM to 11:23 PM
Frequency (mins)		Peak	No Service		30
		Off-Peak	30		

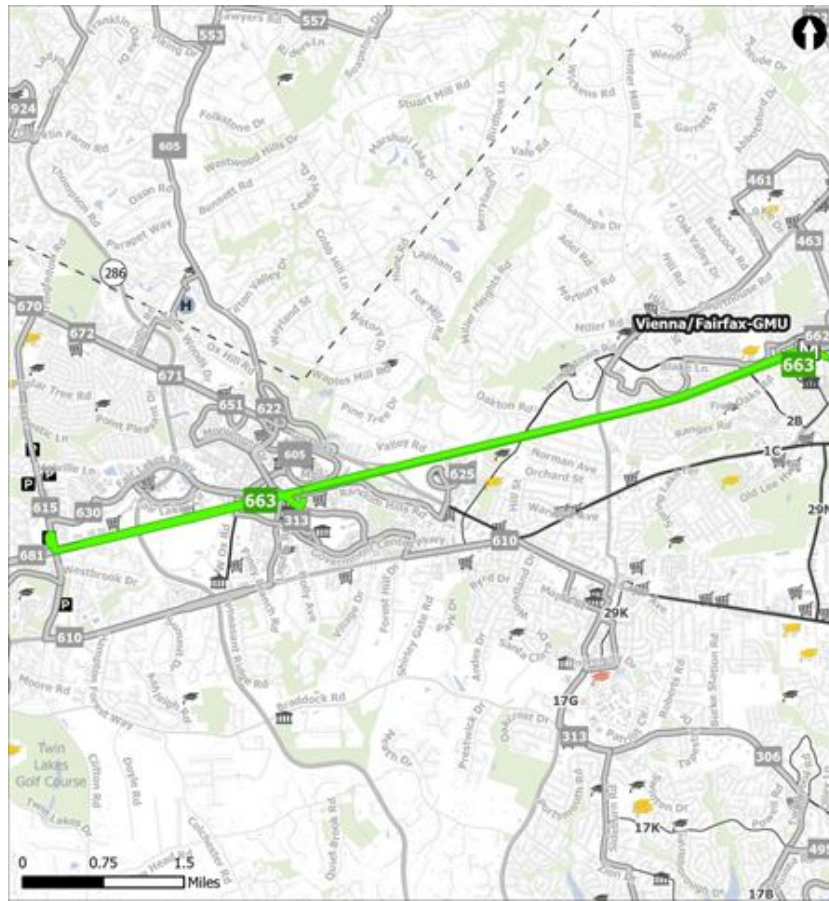
Potential Mid-Term or Long-Term Improvement(s)



- Extend Sunday service hours by one hour

Route 663

Stringfellow Rd. - Vienna



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚉 Metro Station 🚏 Transit Center 🅐 Park & Ride 🚆 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |

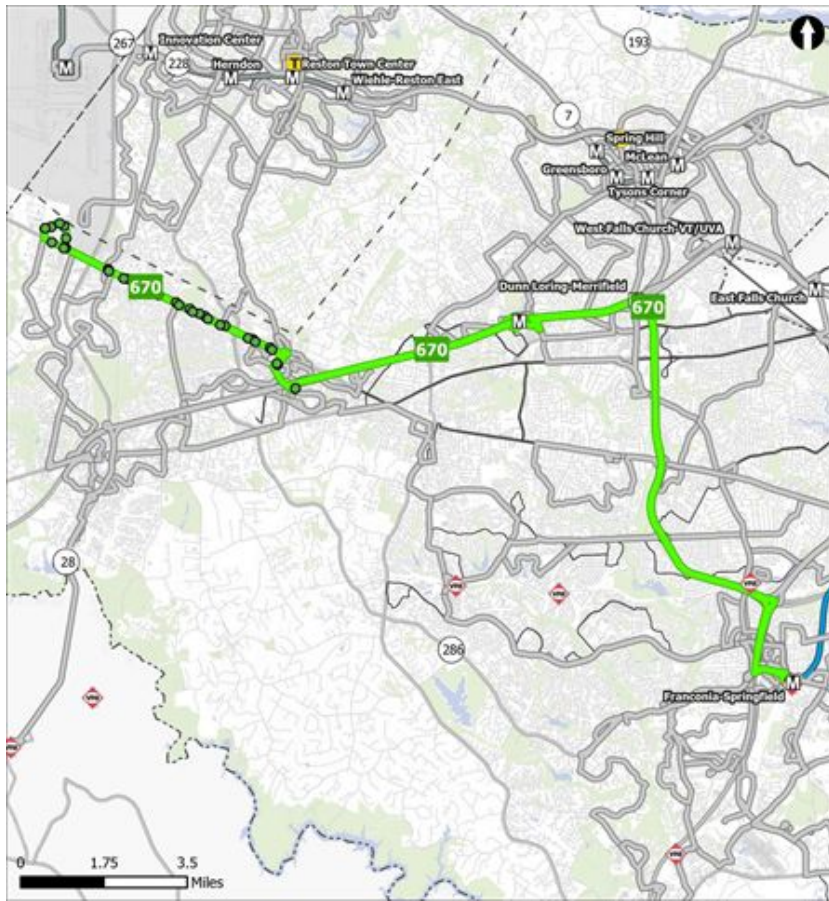
Overview	Class	Feeder
	Directions	Eastbound/Westbound
	Via	I-66
	Transfers Available	313, 461, 463, 605, 610, 615, 622, 625, 630, 651, 660, 670, 671, 697, 698, 699, Metrobus 1A, 2B, 29N, Metrorail Orange, CUE Green, Gold
	Improvements	New Route to serve Vienna Metrorail Station, via Monument Dr P&R for a fare of \$2.00

Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	5:02 AM to 8:42 AM / 3:43 PM to 7:23 PM		No Service	No Service
		Frequency (mins)	Peak	20	No Service	No Service
Off-Peak	No Service					

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 670

Chantilly - Franconia



- | | | | | |
|--|--|--|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> HC Government/Community Center H Hospital HMS High/Middle School C College OS Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

Overview	Class	Cross-County
	Directions	Westbound / Eastbound
	Via	Franconia-Springfield Metro, Vienna Metro, Monument Drive Transit Center
	Transfers Available	231, 301, 305, 308, 310, 313, 321, 322, 334, 335, 341, 350, 351, 352, 353, 371, 400X, 401, 402, 461, 463, 494, 605, 610, 615, 622, 625, 630, 642, 651, 660, 662, 663, 671, 672, 698, 699, 901, CUE Green, Metrobus 1A, 1C, 29N, 2B, Metrorail Blue, Orange, OmniRide
	Improvements	New peak express service between Chantilly and the Franconia-Springfield Metro & VRE station

Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	05:00 AM to 9:53 AM / 3:20 PM - 7:58 PM		No Service	No Service
		Frequency (mins)	Peak	30	No Service	No Service
Off-Peak	No Service					

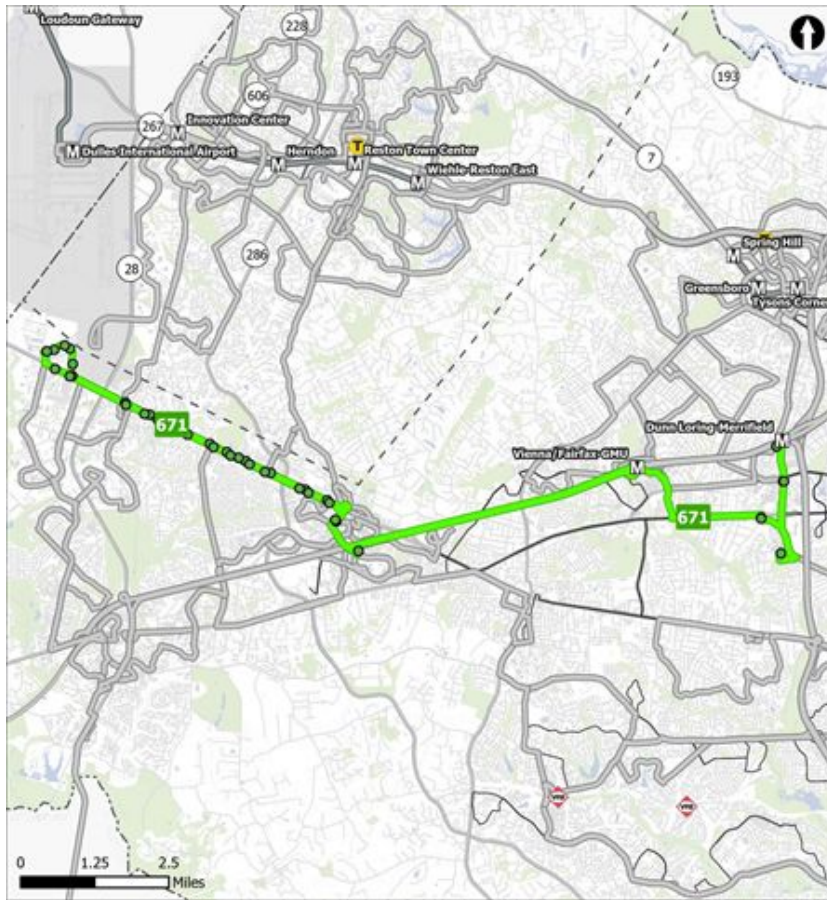
Potential Mid-Term or Long-Term Improvement(s)



- Extend weekday service hours by one hour

Route 671

Chantilly - Dunn Loring



- | | | | | |
|--|---|--|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | Metro Lines
<ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |
|--|---|--|--|--|

Overview	Class	Cross-County
	Directions	Eastbound / Westbound
	Via	Route 50, Monument Drive Transit Center, I-66, Fairfax Hospital, Vienna Metro
	Transfers Available	313, 401, 402, 461, 462, 463, 467, 605, 610, 615, 622, 625, 630, 642, 651, 660, 662, 663, 670, 698, 699, 901, Metrobus 1A, 1B, 1C, 29N, 2A, 2B, Metrorail Orange, CUE Green, Gold
	Improvements	New peak service from Chantilly to Dunn Loring via Monument Dr, Vienna and Inova Fairfax Hospital. It combines with Route 670 for a 15 minute frequency between Vienna and Chantilly.

Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	5:20 - 9:59 AM / 2:57 - 7:42 PM		No Service	No Service
		Frequency (mins)	Peak	30	No Service	No Service
Off-Peak	No Service					

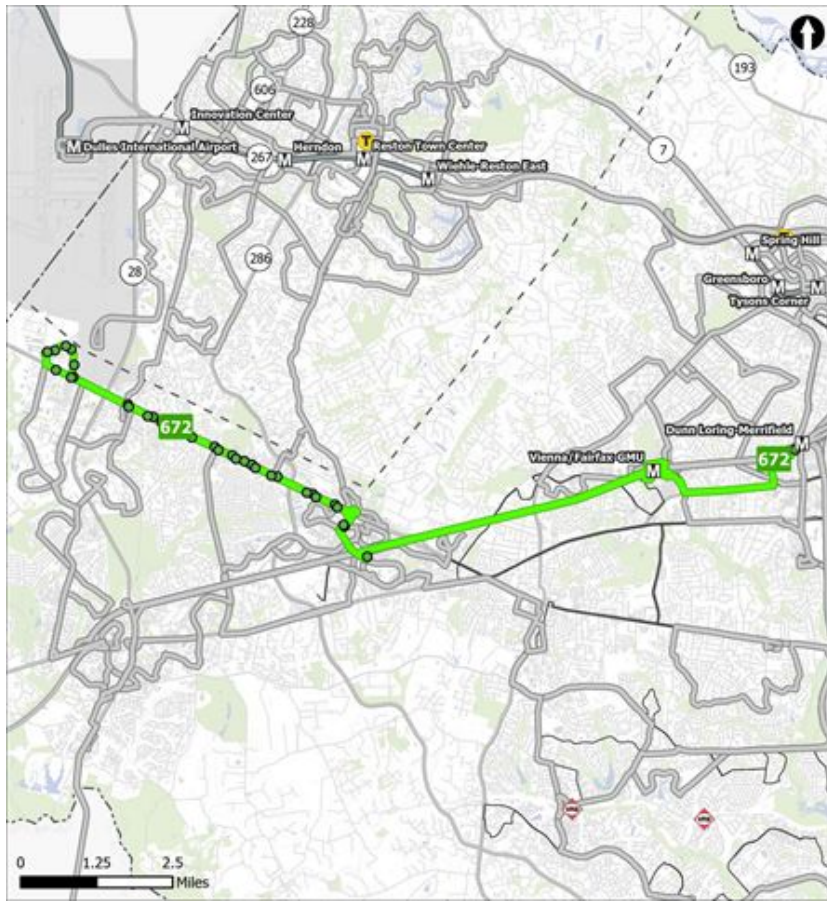
Potential Mid-Term or Long-Term Improvement(s)



- Extend weekday service hours by one hour

Route 672

Chantilly - Vienna - Dunn Loring



Planned Route <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes 	Existing Service <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route 	Transit Facilities <ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VR Virginia Railway Express Station 	Points of Interest <ul style="list-style-type: none"> GC Government/Community Center H Hospital HMS High/Middle School C College OS Other School SC Shopping Center 	Metro Lines <ul style="list-style-type: none"> BL Blue Line GL Green Line OL Orange Line RL Red Line SL Silver Line YL Yellow Line
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Overview	Class	Cross-County
	Directions	Westbound / Eastbound
	Via	Route 50, Monument Drive Transit Center, I-66, Vienna Metro Station
	Transfers Available	313, 401, 402, 461, 462, 463, 467, 605, 610, 615, 622, 625, 630, 642, 651, 662, 901, Metrobus 1A, 1B, 1C, 29N, 2A, 2B, Metrorail Orange, CUE Green, Gold
	Improvements	New off-peak and weekend limited stop service between Chantilly and Dunn Loring Metro via Vienna Metro and Monument Drive Transit Center

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	9:15 AM - 3:54 PM / 6:50 - 11:24 PM		07:03 AM to 11:24 PM
Frequency (mins)		Peak	No Service		30
		Off-Peak	30		

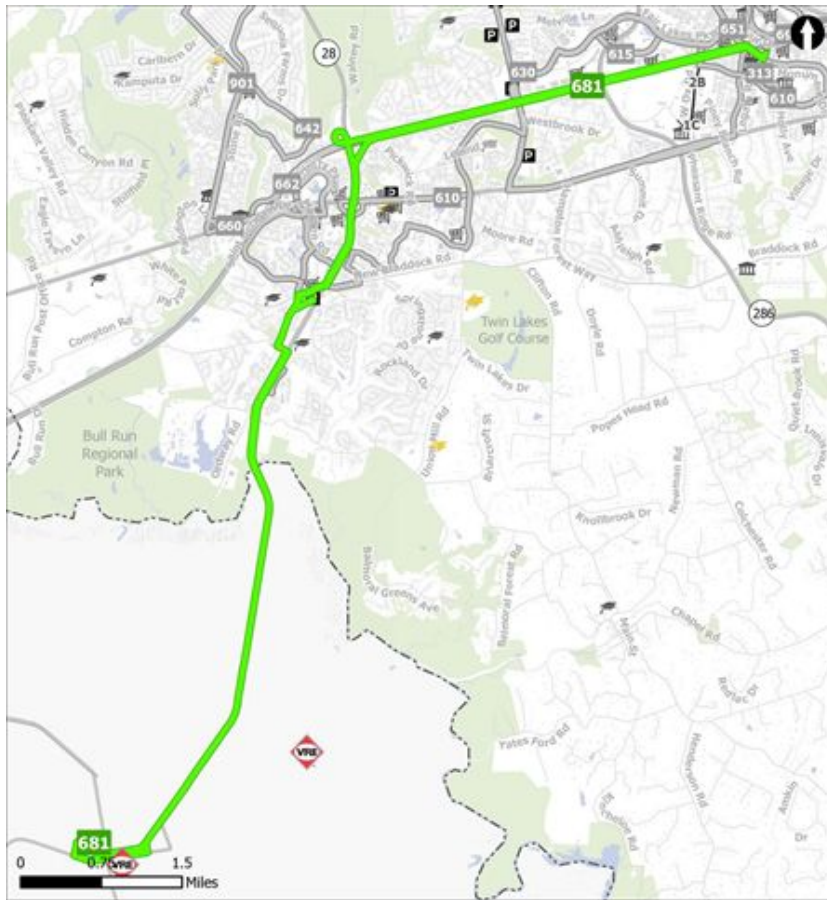
Potential Mid-Term or Long-Term Improvement(s)

Express Service	Late Night	Sunday
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- Extend Sunday service hours by one hour

Route 681 (Long-term)

Manassas - Monument Dr



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Local
	Directions	Eastbound/Westbound
	Via	Centreville Rd/Rt 28, I-66
	Transfers Available	313, 605, 610, 615, 622, 625, 630, 651, 660, 662, 663, 670, 671, 672, 699, 901, 990, Metrobus 1C, 2B, VRE Manassas Line
	Improvements	New service between Manassas and future Monument Dr. Park & Ride

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 09:00 PM		07:00 AM to 07:00 PM
Frequency (mins)		Peak	30	60	No Service
		Off-Peak	60		

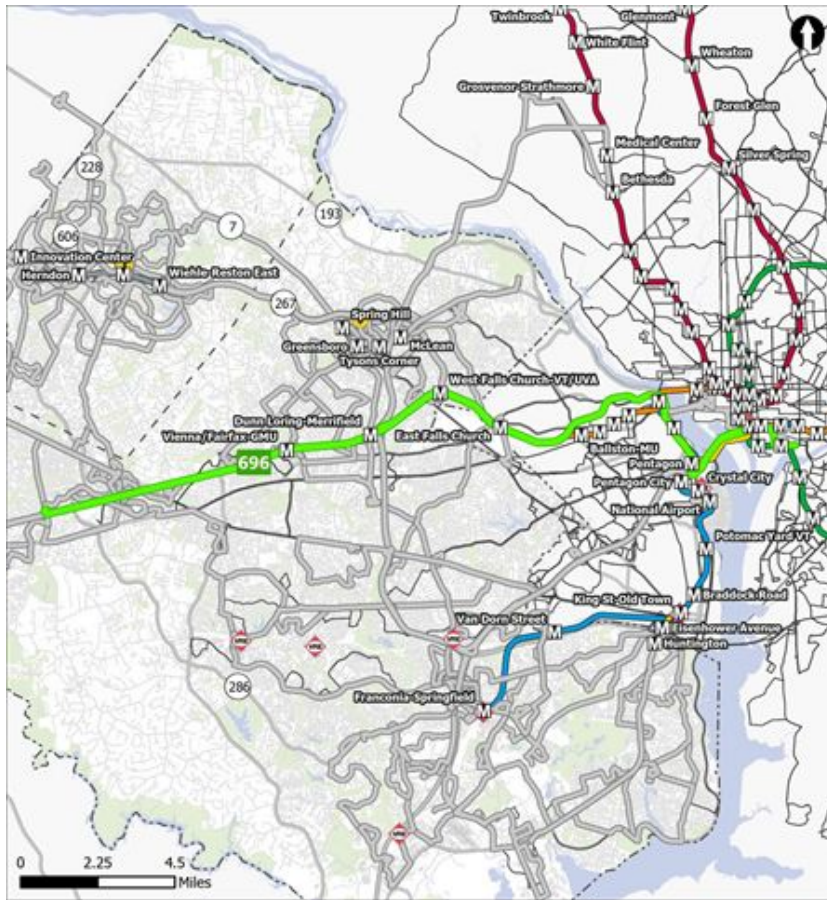
Potential Mid-Term or Long-Term Improvement(s)



- New express service between Manassas and future Monument Dr. Park & Ride
- Operate on weekdays from 6:00 AM to 9:00 PM with peak frequency of 30 mins and off-peak frequency of 60 mins
- Operate on Saturday from 7:00 AM to 7:00 PM with frequency of 60 mins

Route 696 (Long-term)

Stringfellow Rd - Navy Yard



- | | | | | |
|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
M Metro Station
T Transit Center
P Park & Ride
V Virginia Railway Express Station | Points of Interest
G Government/Community Center
H Hospital
S High/Middle School
C College
O Other School
S Shopping Center | Metro Lines
— Blue Line
— Green Line
— Orange Line
— Red Line
— Silver Line
— Yellow Line |
|--|---|---|--|--|

Overview	Class	Express
	Directions	Eastbound/Westbound
	Via	Stringfellow - Navy Yard
	Transfers Available	610, 615, 630, 663, Metrorail Green, Yellow, Metrobus P6, V4, D.C Circulator EM-LP
	Improvements	New express service between Stringfellow Rd Park & Ride and Navy Yard

Level of Service	Proposed Route	Weekday			Saturday	Sunday
		Service Hours	06:00 AM to 09:00 AM / 4:00 PM to 7:00 PM		No Service	No Service
		Frequency (mins)	Peak	20	No Service	No Service
Off-Peak	No Service					

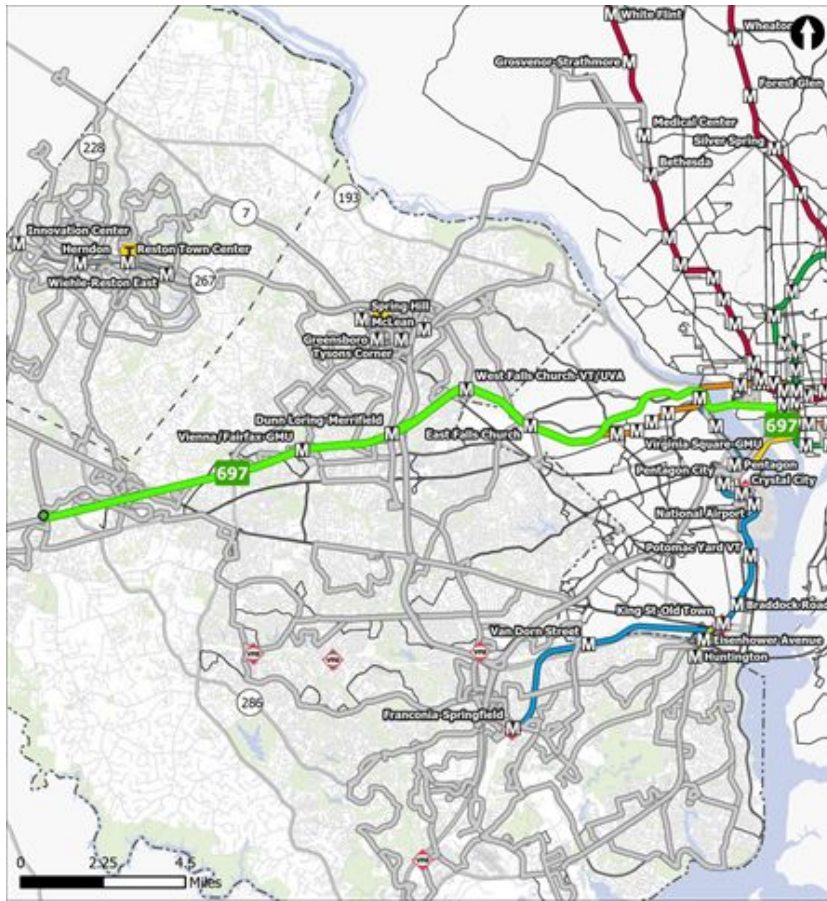
Potential Mid-Term or Long-Term Improvement(s)



- New express route connecting Stringfellow Park & Ride and Navy Yard (Washington, D.C.)
- Operate on weekdays from 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM with frequency of 20 mins

Route 697

Stringfellow Rd - L'Enfant



- | | | | | |
|-------------------------------------|------------------------------------|-------------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | --- Eliminated Segment | TC Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | PR Park & Ride | High/Middle School | Orange Line |
| | | VR Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

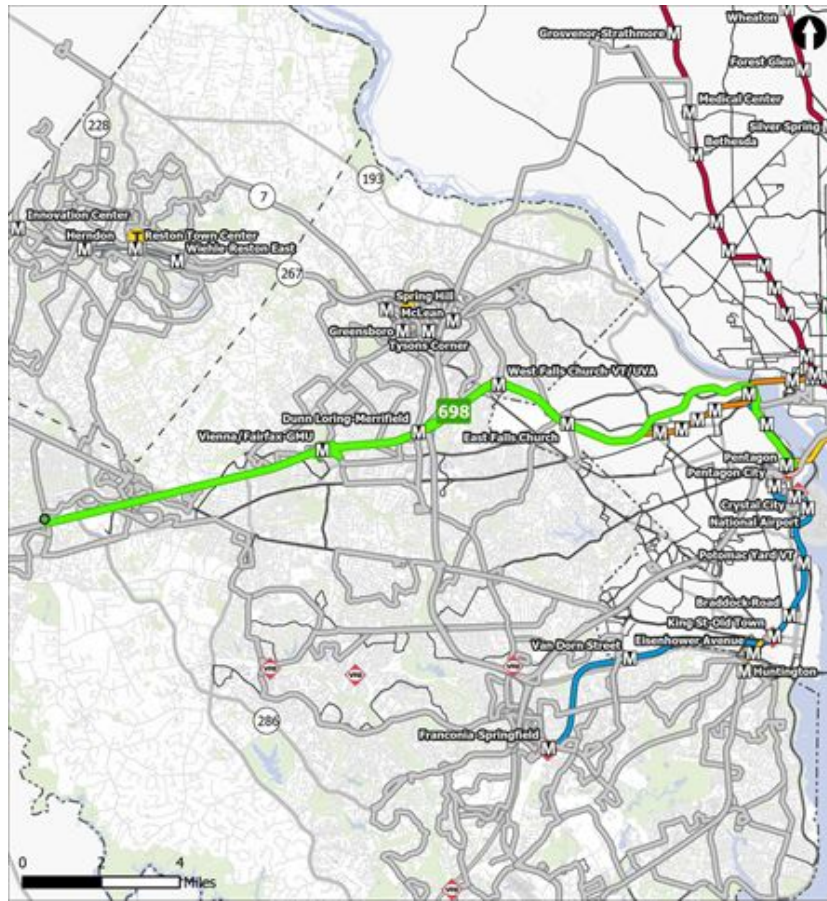
Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	Stringfellow Park and Ride, I-66
	Transfers Available	610, 615, 630, 698, Metrobus 16E, 32, 33, 36, 52, 59, 63, 64, 70, 74, 79, P6, S2, Metrorail Blue, Green, Orange, Silver, Yellow, D.C Circulator, VRE Fredericksburg
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday	
		Service Hours	05:35 AM to 08:35 AM / 3:10 PM - 6:30 PM		No Service	No Service
		Frequency (mins)	Peak	20	No Service	No Service
Off-Peak	No Service					

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 698

Stringfellow - Pentagon



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|-------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | Ⓜ Metro Station | Ⓜ Government/Community Center | — Blue Line |
| — Planned Route | --- Eliminated Segment | Ⓜ Transit Center | Ⓜ Hospital | — Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | Ⓜ Park & Ride | Ⓜ High/Middle School | — Orange Line |
| | | Ⓜ Virginia Railway Express Station | Ⓜ College | — Red Line |
| | | | Ⓜ Other School | — Silver Line |
| | | | Ⓜ Shopping Center | — Yellow Line |

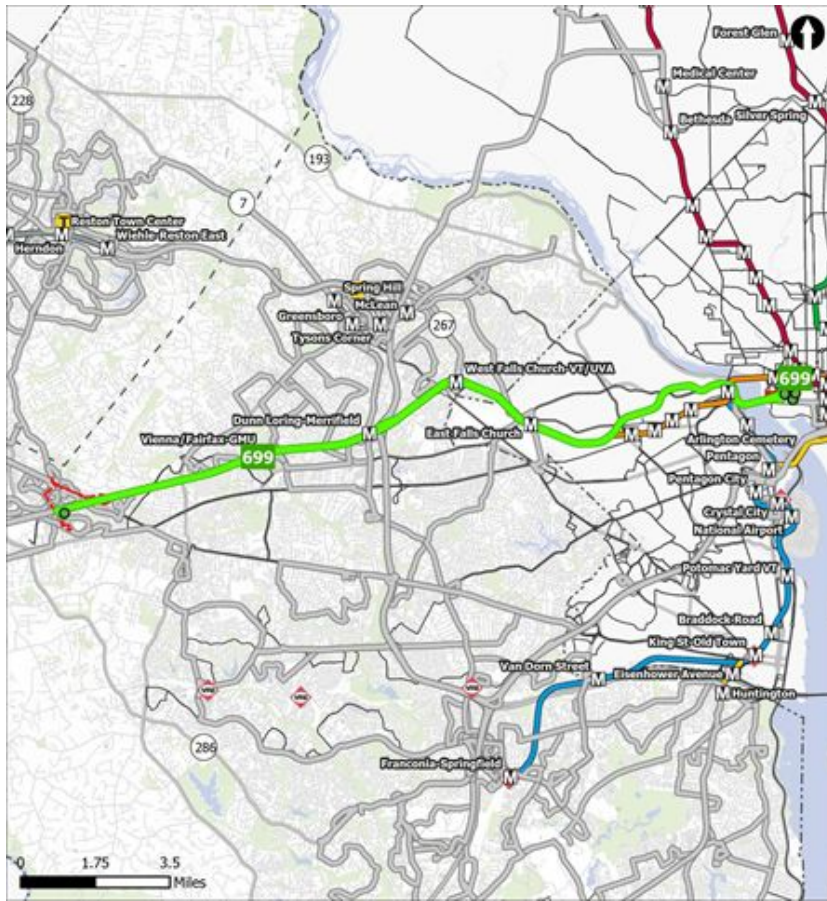
Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	Stringfellow Park and Ride, Vienna Metro, The Pentagon
	Transfers Available	461, 463, 610, 615, 630, 660, 663, 670, 671, 697, Metrorail Orange, Yellow, Blue, Metrobus 1A, 7A, 7F, 10A, 16A, 16C, 18J, 22A, 22F, 29N, ART, DASH
	Improvements	Extended between Stringfellow Rd Park & Ride and the Pentagon via the Vienna Metro station

Level of Service	Proposed Route	Weekday			Saturday	Sunday
		Service Hours	5:08 AM - 9:43 AM / 3:15 PM - 7:55 PM		No Service	No Service
Frequency (mins)		Peak	10 - 20 minutes (grant funding)	No Service	No Service	
		Off-Peak	No Service			

Potential Mid-Term or Long-Term Improvement(s)
• No Change

Route 699

Government Center - Downtown D.C.



- | | | | | |
|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

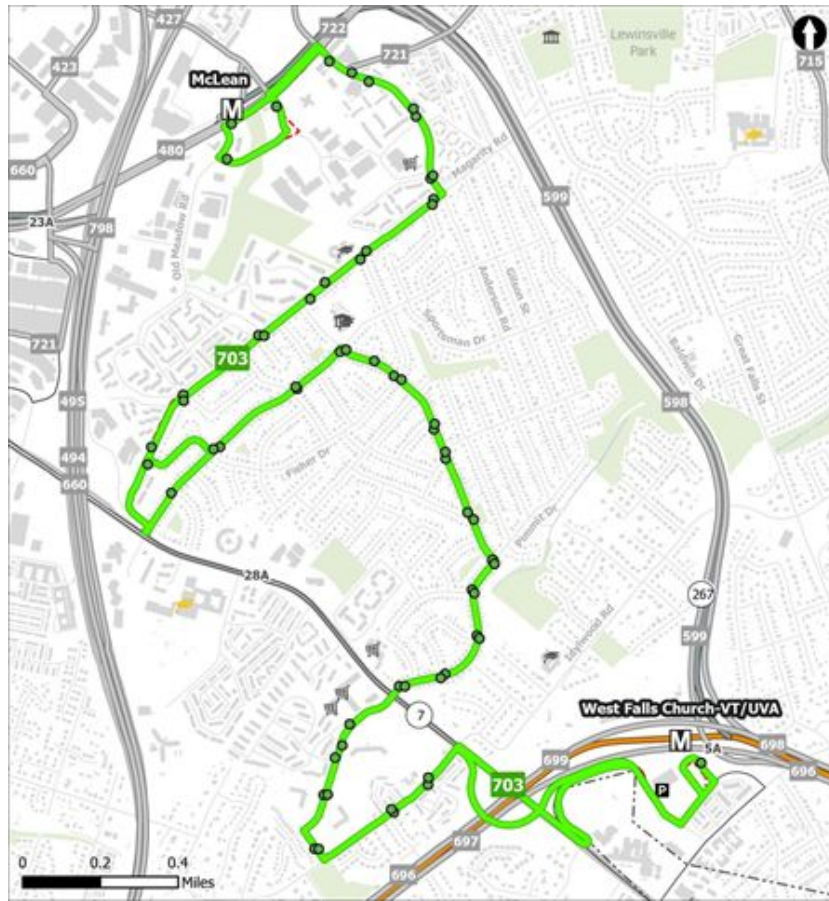
Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	Monument Drive Transit Center, I-66
	Transfers Available	313, 605, 610, 615, 622, 625, 630, 651, 660, 663, 670, 671, Metrobus 16Y, 2B, 31, 32, 33, 36, 38B, 3Y, 42, 43, D6, N2, N4, N6, Metrorail Orange, Silver, Blue, D.C Circulator, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:40 AM to 08:50 AM / 03:35 PM to 6:45 PM		No Service
Frequency (mins)		Peak	15	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 703

McLean Metro Station - West Falls Church Metro Station



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | - - - Eliminated Segment | Ⓜ Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | P Park & Ride | High/Middle School | Orange Line |
| | | Ⓜ Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

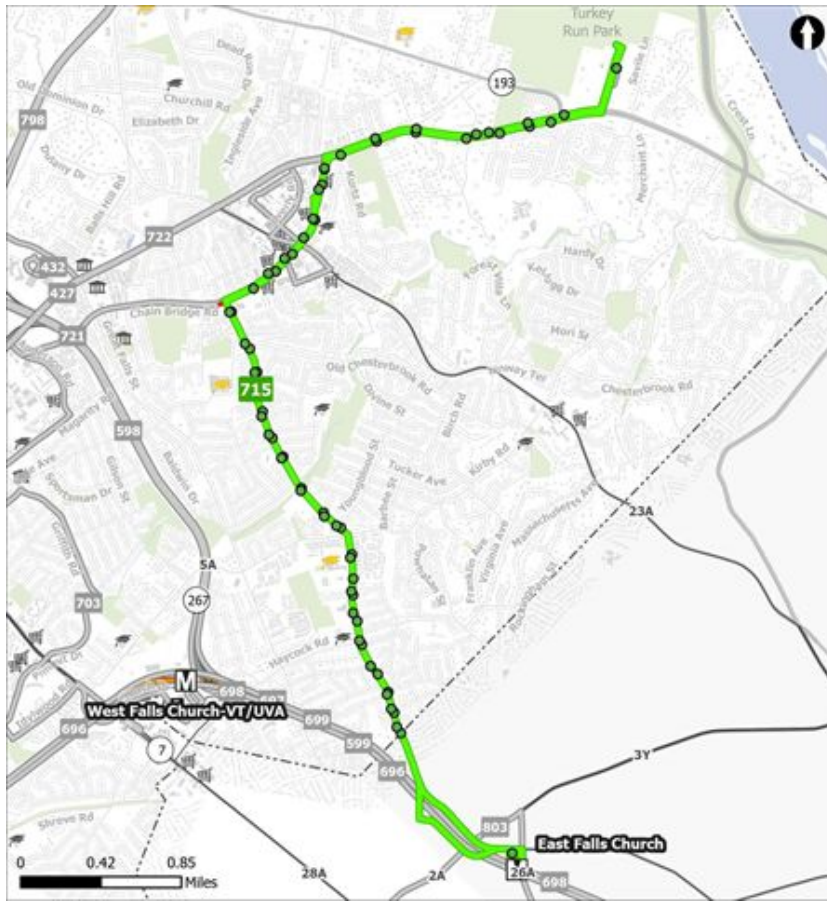
Overview	Class	Local
	Directions	Southbound / Northbound
	Via	Anderson Rd, Magarity Rd, Lisle Ave, Griffith Rd, Pimmit Dr, Idylwood Dr
	Transfers Available	427, 721, 722, Metrobus 23A, 28A, Metrorail Orange, Silver
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:35 AM to 09:58 PM		06:35 AM to 09:57 PM
Frequency (mins)		Peak	30	60	No Service
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 715

East Falls Church - Langely



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> 🚉 Metro Station 🚏 Transit Center 🚗 Park & Ride 🚆 Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

Overview	Class	Feeder
	Directions	Northbound / Southbound
	Via	Washington Blvd, Westmoreland St, East Falls Church Metro, Chain Bridge Road, Langely
	Transfers Available	721, 722, 803, Metrobus 23A/T, 26A, 28A, 2A, Metrorail Orange, Silver
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:51 AM - 08:49 AM / 03:15 PM - 7:00 PM		No Service
Frequency (mins)		Peak	30	No Service	No Service
		Off-Peak	No Service		

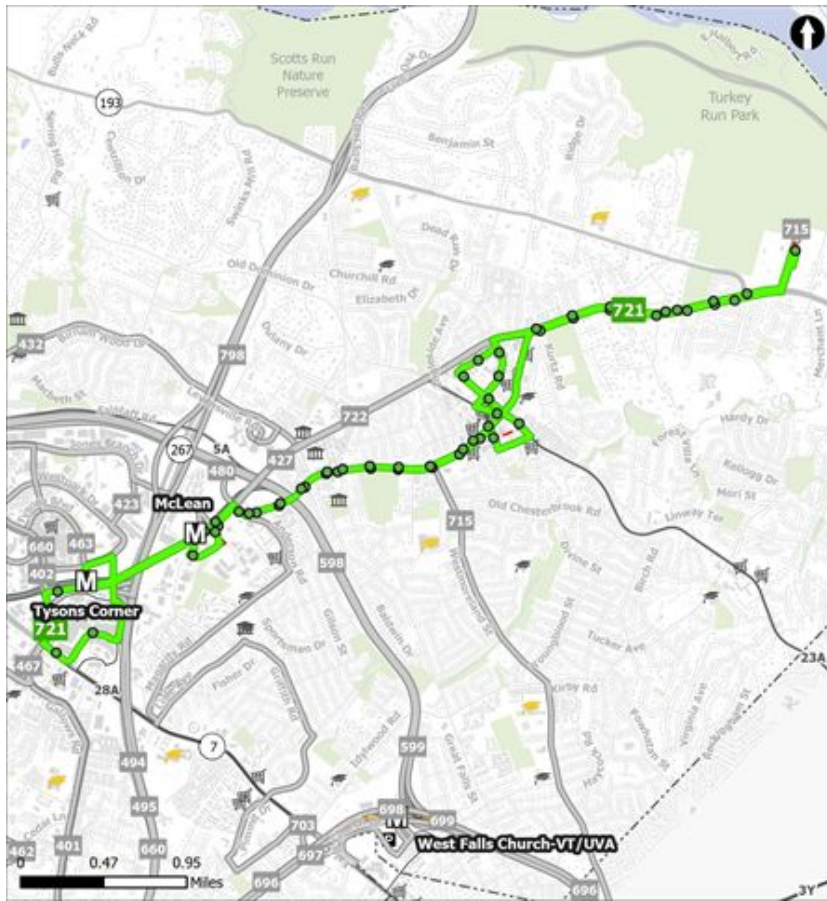
Potential Mid-Term or Long-Term Improvement(s)



- Add weekday off-peak service from 9:00 AM to 4:00 PM with frequency of 30 mins

Route 721

Chain Bridge Road - Mclean



- | | | | | |
|-------------------------------------|------------------------------------|----------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | --- Eliminated Segment | Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | P Park & Ride | High/Middle School | Orange Line |
| | | Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

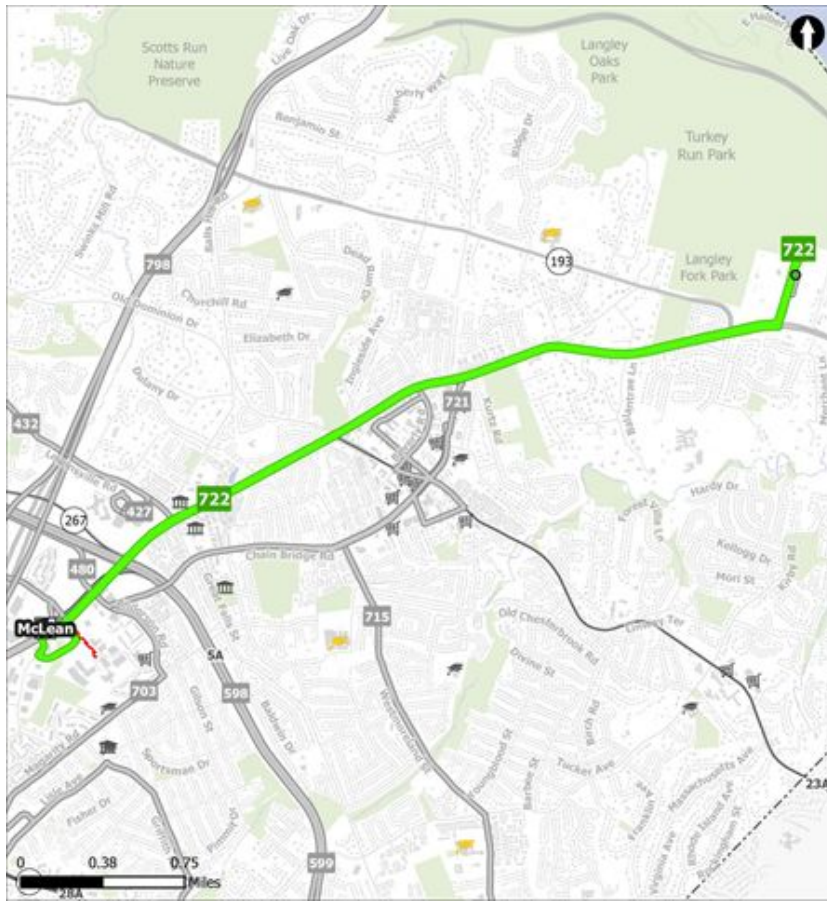
Overview	Class	Local
	Directions	Eastbound / Westbound
	Via	Tysons Corner, Mclean Metro, Chain Bridge Rd, Langely
	Transfers Available	401, 402, 423, 427, 462, 463, 467, 494, 495, 703, 715, 722, Metrobus 23A/T, 28A, Metrorail Silver, OmniRide
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 10:54 PM		06:00 AM to 10:30 PM
Frequency (mins)		Peak	20	30	30
		Off-Peak	30		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 722

McLean- Langley



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> 🚏 Metro Station 🚏 Transit Center 🚏 Park & Ride 🚏 Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | Metro Lines
<ul style="list-style-type: none"> 🟦 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟡 Silver Line 🟡 Yellow Line |
|--|---|---|--|--|

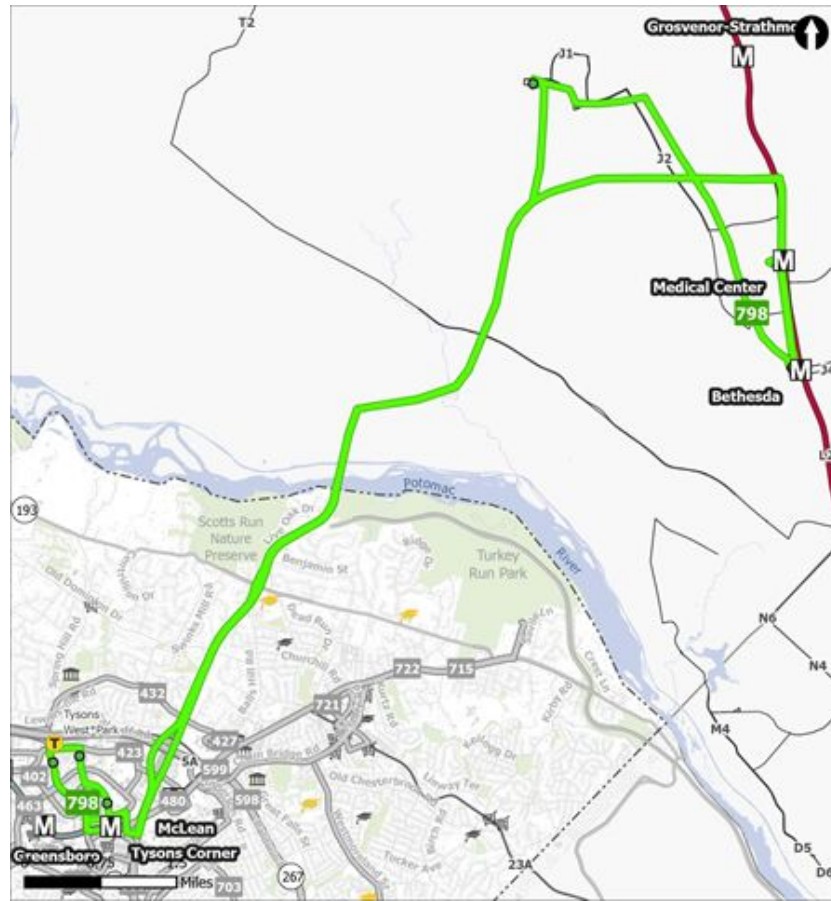
Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	McLean Metro, Dolley Madison Blvd/Route 123, Langley
	Transfers Available	427, 703, 715, 721, Metrobus 23A/T, Metrorail Silver
	Improvements	Minor running time adjustment

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:05 AM - 9:17 AM / 3:00 PM - 7:12 PM		No Service
Frequency (mins)		Peak	15	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 798

Tysons - Bethesda



Planned Route	Existing Service	Transit Facilities	Points of Interest	Metro Lines
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes 	<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route 	<ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VR Virginia Railway Express Station 	<ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College OS Other School SC Shopping Center 	<ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line

Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	Tysons Westpark, Tysons Corner Metro, I-495, Montgomery Mall, Medical Center Metro, Bethesda Metro Station
	Transfers Available	400X, 401, 402, 423, 427, 462, 463, 467, 494, 495, 574, 660, Metrorail Silver, Red, Metrobus 23A, 23T, 28A, J1, J2, RideOn 29, 30, 32, 33, 34, 36, 42, 46, 47, 70, 101, MTA 203
	Improvements	New express service between Tysons and Bethesda

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:50 AM - 8:50 AM / 3:30 PM - 6:30 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	No Service		

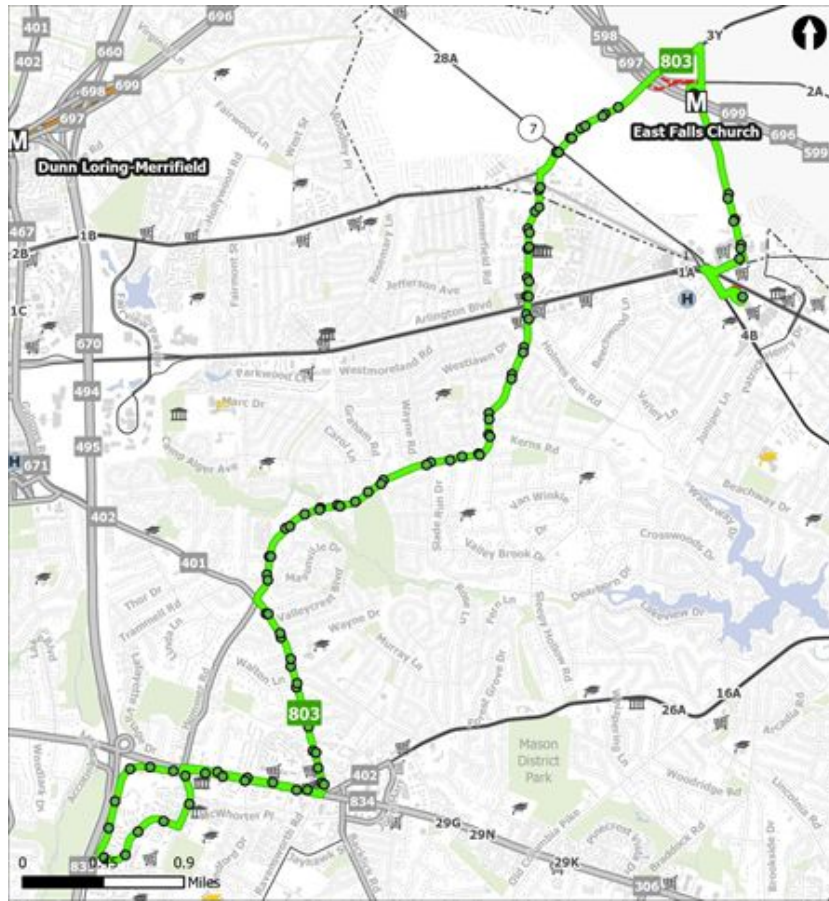
Potential Mid-Term or Long-Term Improvement(s)

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- Add weekday off-peak service from 9:30 AM to 3:30 PM with frequency of 45 mins
- Increase weekday peak frequency to 15 mins
- Extend weekday service hours to 10:00 PM

Route 803

Patriot Drive - East Falls Church Metro



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚏 Transit Center | 🏥 Hospital | 🟢 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚏 Park & Ride | 🎓 High/Middle School | 🟠 Orange Line |
| | | 🚏 Virginia Railway Express Station | 🎓 College | 🔴 Red Line |
| | | | 🎓 Other School | 🚉 Silver Line |
| | | | 🛒 Shopping Center | 🟡 Yellow Line |

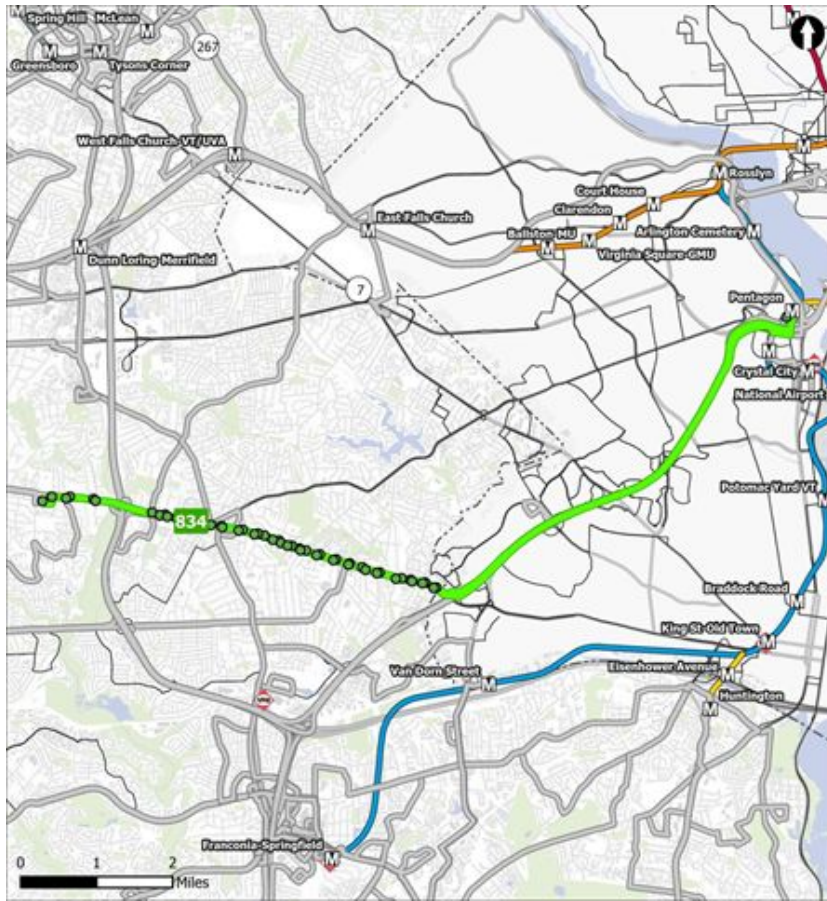
Overview	Class	Local
	Directions	Westbound / Eastbound
	Via	Seven Corners Transit Center, N. Washington St, Annadale Road, Littler River Turnpike, East Falls Church Metro
	Transfers Available	400X, 401, 402, 715, 834, Metrobus 1A/B, 26A, 28A, 29G/K/N, 2A, 4B, Metrorail Orange, Silver, ART 52, 53A, 53B, 55
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:35 AM to 09:43 PM		06:57 AM to 08:35 PM
Frequency (mins)		Peak	30	45	45
		Off-Peak	40		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 834

Little River Turnpike Pentagon



- | | | | | |
|-------------------------------------|------------------------------------|-------------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | --- Eliminated Segment | TC Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | P Park & Ride | High/Middle School | Orange Line |
| | | VR Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

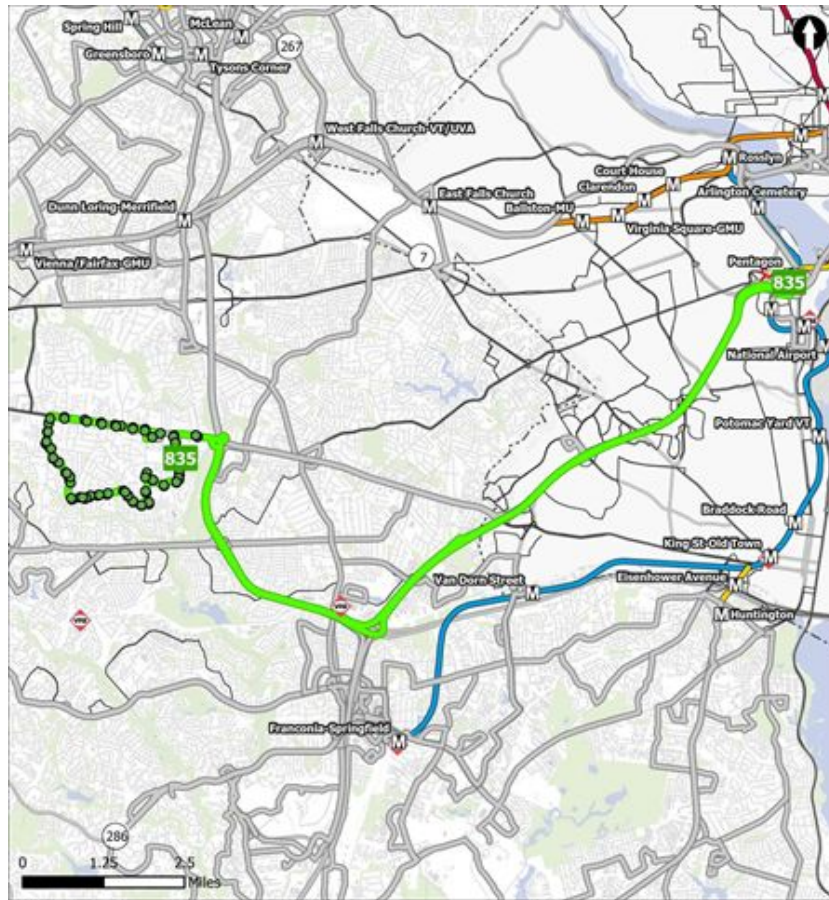
Overview	Class	Feeder
	Directions	Westbound / Eastbound
	Via	The Pentagon, Little River Turnpike, NVCC
	Transfers Available	393, 394, 395, 396, 400X, 401, 402, 598, 599, 698, 803, 835, Metrorail Yellow, Blue, Metrobus 7A, 7M, 8W, 10A, 16A, 16C, 17B, 17G, 17K, 17M, 18G, 18J, 21C, 22A, 22F, 26A, 28F, 29K, 29N, ART 42, 87, DASH 35, 103, 104
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:45 AM to 8:17 AM / 4:27 AM to 6:59 PM		No Service
Frequency (mins)		Peak	30	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 835

Braeburn Drive - Pentagon Express



- | | | | | |
|--|--|--|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TC Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

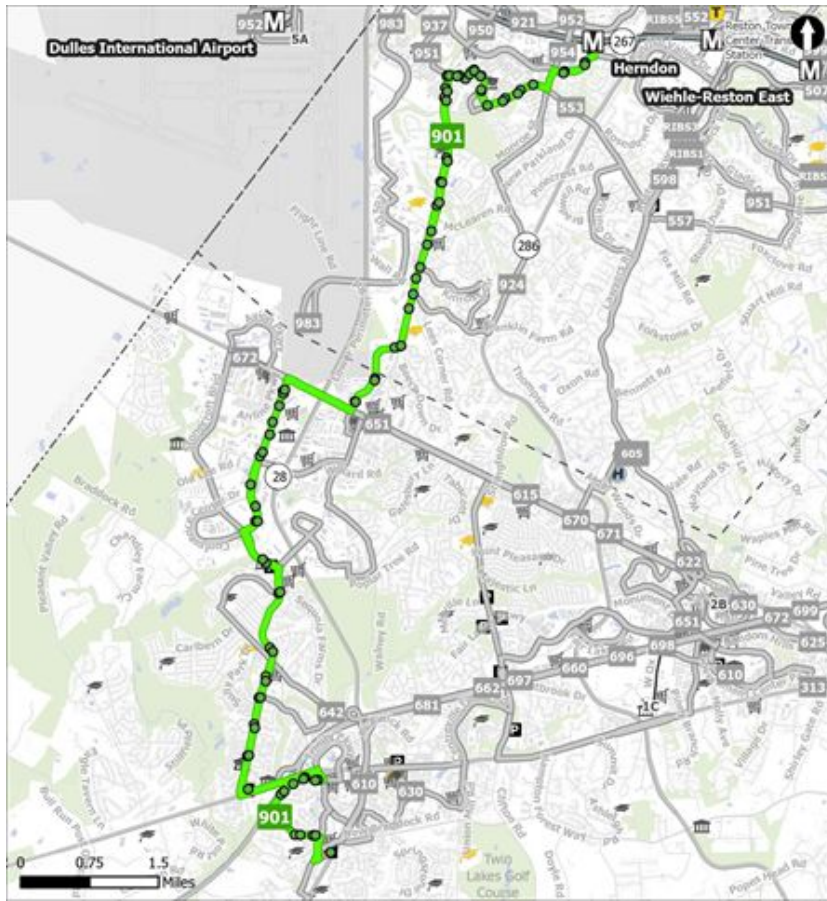
Overview	Class	Express
	Directions	Eastbound / Westbound
	Via	NVCC-Annandale, Braeburn Dr, Toll House Rd, Duncan Dr, Little River Turnpike, I-495, I-395, Pentagon Metro Station
	Transfers Available	306, 834, Metrobus 10A, 16A/C, 16E, 17B/G/K/M, 18G/J/P, 21C, 22A/F, 26A, 28F, 29G/K/9N, 7A/M, 8W, Metrorail Blue, Yellow, OmniRide, DASH, ART
	Improvements	No change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	5:50 AM - 9:10 AM / 3:35 PM - 7:48 PM		No Service
Frequency (mins)		Peak	30	No Service	No Service
		Off-Peak	No Service		

Potential Mid-Term or Long-Term Improvement(s)	
• No Change	

Route 901

Herndon Metro to Centreville UMC Park & Ride

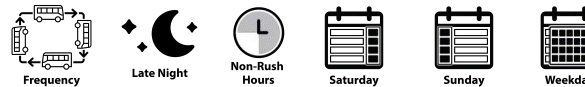


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|--|---|---|--|--|
| Planned Route
● Planned Stop
— Planned Route
— Other Planned and Existing Routes | Existing Service
— Segment Served by Other Route(s)
- - - Eliminated Segment
— Metrobus Route | Transit Facilities
Metro Station
Transit Center
Park & Ride
Virginia Railway Express Station | Points of Interest
Government/Community Center
Hospital
High/Middle School
College
Other School
Shopping Center | Metro Lines
Blue Line
Green Line
Orange Line
Red Line
Silver Line
Yellow Line |
|--|---|---|--|--|

Overview	Class	Cross-County	IMPLEMENTED November 2022
	Directions	Southbound / Northbound	
	Via	Centreville UMC Park & Ride, Sully Station Park & Ride, Centreville (Stone Rd) Park & Ride	
	Transfers Available	553, 610, 630, 642, 651, 660, 662, 670, 671, 672, 921, 924, 937, 950, 951, 952, 954, 983, RIBS2, Metrorail Silver	
	Improvements	New Route, Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:00 AM to 09:23 PM		07:30 AM to 09:22 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

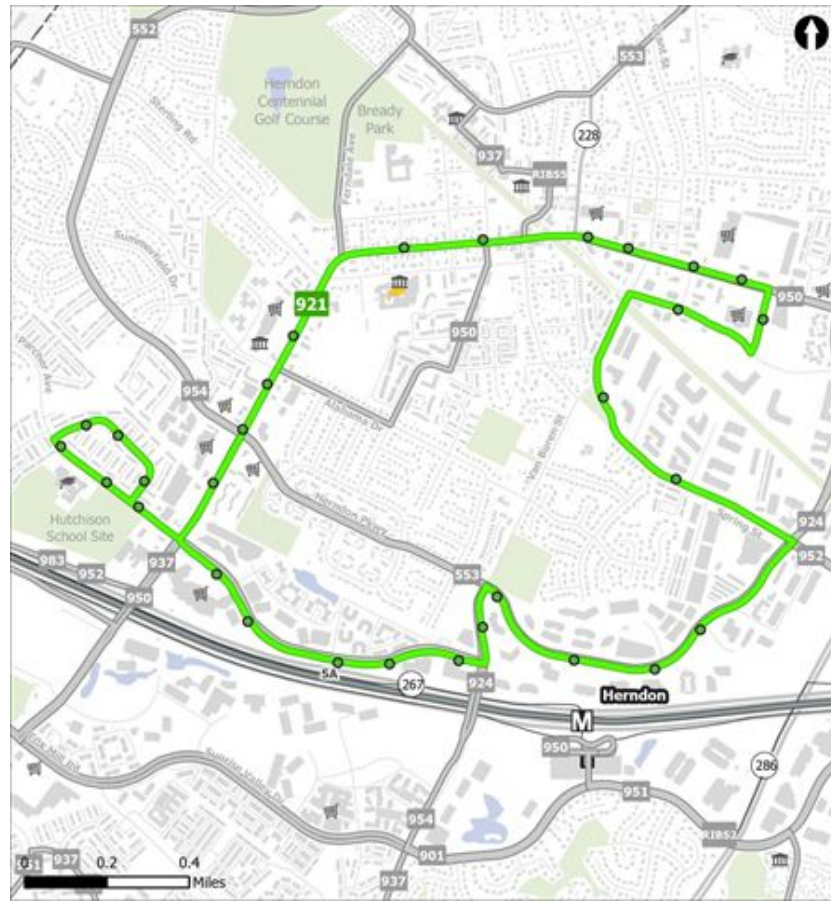
Potential Mid-Term or Long-Term Improvement(s)



- Extend weekday service hours to 12:00 AM
- Increase weekend frequency to 30 mins

Route 921

Herndon Metro to Herndon Town Hall



Planned Route ● Planned Stop — Planned Route — Other Planned and Existing Routes	Existing Service — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route	Transit Facilities Metro Station Transit Center Park & Ride Virginia Railway Express Station	Points of Interest Government/Community Center Hospital High/Middle School College Other School Shopping Center	Metro Lines Blue Line Green Line Orange Line Red Line Silver Line Yellow Line
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Overview	Class	Local	IMPLEMENTED November 2022
	Directions	Loop	
	Via	Spring St, Elden St, Parcher Ave, Worldgate	
	Transfers Available	552, 553, 901, 924, 937, 950, 951, 952, 954, 652 RIBS2, RIBS5, Metrorail Silver	
	Improvements	New Route, Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	7:20 AM to 7:48PM		7:20 AM to 7:48PM
Frequency (mins)		Peak	40	40	40
		Off-Peak	40		

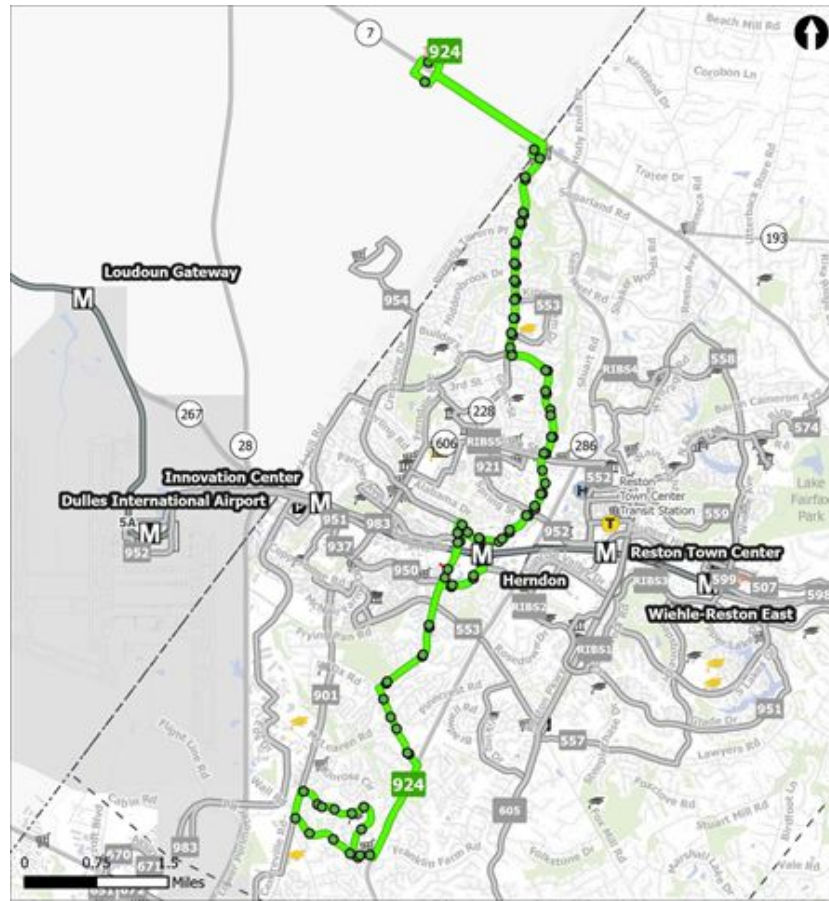
Potential Mid-Term or Long-Term Improvement(s)

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- Add reverse loop route as Route 922
- Extend weekday and weekend service hours to 10:00 PM

Route 924

NOVA - Loudoun-Herndon-Franklin Farm



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station TS Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

Overview	Class	Local	IMPLEMENTED November 2022
	Directions	Southbound / Northbound	
	Via	Herndon Metro (South), Herndon Pkwy, Dranesville Rd	
	Transfers Available	552, 553, 901, 921, 937, 950, 951, 952, 954, 983, RIBS2, RIBS5, Metrorail Silver, LCT 70, 80	
	Improvements	Schedule adjustments to improve reliability, reroute to serve NVCC Loudoun directly	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:59 AM to 10:31 PM		07:00 AM to 09:51 PM
Frequency (mins)		Peak	20	60	60
		Off-Peak	60		

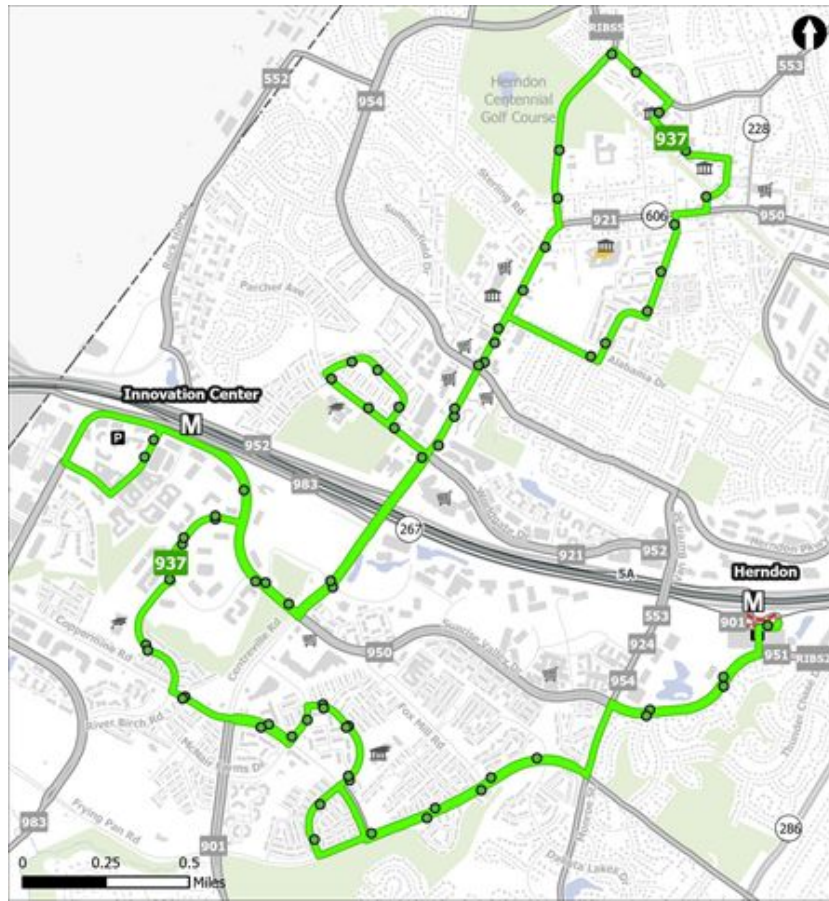
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday off-peak frequency to 30 mins
- Increase Saturday frequency to 30 mins

Route 937

Harbor House to Herndon Metro



- | | | | | |
|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> B Blue Line G Green Line O Orange Line R Red Line S Silver Line Y Yellow Line |

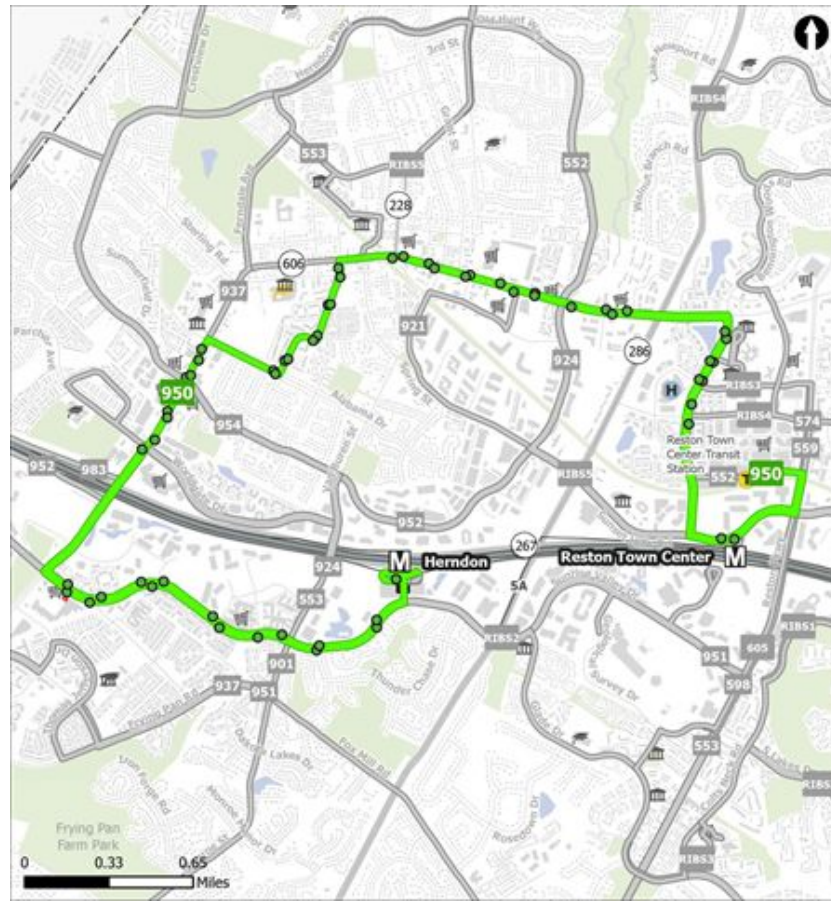
Overview	Class	Local
	Directions	Northbound / Southbound
	Via	Worldgate, Elden St, Innovation Center Metrorail Station
	Transfers Available	552, 553, 901, 921, 924, 950, 951, 952, 954, 983, RIBS2, RIBS5, Metrorail Silver, LCT
	Improvements	Shifted span of service, alignment change

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	07:58 AM to 05:38 PM		07:46 AM to 08:10 PM
Frequency (mins)		Peak	Limited Service		40
		Off-Peak	40		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 950

Reston Town Center Metro to Herndon Metro



- Planned Route**
 - Planned Stop
 - Planned Route
 - Other Planned and Existing Routes
- Existing Service**
 - Segment Served by Other Route(s)
 - - - Eliminated Segment
 - Metrobus Route
- Transit Facilities**
 - M Metro Station
 - Ⓜ Transit Center
 - P Park & Ride
 - Ⓜ Virginia Railway Express Station
- Points of Interest**
 - Ⓜ Government/Community Center
 - Ⓜ Hospital
 - Ⓜ High/Middle School
 - Ⓜ College
 - Ⓜ Other School
 - Ⓜ Shopping Center
- Metro Lines**
 - Blue Line
 - Green Line
 - Orange Line
 - Red Line
 - Silver Line
 - Yellow Line

Overview	Class	Local	IMPLEMENTED November 2022
	Directions	Westbound / Eastbound	
	Via	Worldgate, Elden St, Reston Hospital Center	
	Transfers Available	552, 553, 559, 574, 605, 901, 921, 924, 937, 951, 952, 954, 983, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver, LCT	
	Improvements	Increase Frequency	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	4:10 AM to 1:28 AM		6:00 AM to 1:28 AM
Frequency (mins)	Peak	15		20	30
	Off-Peak	20			

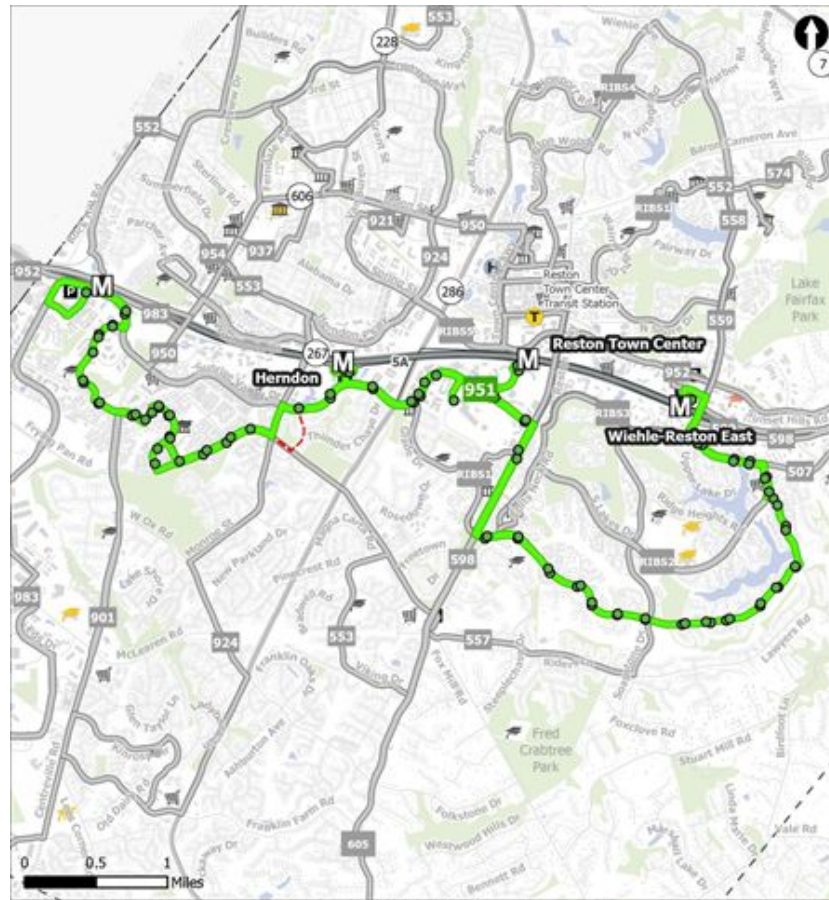
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday off-peak frequency to 15 mins

Route 951

Wiehle-Reston East Metro to Innovation Center Metro



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|--------------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | 🚏 Metro Station | 🏛️ Government/Community Center | 🟦 Blue Line |
| — Planned Route | --- Eliminated Segment | 🚏 Transit Center | 🏥 Hospital | 🟩 Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | 🚏 Park & Ride | 🎓 High/Middle School | 🟡 Orange Line |
| | | 🚏 Virginia Railway Express Station | 🎓 College | 🟪 Red Line |
| | | | 🎓 Other School | 🟩 Silver Line |
| | | | 🛍️ Shopping Center | 🟨 Yellow Line |

Overview	Class	Feeder	IMPLEMENTED November 2022
	Directions	Eastbound / Westbound	
	Via	Innovation Station Metro, Herndon Metro, Reston Town Center Metro, Wiehle Metro, Coppermine Road	
	Transfers Available	507, 552, 553, 557, 558, 559, 598, 599, 605, 901, 921, 924, 937, 950, 952, 954, 983, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver, LCT	
	Improvements	Increase Frequency, Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	6:00AM - 9:36AM / 4:00PM - 7:36PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	No Service		

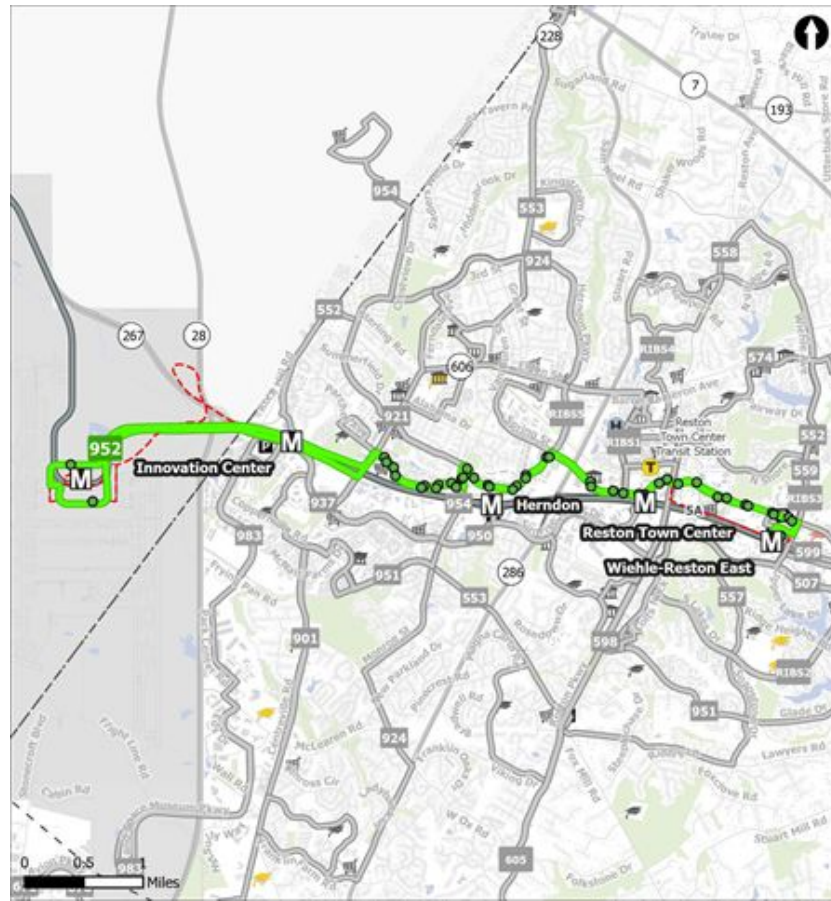
Potential Mid-Term or Long-Term Improvement(s)



- Add weekday off-peak service between 5:00 AM and 8:00 PM with frequency of 60 mins
- Add Saturday service from 8:00 AM to 7:00 PM with frequency of 60 mins

Route 952

Wiehle-Reston East Metro to Dulles Airport



- | | | | | |
|--|--|---|--|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> M Metro Station T Transit Center P Park & Ride VR Virginia Railway Express Station | <ul style="list-style-type: none"> G Government/Community Center H Hospital S High/Middle School C College O Other School SC Shopping Center | <ul style="list-style-type: none"> Blue Line Green Line Orange Line Red Line Silver Line Yellow Line |

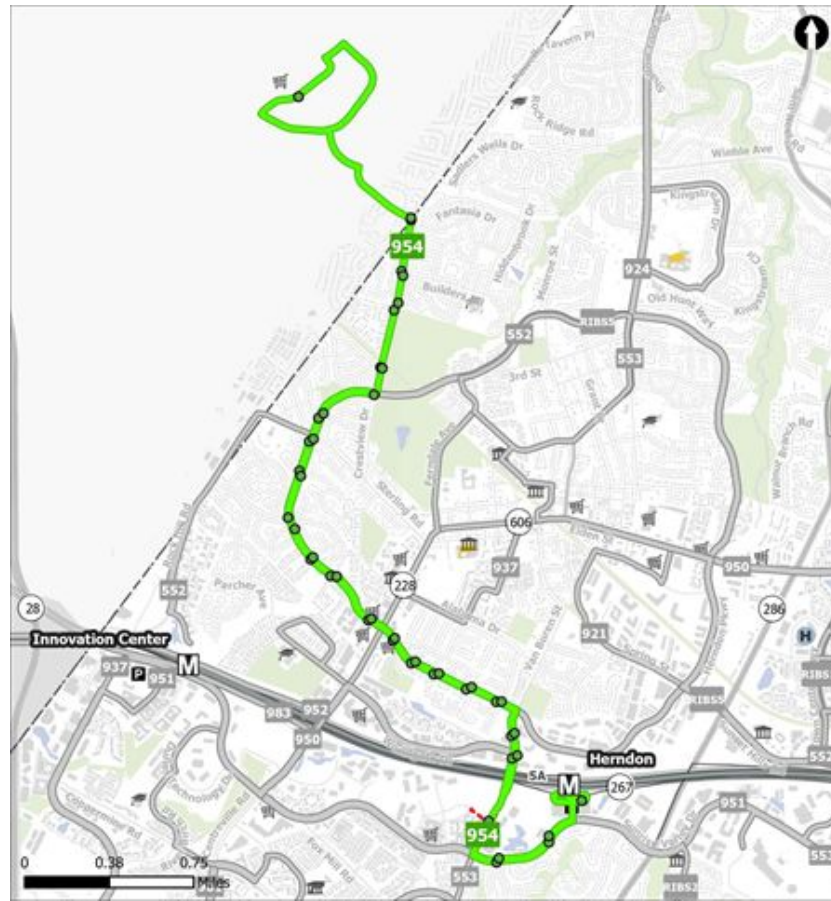
Overview	Class	Local	
	Directions	Westbound / Eastbound	
	Via	Reston Town Center Metro (North), Herndon Metro (North) Worldgate	
	Transfers Available	507, 552, 553, 557, 558, 559, 574, 598, 599, 605, 901, 921, 924, 937, 950, 951, 954, 983, RIBS1, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver, LCT	
	Improvements	Schedule adjustments to improve reliability, no change to existing levels of service	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:50 AM to 11:21 PM		06:30 AM to 11:21 PM
Frequency (mins)		Peak	20	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 954

Herndon Metro to Sterling Plaza



- | | | | | |
|-------------------------------------|------------------------------------|------------------------------------|-----------------------------|--------------------|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| ● Planned Stop | — Segment Served by Other Route(s) | M Metro Station | Government/Community Center | Blue Line |
| — Planned Route | --- Eliminated Segment | Ⓜ Transit Center | Hospital | Green Line |
| — Other Planned and Existing Routes | — Metrobus Route | P Park & Ride | High/Middle School | Orange Line |
| | | Ⓜ Virginia Railway Express Station | College | Red Line |
| | | | Other School | Silver Line |
| | | | Shopping Center | Yellow Line |

Overview	Class	Local	
	Directions	Southbound / Northbound	
	Via	Herndon Pkwy	
	Transfers Available	552, 553, 901, 921, 924, 937, 950, 951, 952, RIBS 2, Metrorail Silver	
	Improvements	New Route, Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 09:51 PM		07:00 AM to 08:51 PM
Frequency (mins)		Peak	30	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)
• No Change

Route 983

Dulles Airport to Air and Space Museum (Udvar-Hazy Center)



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) --- Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> Ⓜ Metro Station Ⓜ Transit Center Ⓜ Park & Ride Ⓜ Virginia Railway Express Station | <ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

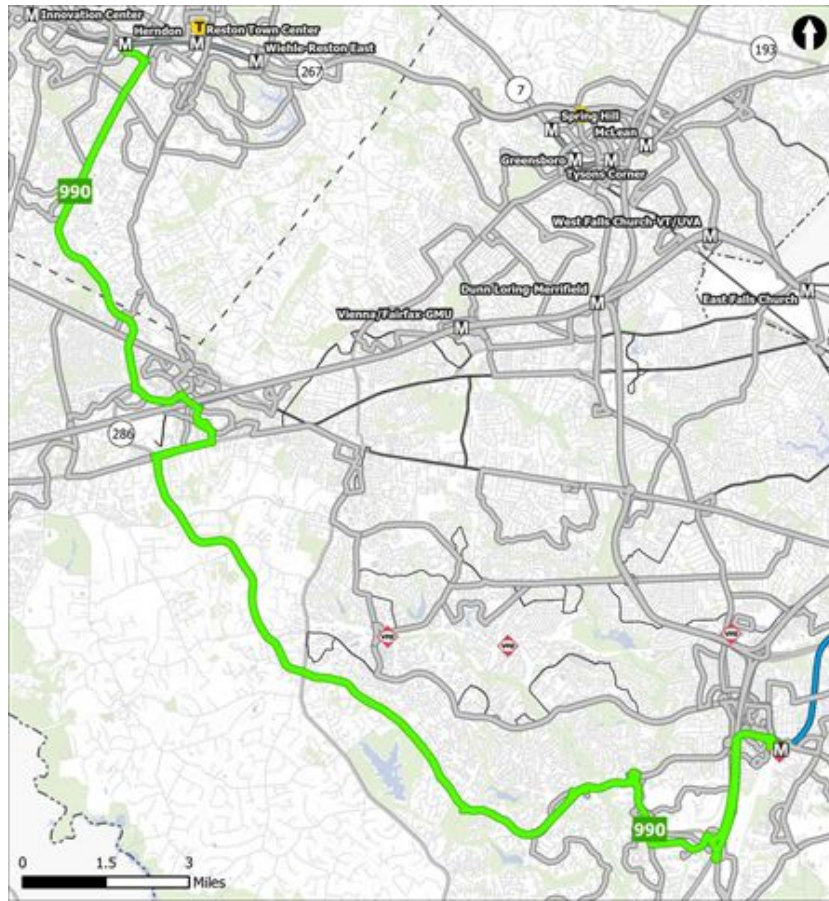
Overview	Class	Local	IMPLEMENTED November 2022
	Directions	Northbound / Southbound	
	Via	Air and Space Museum, Innovation Station Metro, Dulles Airport	
	Transfers Available	552, 901, 924, 937, 950, 951, 952, Metrorail Silver, LCT	
	Improvements	Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:45 AM to 07:20 PM		07:15 AM to 07:02 PM
Frequency (mins)		Peak	25 - 30	60	60
		Off-Peak	60		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route 990 (Long-term)

Herndon Metro - Franconia Springfield Metro & VRE Station



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

Overview	Class	Cross County
	Directions	Northbound/Southbound
	Via	Fairfax County Pkwy/Rt 286, Fort Belvoir North, I-95
	Transfers Available	231, 232, 301, 305, 310, 313, 315, 321, 334, 335, 340, 341, 350, 351, 352, 353, 371, 393, 394, 395, 400X, 401, 402, 494, 553, 605, 610, 615, 622, 625, 630, 651, 660, 662, 663, 670, 671, 672, 681, 699, 901, 924, 937, 950, 951, 952, 954, RIBS 2, Metrorail Silver, Blue, Metrobus 1C, 2B, VRE
	Improvements	New service between Herndon Metro station and Franconia-Springfield Metro & VRE Station

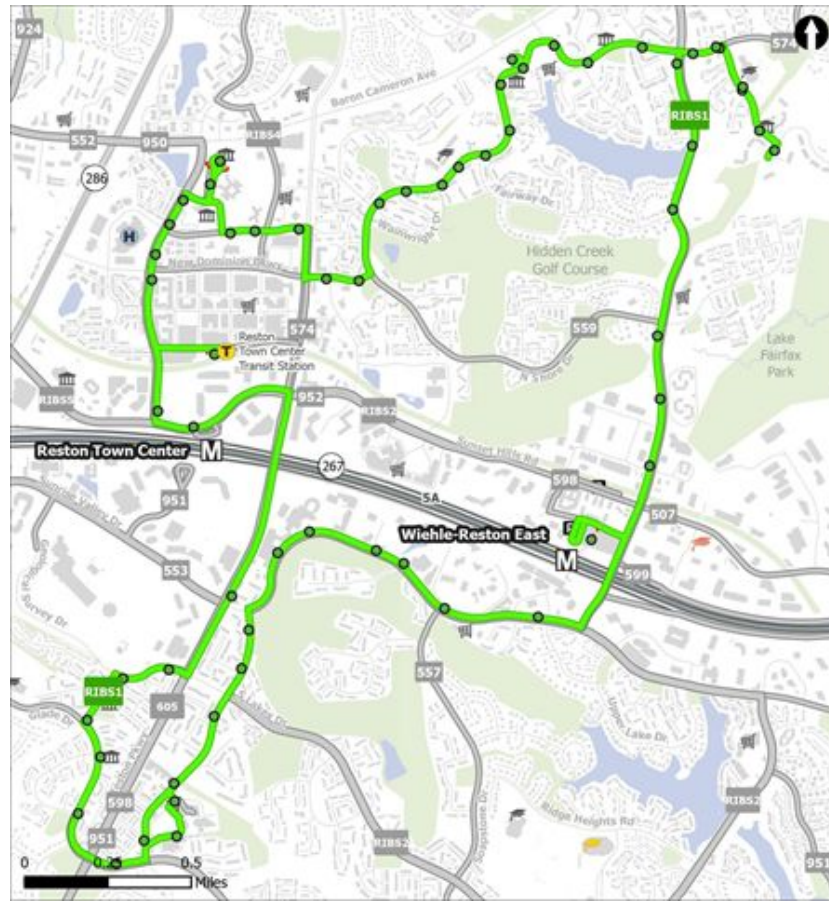
Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	06:00 AM to 07:00 PM		No Service
Frequency (mins)		Peak	20	No Service	No Service
		Off-Peak	30		

Potential Mid-Term or Long-Term Improvement(s)

- New express route between Herndon Metro Station and Franconia-Springfield Metro/VRE Station via Fairfax County Parkway
- Operate on weekdays from 6:00 AM to 7:00 PM with peak frequency of 20 and off-peak frequency of 30

Route RIBS 1

Reston Town Center Transit Station to Wiehle-Reston East Metro



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) — Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> Ⓜ Metro Station Ⓜ Transit Center Ⓜ Park & Ride Ⓜ Virginia Railway Express Station | <ul style="list-style-type: none"> Ⓜ Government/Community Center Ⓜ Hospital Ⓜ High/Middle School Ⓜ College Ⓜ Other School Ⓜ Shopping Center | <ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |

Overview	Class	Feeder	IMPLEMENTED November 2022
	Directions	Circulator	
	Via	Lake Anne, Cedar Ridge, Wiehle-Reston East (North), Sunrise Valley Dr, Hunter Woods, Reston Town Center Metro (North)	
	Transfers Available	507, 552, 553, 557, 558, 559, 574, 598, 599, 605, 950, 951, 952, RIBS2, RIBS3, RIBS4, RIBS5, Metrorail Silver, LCT	
	Improvements	Increase Frequency	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:10 AM to 12:47 AM		06:10 AM to 12:57 AM
Frequency (mins)		Peak	25	20	30
		Off-Peak	25		

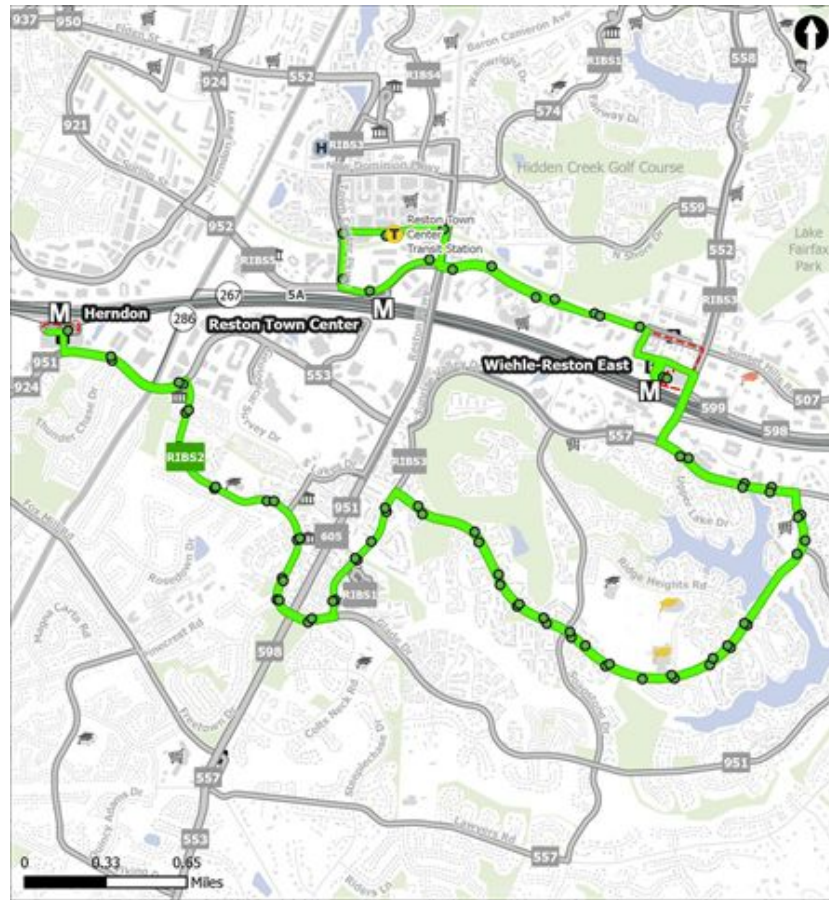
Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday peak and off-peak frequency to 20 mins

Route RIBS 2

Reston Town Center Transit Center to Herndon Metro



- Planned Route**
 - Planned Stop
 - Planned Route
 - Other Planned and Existing Routes
- Existing Service**
 - Segment Served by Other Route(s)
 - - - Eliminated Segment
 - Metrobus Route
- Transit Facilities**
 - M Metro Station
 - T Transit Center
 - P Park & Ride
 - VR Virginia Railway Express Station
- Points of Interest**
 - H Government/Community Center
 - H Hospital
 - S High/Middle School
 - C College
 - S Other School
 - W Shopping Center
- Metro Lines**
 - Blue Line
 - Green Line
 - Orange Line
 - Red Line
 - Silver Line
 - Yellow Line

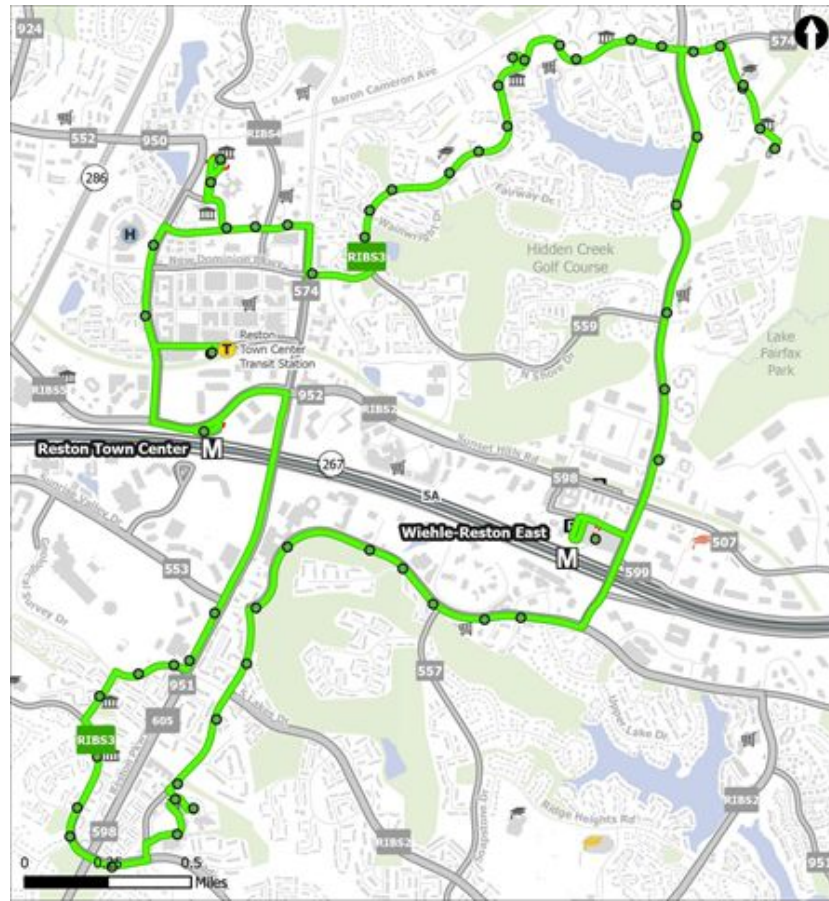
Overview	Class	RIBS	IMPLEMENTED November 2022
	Directions	Eastbound/Westbound	
	Via	Wiehle-Reston East Metro (North), South Lakes Village Center, South Lakes HS, Hunter Woods	
	Transfers Available	507, 552, 553, 557, 558, 559, 574, 598, 599, 605, 901, 921, 924, 937, 950, 951, 952, 954, RIBS1, RIBS3, RIBS4, RIBS5, Metrorail Silver	
	Improvements	Increase Frequency, Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	04:25 AM to 12:47 AM		06:00 AM to 12:48 AM
Frequency (mins)		Peak	20	30	30
		Off-Peak	30		

Potential Mid-Term or Long-Term Improvement(s)	
<ul style="list-style-type: none"> • No Change 	

Route RIBS 3

Reston Town Center Transit Center to Herndon Metro



- | | | | | |
|--|--|--|---|--|
| Planned Route | Existing Service | Transit Facilities | Points of Interest | Metro Lines |
| <ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | <ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | <ul style="list-style-type: none"> 🚇 Metro Station 🚏 Transit Center 🚶 Park & Ride 🚊 Virginia Railway Express Station | <ul style="list-style-type: none"> 🏛️ Government/Community Center 🏥 Hospital 🎓 High/Middle School 🎓 College 🎓 Other School 🛍️ Shopping Center | <ul style="list-style-type: none"> 🟡 Blue Line 🟢 Green Line 🟠 Orange Line 🔴 Red Line 🟤 Silver Line 🟡 Yellow Line |

Overview	Class	RIBS	IMPLEMENTED November 2022
	Directions	Loop	
	Via	Reston Town Center Metro (North), Hunter Woods, Sunrise Valley Dr, Wiehle-Reston East (North), Cedar Ridge, Lake Anne	
	Transfers Available	507, 552, 553, 557, 558, 559, 574, 598, 599, 605, 950, 951, 952, RIBS1, RIBS2, RIBS4, RIBS5, Metrorail Silver, LCT	
	Improvements	Increase Frequency	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:10 AM to 12:46 AM		06:10 AM to 12:54 AM
Frequency (mins)		Peak	25	20	30
		Off-Peak	25		

Potential Mid-Term or Long-Term Improvement(s)



- Increase weekday peak and off-peak frequency to 20 mins

Route RIBS 4

Reston Town Center TS to Herndon Metro



- Planned Route**
 - Planned Stop
 - Planned Route
 - Other Planned and Existing Routes
- Existing Service**
 - Segment Served by Other Route(s)
 - Eliminated Segment
 - Metrobus Route
- Transit Facilities**
 - Metro Station
 - Transit Center
 - Park & Ride
 - Virginia Railway Express Station
- Points of Interest**
 - Government/Community Center
 - Hospital
 - High/Middle School
 - College
 - Other School
 - Shopping Center
- Metro Lines**
 - Blue Line
 - Green Line
 - Orange Line
 - Red Line
 - Silver Line
 - Yellow Line

Overview	Class	RIBS	
	Directions	Circulator	
	Via	Reston Town Center Transit Station, Bennington Woods Rd, Lake Newport Rd	
	Transfers Available	552, 553, 558, 559, 574, 605, 950, 951, 952, RIBS1, RIBS2, RIBS3, RIBS5, Metrorail Silver, RIBS 4	
	Improvements	Increase Frequency, Provide New Connections	

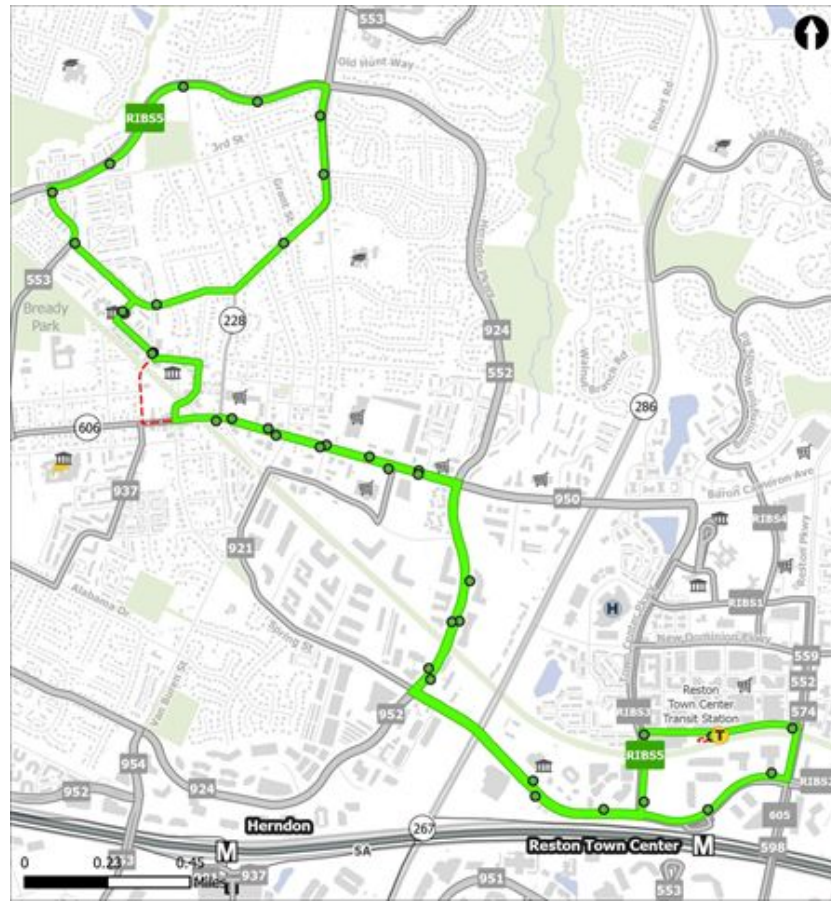
Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:12 AM to 11:19 PM		06:52 AM to 09:19 PM
Frequency (mins)	Peak	20		40	40
	Off-Peak	40			

Potential Mid-Term or Long-Term Improvement(s)

- Increase weekday off-peak and weekend frequency to 30 mins

Route RIBS 5

Reston Town Center Transit Station to North Herndon



- | | | | | |
|--|---|---|--|--|
| Planned Route
<ul style="list-style-type: none"> ● Planned Stop — Planned Route — Other Planned and Existing Routes | Existing Service
<ul style="list-style-type: none"> — Segment Served by Other Route(s) - - - Eliminated Segment — Metrobus Route | Transit Facilities
<ul style="list-style-type: none"> Metro Station Transit Center Park & Ride Virginia Railway Express Station | Points of Interest
<ul style="list-style-type: none"> Government/Community Center Hospital High/Middle School College Other School Shopping Center | Metro Lines
<ul style="list-style-type: none"> — Blue Line — Green Line — Orange Line — Red Line — Silver Line — Yellow Line |
|--|---|---|--|--|

Overview	Class	RIBS	IMPLEMENTED November 2022
	Directions	Westbound/Eastbound	
	Via	Reston Town Center Metro (North), Elden St, Herndon Senior Center	
	Transfers Available	552, 553, 559, 574, 605, 921, 924, 937, 950, 951, 952, RIBS1, RIBS2, RIBS3, RIBS4, Metrorail Silver, LCT	
	Improvements	Provide New Connections	

Level of Service	Proposed Route	Weekday		Saturday	Sunday
		Service Hours	05:30 AM to 11:24 PM		07:00 AM to 09:09 PM
Frequency (mins)		Peak	45	45	45
		Off-Peak	45		

Potential Mid-Term or Long-Term Improvement(s)

Frequency

Non-Rush Hours

Rush Hours

Saturday

Sunday

Weekday

- Increase weekday and weekend frequency to 30 mins



Appendix F
TSP Public Outreach Summary



Fairfax County conducted numerous community and stakeholder engagement activities to inform the TSP. This is in addition to the 2018-2019 Market Survey, 2019 On-Board survey, and multiple rounds of public engagement conducted for the Bus Service Review Studies. Activities specific to the TSP development effort included:

- Three (3) virtual public meetings and survey in Winter 2021. The survey gathered responses from 2,871 individuals including 1,143 comments.
- Two (2) virtual public meetings and survey in Spring 2022. The survey gathered responses from 1,114 individuals including 1,287 comments.
- Four (4) stakeholder meetings with business and community organizations (2 in Winter 2021 and 2 in Spring 2022).
- Two (2) Technical Advisory Group meetings with internal Fairfax County and external neighboring transit system stakeholders (City of Fairfax CUE, OmniRide, DASH, Loudoun County Transit, Arlington Transit, and WMATA).

This appendix contains summaries of the Winter 2021 and Spring 2022 public outreach for the TSP.



WINTER 2021 PUBLIC OUTREACH SUMMARY

1. Survey Overview and Promotion

This round of public outreach for the Fairfax County Transit Strategic Plan (TSP) consisted of three virtual public meetings, an online survey, and two virtual community stakeholder meetings. This document provides a summary of the public input received via the online survey, but serves as one of several sources for public input on Fairfax Connector service. The survey was developed using SurveyMonkey, a company that specializes in simple online public engagement surveys. The purpose of the survey was to gauge community preferences and priorities to assist Fairfax County in validating the vision and goals for Fairfax Connector bus service and evaluating the transit system for future improvements. The survey was available in English and in Spanish translation, and input could also be provided by e-mail, phone, and mail. The survey was comprised of three sections: (1) how frequent, occasional, and non-rider respondents travel, (2) opportunities for improvements, (3) optional demographic information of respondents. Responding to each section was optional, and participants were not required to answer each question. Many of the survey questions asked for respondents to consider their travel behaviors prior to COVID-19 when answering, but respondents were also asked to give their impressions of service when thinking about the future. This online survey was available to the public from December 30, 2020 to February 19, 2021, and was published concurrently with three virtual public meetings that occurred on January 12-14, 2021.

Community stakeholders were also engaged through two meetings that followed a similar format to the online public meetings. Stakeholder meetings were held on Monday, January 11, 2021 and Friday, January 15, 2021—one with business stakeholder and another with community organizations. A summary of these meetings is included in **Attachment B**.

The survey was promoted via the following platforms by Fairfax County Department of Transportation (FCDOT):

- Fairfax County direct mail flyers translated in 10 languages
- Study website – a link to the survey was posted on the study website
- Press release to local/regional media
- Text/email Fairfax Alerts and BusTracker Alerts to subscribers
- Social media campaign – Facebook, Twitter

The survey is one of several sources of public input for the TSP. Previous survey efforts, namely the 2018-2019 Market Survey and 2019 On-Board survey, are also used as input. The last page of this document contains a comparison table of these three surveys to show how they align or differ for similar questions.



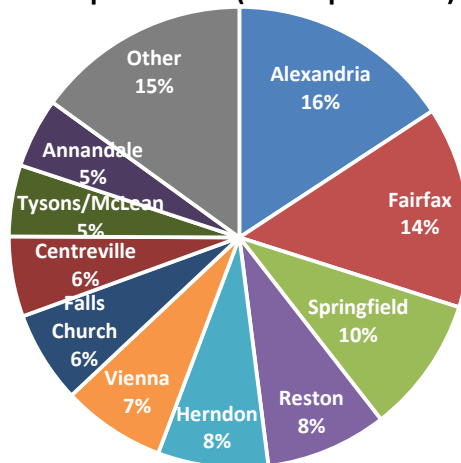
2. Survey Responses and Respondent Characteristics

In total, the survey received 2,901 submissions. The English survey had 2,871 total responses while the Spanish survey had 30 responses. The survey received 158 responses where two or more responses shared the same IP address. These responses were reviewed (response demographic information, response date, response time, and answers to various questions) and retained because of the varying answers that were provided, especially those pertaining to demographic information. It was assumed that people from the same household may have used the same computer or respondents used public computers. The results from this survey are not statistically based and may differ from the market and on-board surveys. This survey was open to all members of the community that wished to provide input.

Participants by Home Location

Out of the 2,901 survey participants, 2,880 provided their home zip codes. These respondents included 88 unique zip codes. About 99.4 percent of the total 2,880 responses were from Virginia and the rest lived in DC and Maryland. Out of the total responses, 58 percent lived in Fairfax County. The chart and table below show the ten most common localities that were associated with the zip code responses. The “Other” category represents home zip locations not in the top ten locations. For example, Burke, Lorton, Oakton, Chantilly, Great Falls, and 24 more locations. The map below shows survey responses received by home zip code. The red areas on this map represent zip codes with a larger number of responses. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.** Additional cross tabulation of user types are included in **Attachment A**.

Participant Home (All Respondents)



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

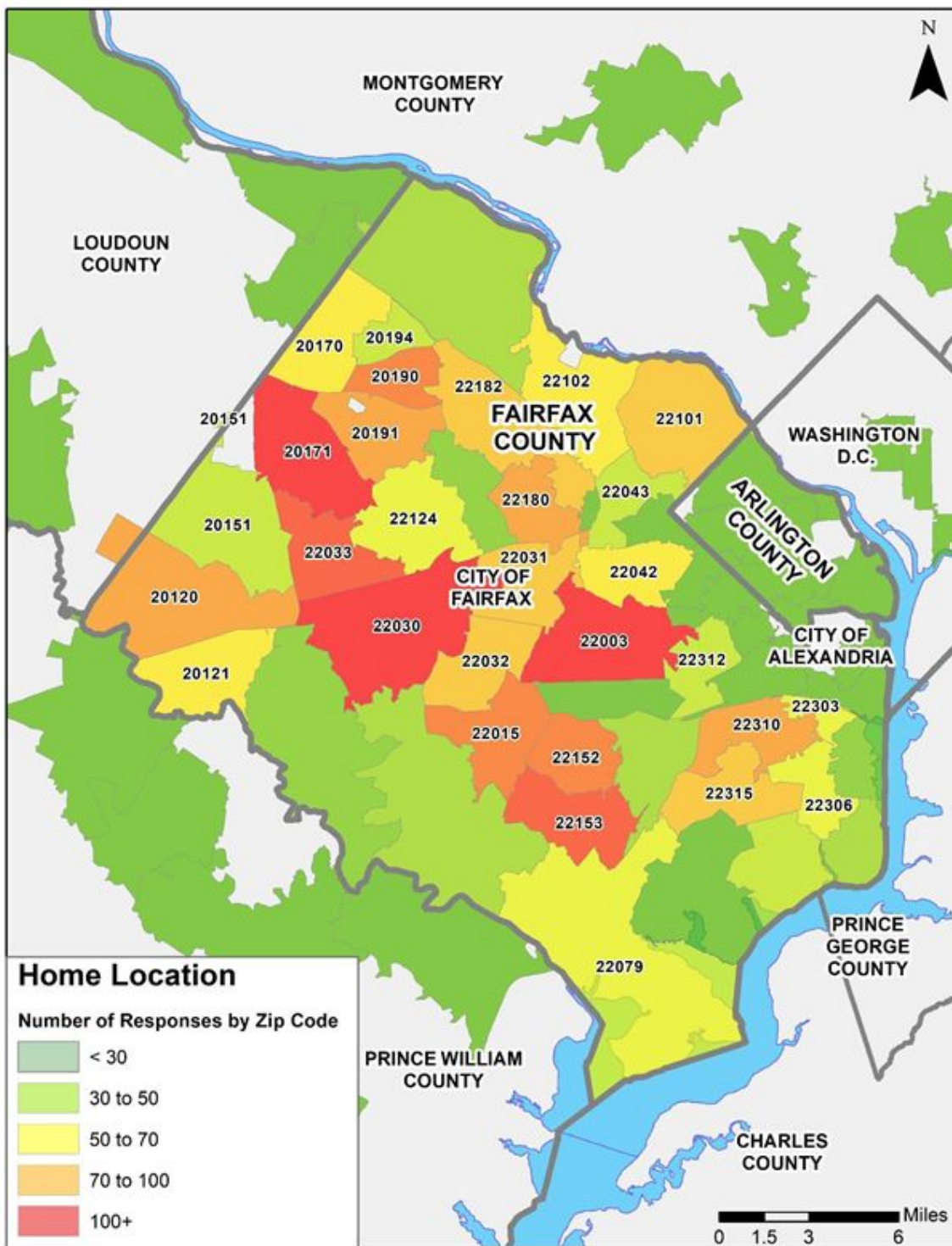
Winter 2021 Public Outreach Summary



Home Location Zip Code	Count of Responses	% of Responses
Alexandria	454	16%
Fairfax	407	14%
Springfield	276	10%
Reston	245	8%
Herndon	223	8%
Vienna	209	7%
Falls Church	186	6%
Centreville	162	6%
Tysons/McLean	144	5%
Annandale	141	5%
Other	433	15%
Total	2,880	100%

FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary





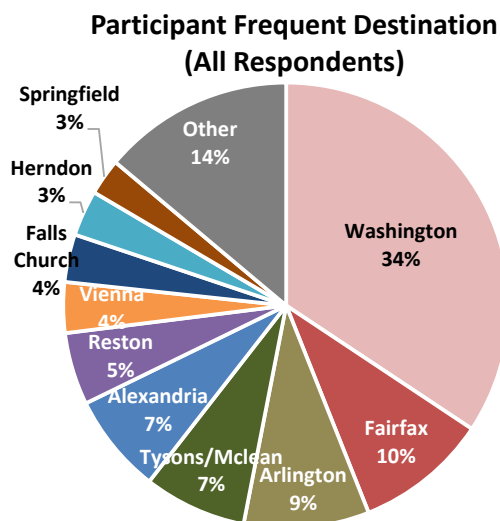
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Winter 2021 Public Outreach Summary

Participants by Destination Zip Code

Out of the 2,901 survey participants, 2,802 provided their frequent destination zip code. This zip code represented the most frequent place that people travel to such as work or school. These respondents included 266 unique zip codes. Overall, 53 percent of the total respondents travel to a destination outside of Fairfax County. The chart and table below show the ten most common localities that were associated with the zip code responses. The “Other” category represents destinations not in the top ten locations. For example, Annandale, Chantilly, Sterling, Burke, and 57 more locations. The map below shows survey responses received by destination zip code. The two red areas with the most responses on this map include a large portion of Tysons in 22102 and George Mason University, Fairfax City, and Fairfax Center in 22030.

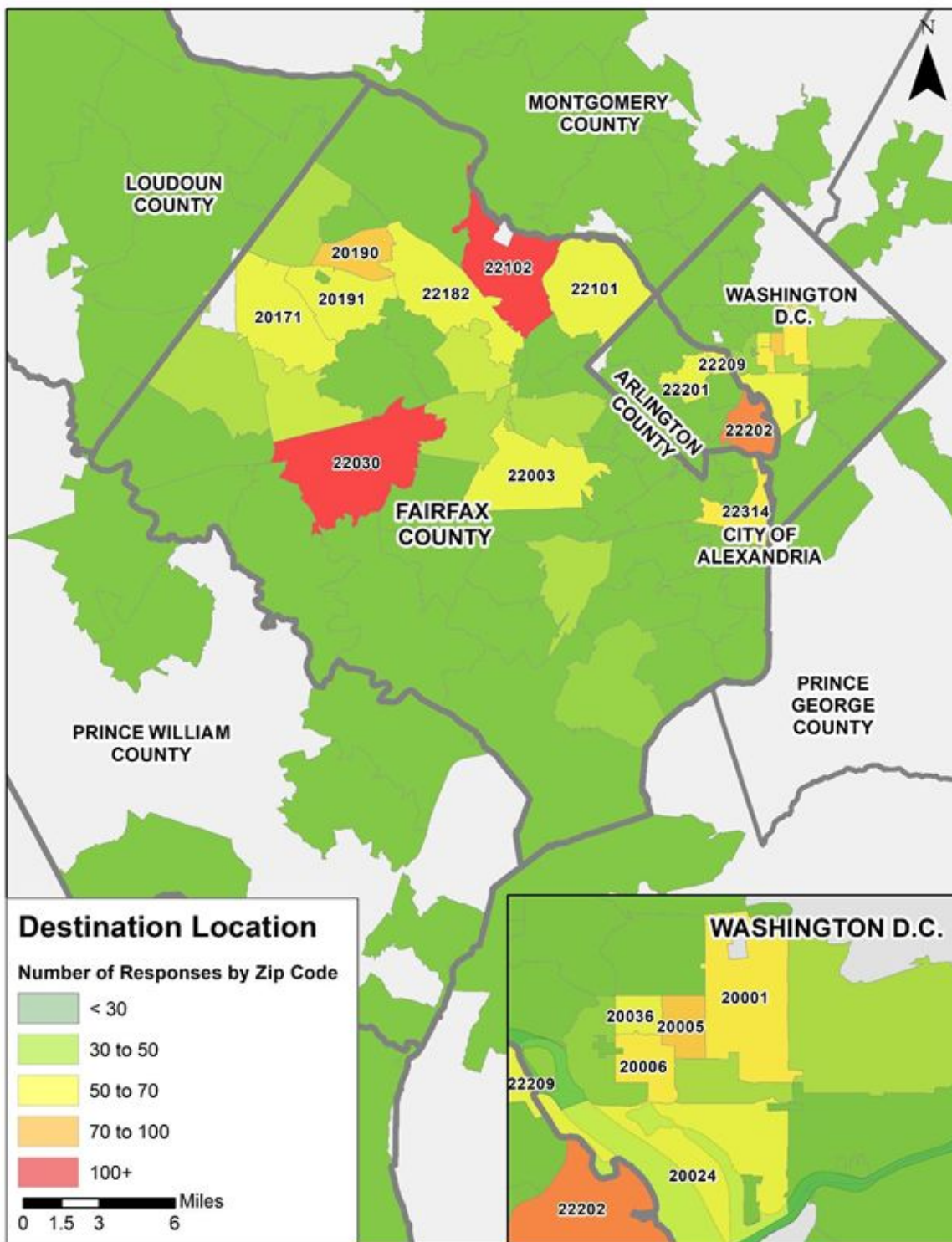
These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders. Additional cross tabulation of user types are included in **Attachment A**.



Destination Location	Count of Responses	% of Responses
Washington	962	34%
Fairfax	270	10%
Arlington	255	9%
Tysons/McLean	209	7%
Alexandria	203	7%
Reston	147	5%
Vienna	103	4%
Falls Church	97	3%
Herndon	93	3%
Springfield	74	3%
Other	389	15%
Total	2,802	100%

FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary



Top Travel Flows of Frequent Connector Riders

The table below shows the top travel flows of the survey respondents that provided home and frequent destination zip codes, and that are considered frequent Connector riders by riding the bus at least once a week. Similar to the frequent destination section above, Washington is the major trip attractor from various areas of Fairfax County. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**

Home Location	Destination Location	Count of Responses	% of Responses
Alexandria	Washington	80	8%
Springfield	Washington	67	7%
Fairfax	Washington	58	6%
Herndon	Washington	48	5%
Centreville	Washington	42	4%
Reston	Washington	41	4%
Alexandria	Alexandria	40	4%
Fairfax	Fairfax	31	3%
Vienna	Washington	27	3%
Springfield	Arlington	25	3%
Other Origin-Destination Combinations		509	53%
Total		968	100%

The following table is a cross-tabulation of travel flow (e.g., internal or external to Fairfax County) by frequency of Fairfax Connector use. It shows the most common trip is either travel to outside of Fairfax County from a home location within the county or travel between two locations within the county.

Home Location	Destination Location	All Respondents	Frequent Riders	Occasional Riders	Non-Riders
<u>Inside</u> Fairfax County	<u>Outside</u> Fairfax County	1,462 (52%)	644 (66%)	431 (49%)	387 (41%)
<u>Inside</u> Fairfax County	<u>Inside</u> Fairfax County	1,262 (45%)	299 (31%)	439 (49%)	524 (56%)
<u>Outside</u> Fairfax County	<u>Outside</u> Fairfax County	42 (2%)	18 (2%)	9 (1%)	15 (2%)
<u>Outside</u> Fairfax County	<u>Inside</u> Fairfax County	34 (1%)	7 (1%)	13 (1%)	14 (1%)
Total		2,800 (100%)	968 (100%)	892 (100%)	940 (100%)

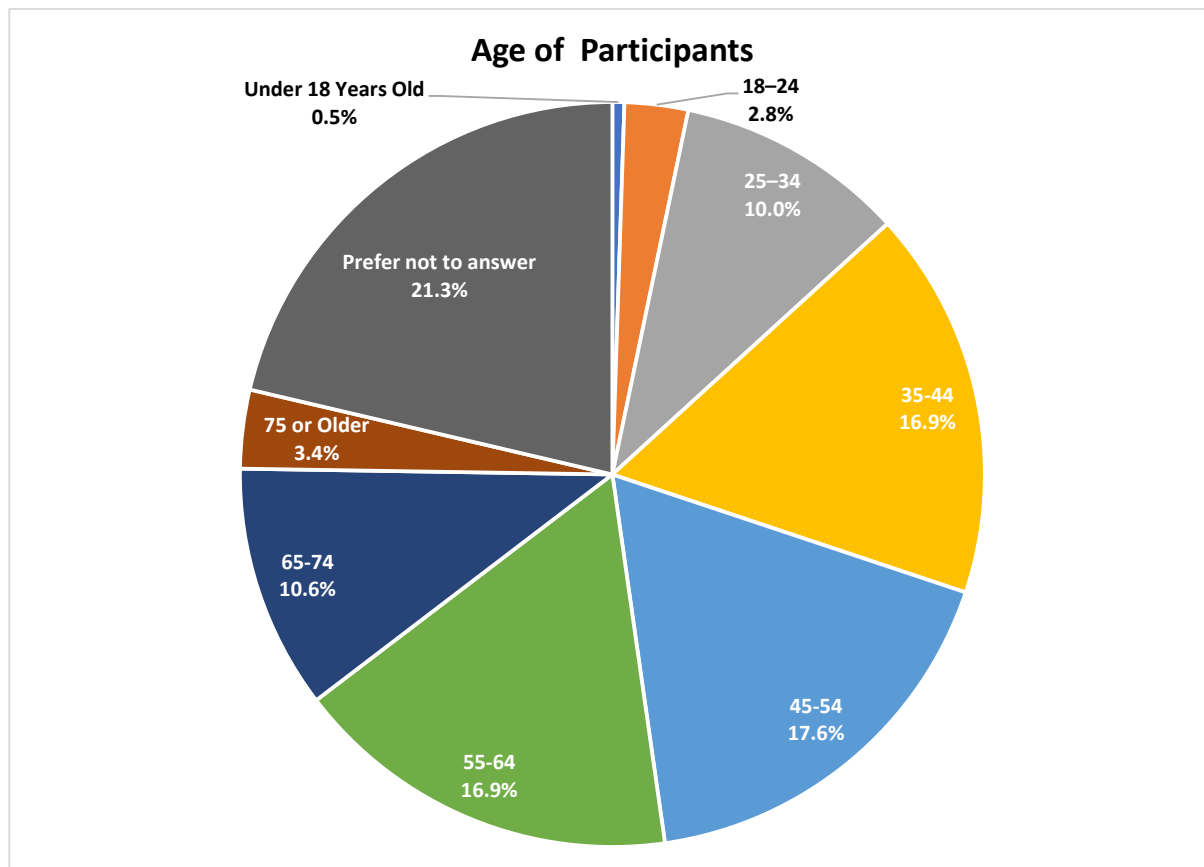
FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary



Participants by Age

Out of the 2,901 survey participants, there were 2,282 respondents who provided their age range. The majority of the respondents were between the ages of 35 to 64. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**



Age Range	Total Count	Percent of Responses
Under 18 Years Old	15	0.5%
18-24	80	2.8%
25-34	289	10.0%
35-44	490	16.9%
45-54	511	17.6%
55-64	490	16.9%
65-74	308	10.6%
75 or Older	99	3.4%
Prefer not to answer	619	21.3%
TOTALS	2,901	100.0%

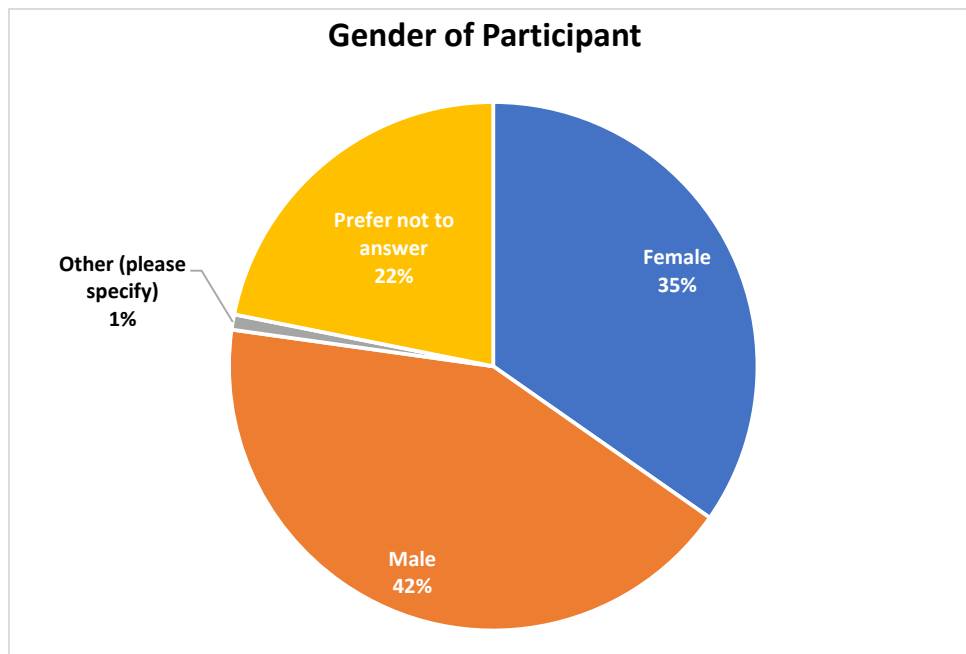
FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary



Participants by Gender

Out of the 2,901 survey participants, there were 2,267 respondents who provided their gender, as summarized in the chart and table below. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**



Gender	Total Count	Percent of Responses
Female	1,007	35%
Male	1,233	43%
Other	27	1%
Prefer not to answer	634	22%
TOTAL	2,901	100%

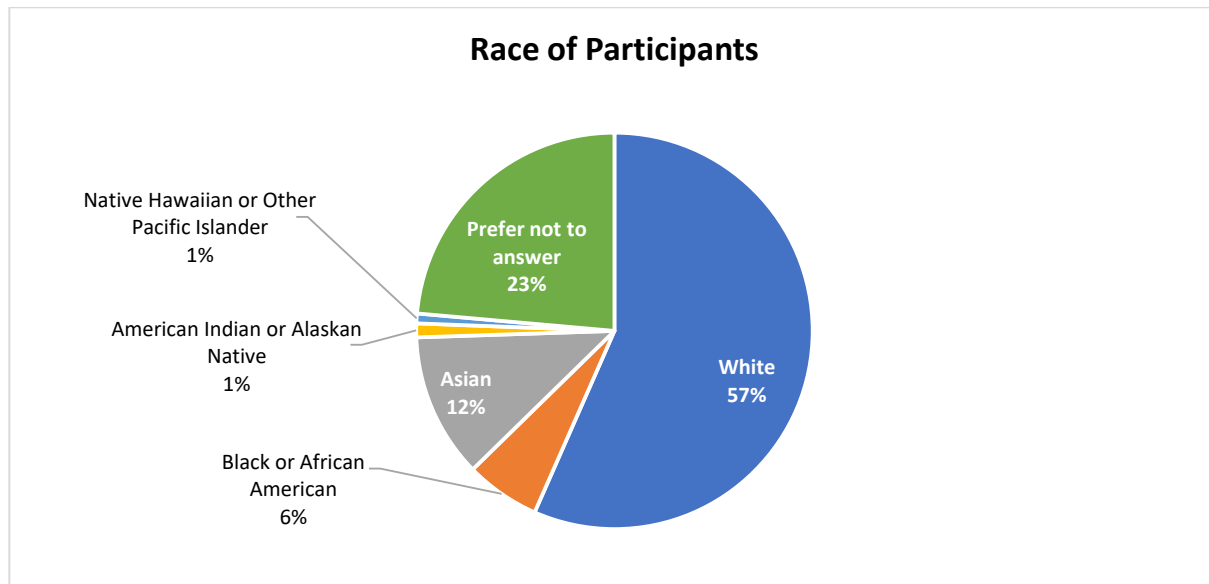
FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary



Participants by Race

Out of the 2,901 survey participants, there were 2,191 respondents who provided their race. Respondents were able to identify by more than one type of races, resulting in 3,009 different responses. Additionally, 218 respondents identified themselves as Hispanic or Latino origin. Race is summarized in the chart and table below. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**



Race	Total Count	Percent of Responses
White or Caucasian	1,703	57%
Black or African American	183	6%
Asian or Pacific Islander	355	12%
American Indian or Alaskan Native	34	1%
Native Hawaiian or Other Pacific Islander	24	<1%
Prefer not to answer	710	24%
TOTALS	3,009	100%

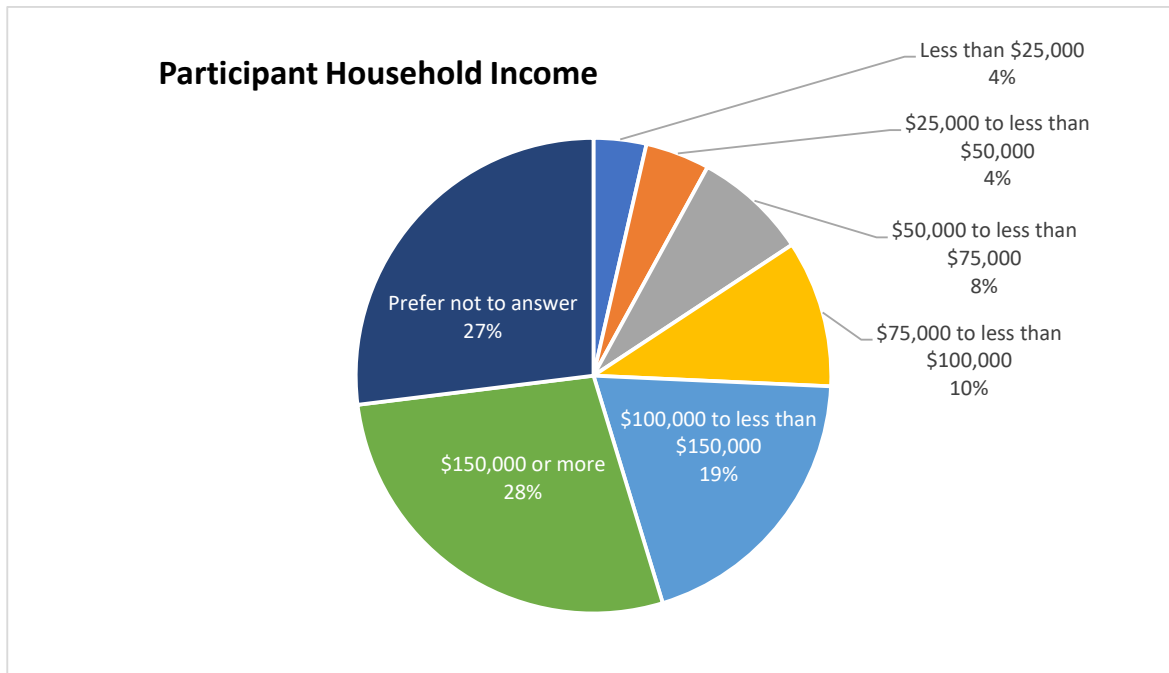
FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary



Participants by Household Income

Out of the 2,901 survey participants, there were 2,121 respondents who provided their household income, as summarized in the chart and table below. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**



Household Income	Total Count	Percent of Responses
Less than \$25,000	104	4%
\$25,000 to less than \$50,000	127	4%
\$50,000 to less than \$75,000	225	8%
\$75,000 to less than \$100,000	290	10%
\$100,000 to less than \$150,000	568	19%
\$150,000 or more	805	28%
Prefer not to answer	782	27%
TOTALS	2,901	100%



3. Survey Responses

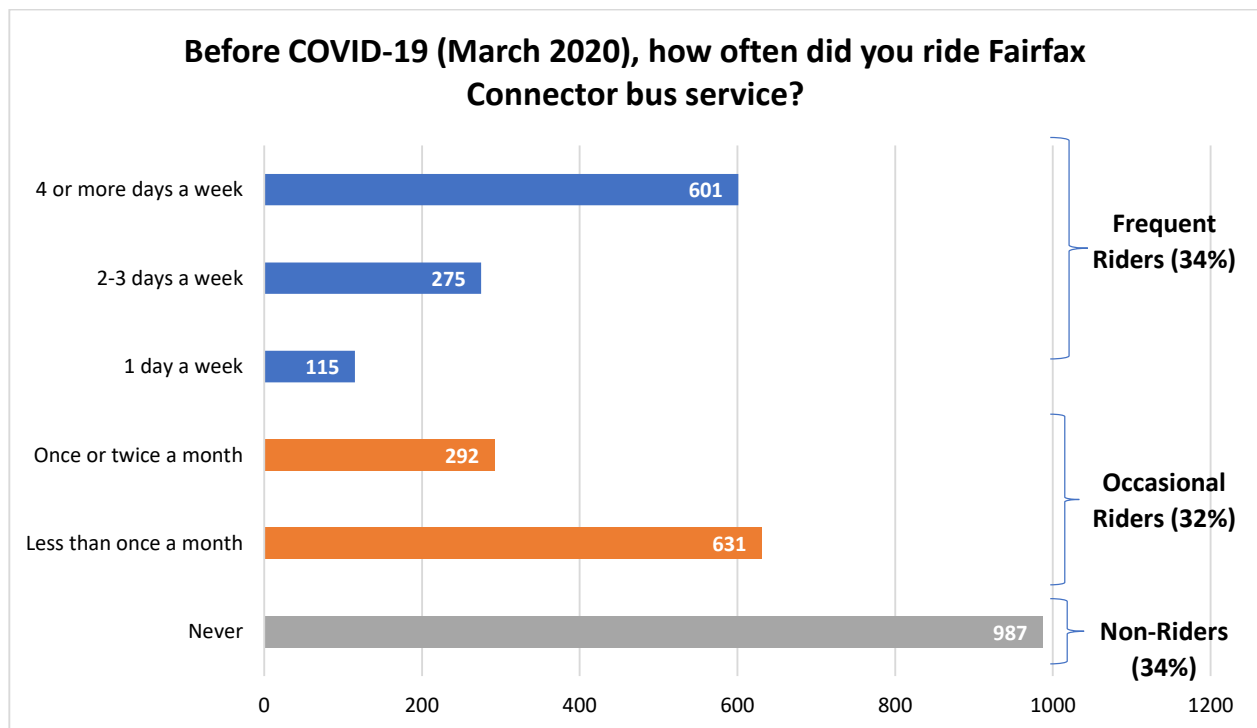
The following section details the responses received to each question of the survey. Conclusions may be drawn from this data by comparing frequent, occasional, and non-rider responses. This approach to segmenting responses was used over alternative approaches such as segmenting by household income or race because of the optional nature of the demographic questions.

Where applicable, survey responses are compared against findings from the 2018-2019 Countywide Survey (market survey) and 2019 Fairfax Connector Origin Destination Survey (on-board survey).

Current and Future Travel Patterns

Current Travel Frequency

For this analysis, frequent riders were defined as those who rode the bus at least one day a week. Occasional riders were defined as people who rode once or twice a month or less than once a month. Out of the 2,901 responses, there were about 991 frequent riders, 923 occasional riders, and 987 non-riders—roughly equal percentages in each customer segment.



Comparison to Previous Market and On-Board Surveys

- Market survey had a total of 2,624 respondents
- On-board survey had a total of 3,672 respondents



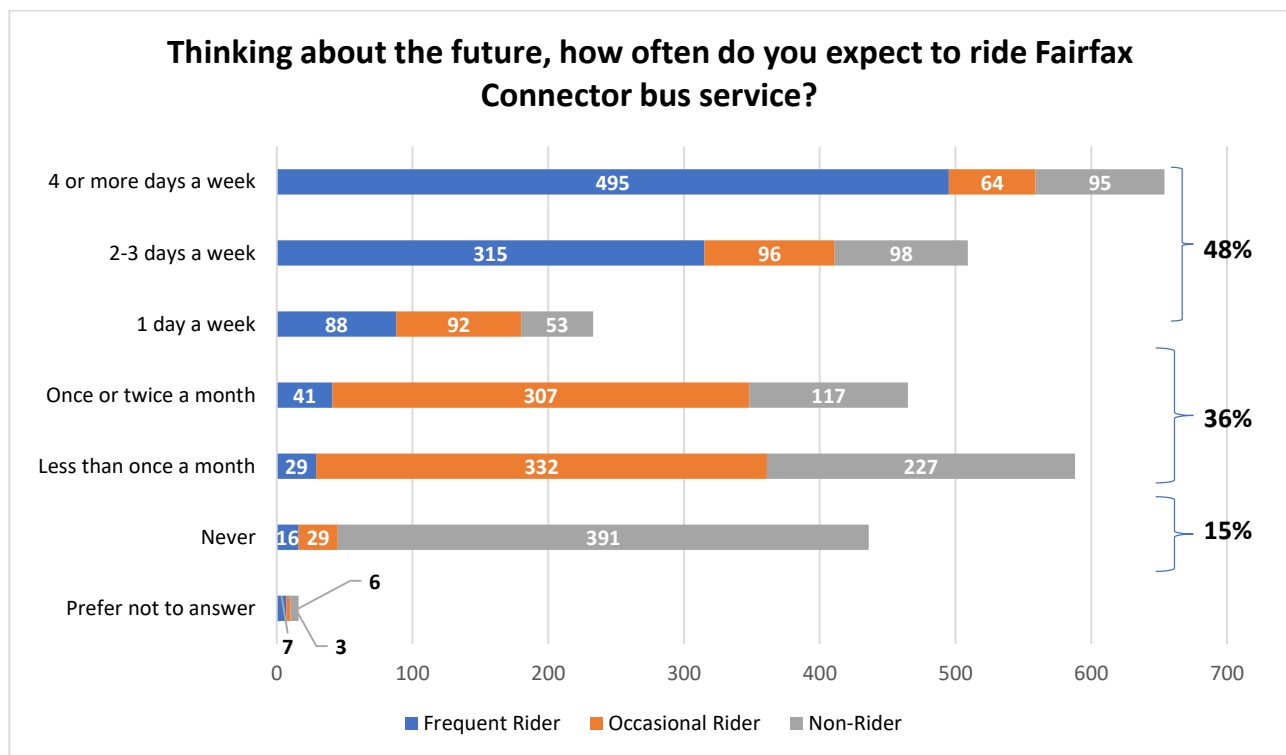
FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Winter 2021 Public Outreach Summary

- Market survey found that 66 percent (approximately 1,732 riders) of Fairfax County residents had never ridden a Fairfax Connector, 27 percent (approximately 708 riders) were occasional riders that have ridden a Fairfax Connector, but not in the last 30 days, and 7 percent (approximately 184 riders) were frequent riders who have ridden a Fairfax Connector bus in the past 30 days. The majority of market survey respondents were residents who never rode Fairfax Connector
- On-board survey was conducted on bus trips making all respondents occasional or frequent riders

Future Travel Frequency

Based on the survey results, respondents expect to ride Fairfax Connector bus services more often in the future as shown by the percentages in the chart below compared to the one the previous page. There were 1,396 total responses that indicated they would be frequent riders in the future, and 1,053 responses that indicated they would be occasional riders. About 550 total respondents who currently do not ride the bus expect they would ride the bus more often in the future.



Comparison to Previous Market and On-Board Surveys

- Market survey showed that 35 percent of Fairfax County residents indicated they will use the Fairfax Connector, with 8 percent saying they will ride at least weekly in the future
 - Out of current riders, market survey showed that 13% will use the Fairfax Connector less frequently, and 60 percent will use the bus and more frequently

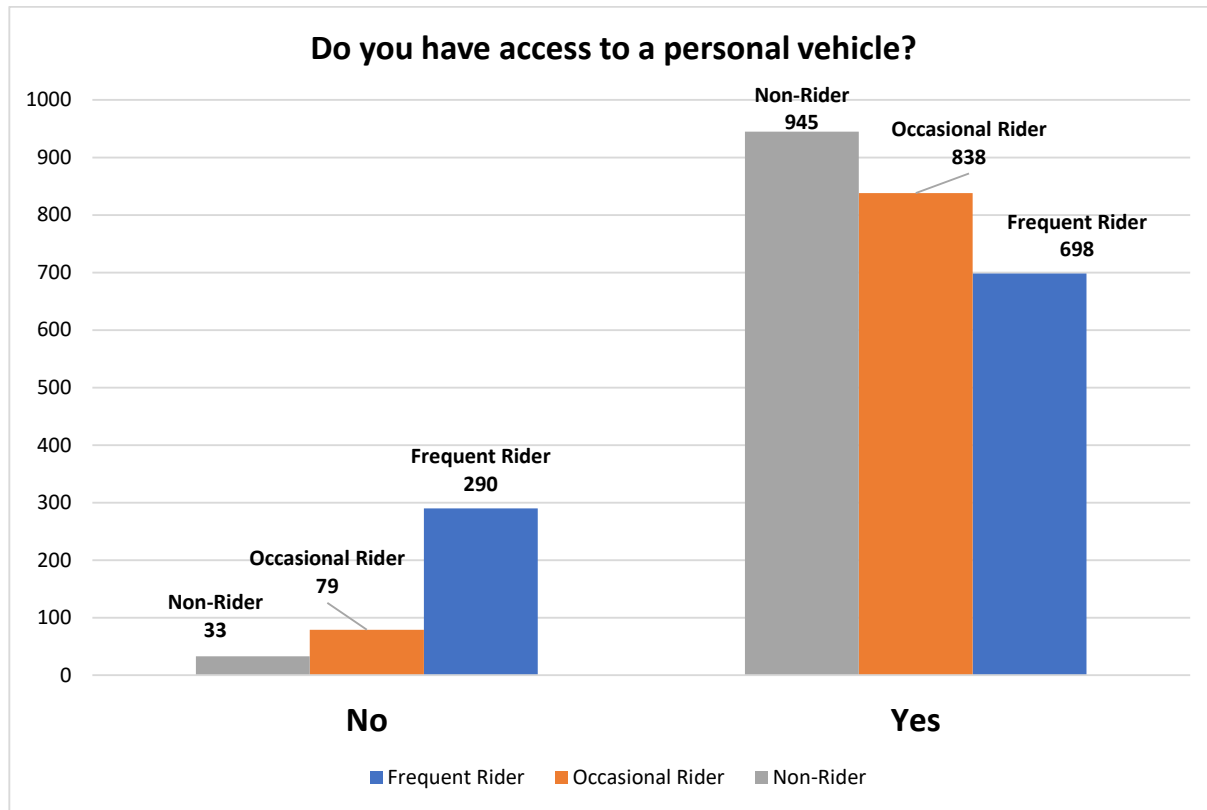
FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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Access to Personal Vehicle

About 86 percent of respondents have access to a personal vehicle. About 30 percent of the frequent riders do not have access to a personal vehicle. **These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**



Comparison to Previous Market and On-Board Surveys

- Market survey found that 90 percent of Fairfax County residents consider their car to be their primary mode of transportation
 - 6 percent of respondents consider public transportation their primary mode of transportation
 - Out of current riders, the market survey found that 39 percent of riders consider the public transportation their primary mode of transportation, with 13 percent noting the Fairfax Connector as their primary mode
- On-board survey found that 52 percent of trips are made by riders who have at least one car
 - Only 39 percent of riders had a car available for them to use, meaning many households that have one car are still dependent on public transit as their primary mode of transportation

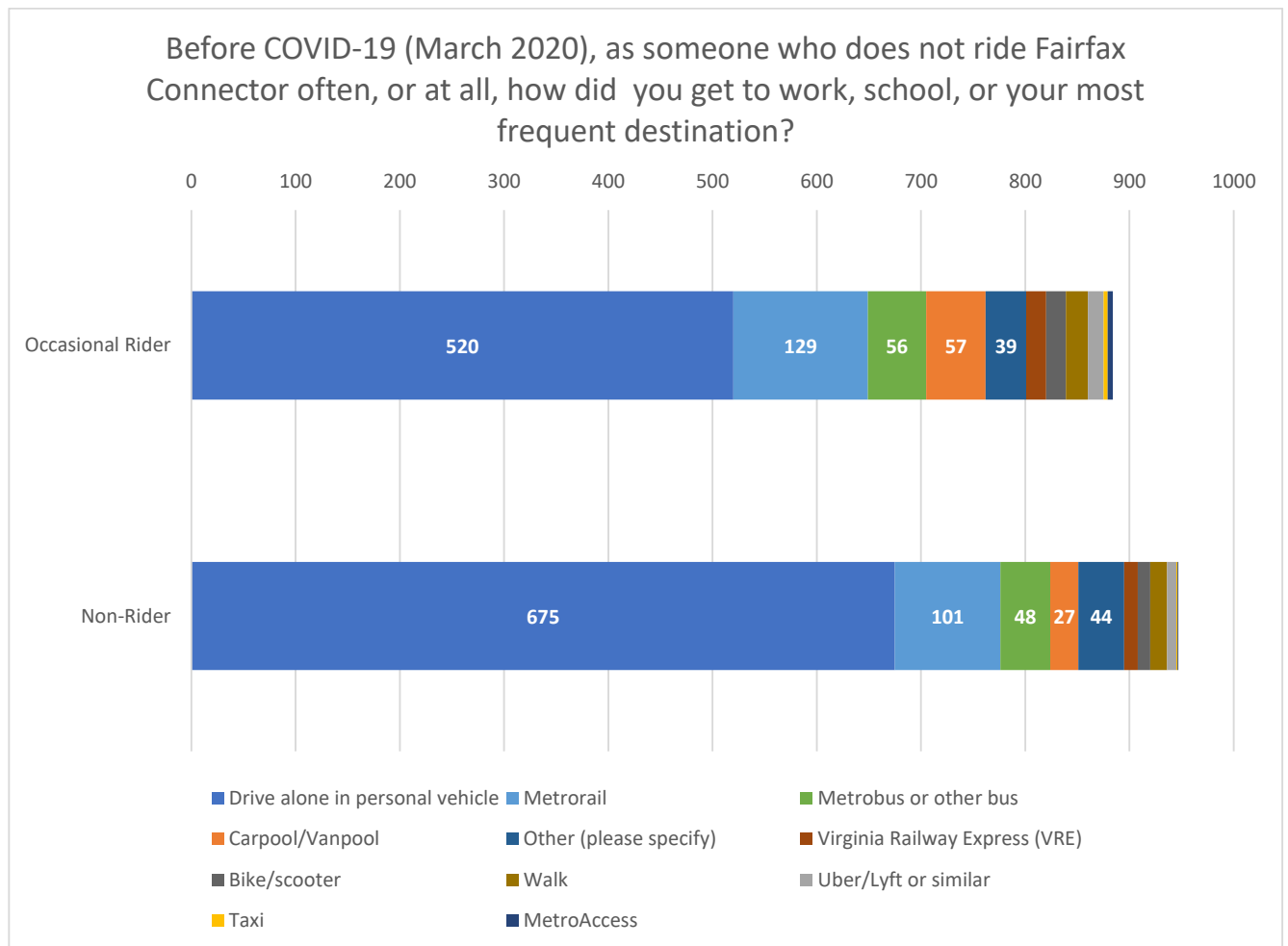
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Less Frequent Rider Travel Mode

Out of the occasional and non-riders, about 63 percent of them identified they drive alone in a personal vehicle to get to their most frequent destination. The second most common mode of transportation is Metrorail, consisting of about 12 percent of the total occasional and non-riders. Below is a chart summarizing the mode of transportation respondents prefer over Fairfax Connector.



Note: Categories with 25 or less responses are not labeled. Values for each category can be found in the table below

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Mode	Occasional Rider	Non-Rider
Drive alone in personal vehicle	520	675
Metrorail	129	101
Carpool/Vanpool	57	27
Metrobus or other bus	56	48
Other (ex. Combination of modes, WFH, didn't live in the area prior, etc.)	39	44
Walk	21	16
Virginia Railway Express (VRE)	19	13
Bike/scooter	19	12
Uber/Lyft or similar	15	9
MetroAccess	5	1
Taxi	4	1

Comparison to Previous Market and On-Board Surveys

- Market survey found that 90 percent of Fairfax County residents consider their primary mode of transportation to be a personal vehicle
- On-board survey asked riders the primary mode of transportation when their Fairfax Connector routes are not available. Almost one-half of respondents indicated they would use a car. Furthermore, 23 percent of respondents would get a ride from someone else that has an available car, 21 percent would use an app-based transit service, and 21 percent would use their own vehicle.

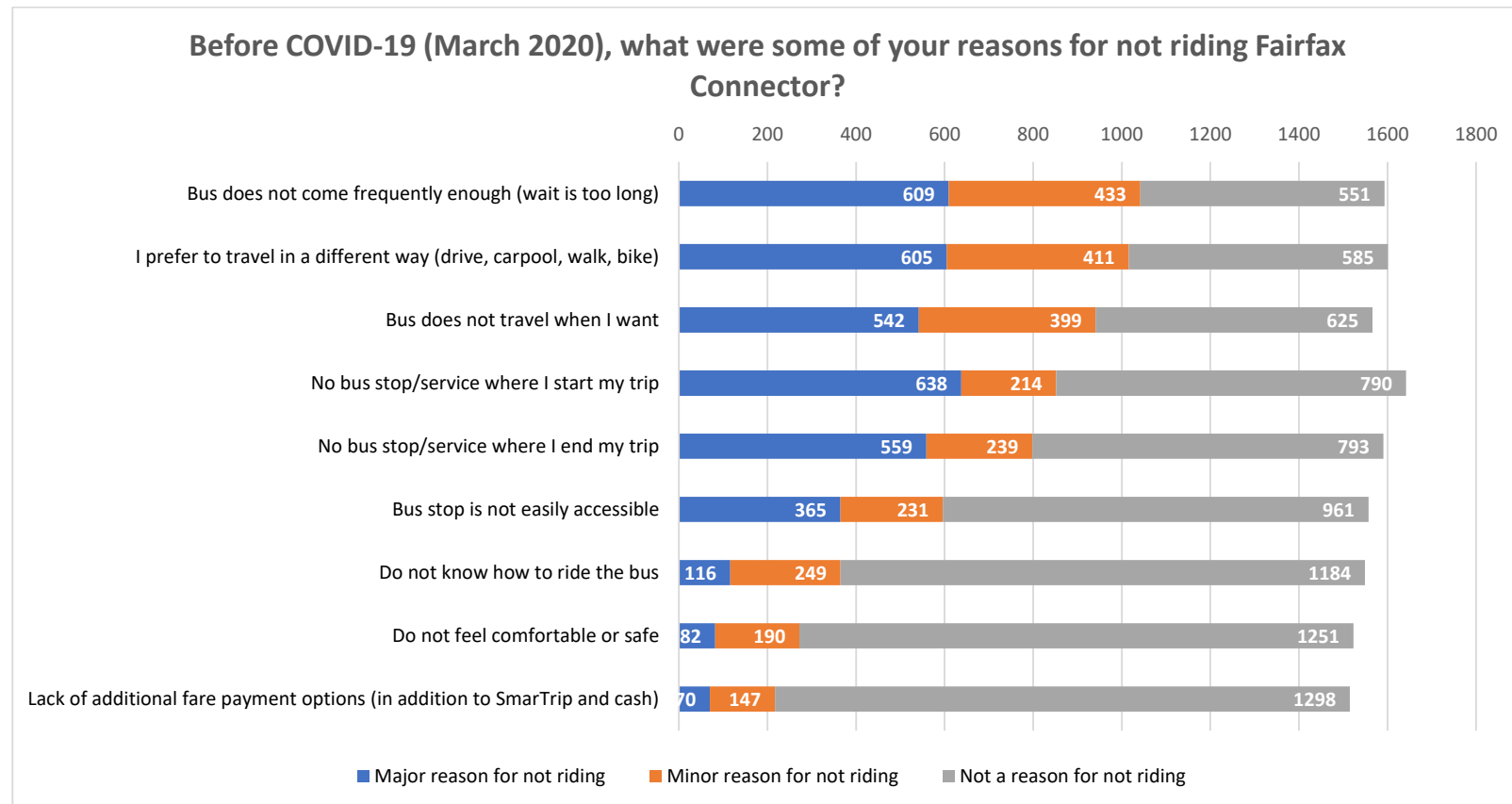


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Less Frequent Rider Reasons for Not Riding Fairfax Connector

The top major reasons for why occasional or non-rider respondents do not ride the Fairfax Connector are due to preferring other modes of transportation, not having bus service where they start or end their trips, and bus services not running when they want and frequently enough. Comfortability, safety, and payment options were the least reported reasons for why someone may not ride Fairfax Connector. The chart and table below summarize the range of reasons to why respondents do not ride the Fairfax Connector.





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Reasons	Major reason for not riding	Minor reason for not riding	Not a reason for not riding	Total
Bus does not come frequently enough (wait is too long)	609	433	551	1,593
I prefer to travel in a different way (drive, carpool, walk, bike)	605	411	585	1,601
Bus does not travel when I want	542	399	625	1,566
No bus stop/service where I start my trip	638	214	790	1,642
No bus stop/service where I end my trip	559	239	793	1,591
Bus stop is not easily accessible	365	231	961	1,557
Do not know how to ride the bus	116	249	1184	1,549
Do not feel comfortable or safe	82	190	1251	1,523
Lack of additional fare payment options (in addition to SmarTrip and cash)	70	147	1298	1,515

Comparison to Previous Market and On-Board Surveys

- The market survey completed a gap analysis based on a rating of attributes of Fairfax Connector compared to their primary mode of transportation. The survey found that respondent’s primary mode of transportation (90 percent personal vehicle use) rated higher than the Fairfax Connector in these categories:
 - Fits into lifestyle, available when you need it, goes to the places you need to go, is a fast way to travel, is easy to use, reliability, real-time information, safe from crime, cleanliness
- The market survey asked non-riders what would make them use the Fairfax Connector. The major factors that would change behaviors are:
 - Having more stops close to where they live or go, having faster and more direct service, more frequency of service especially during off-peak hours and weekends, and reducing cost or adding rebates
- The on-board survey asked riders what would make them ride the bus more frequently. Riders had four top priorities:
 - More frequency, if buses operated later or earlier in the day, express bus service, access to stops closer to their origin and destination

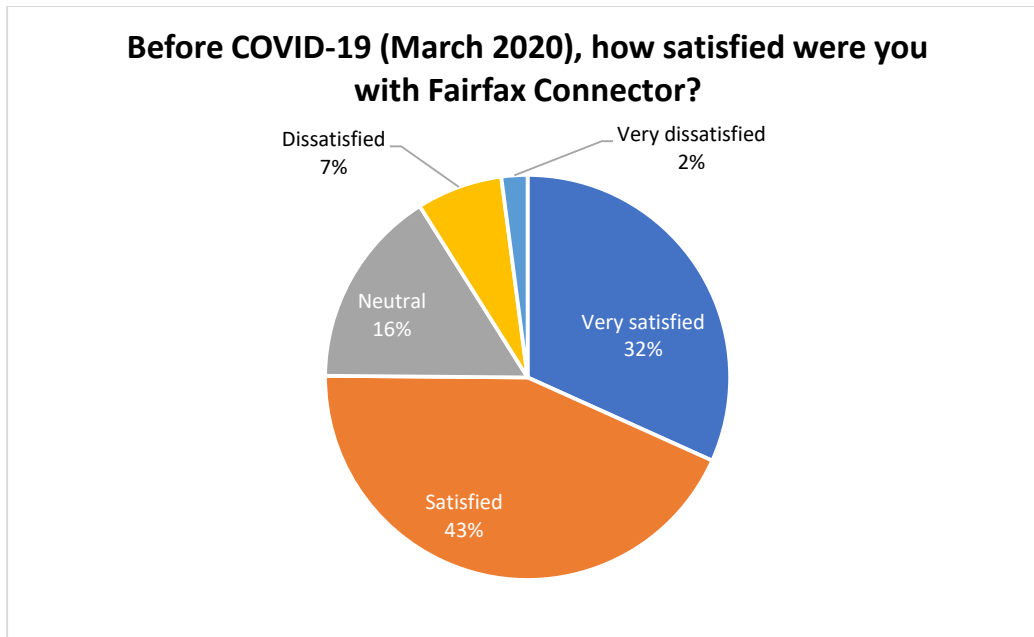
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Frequent Rider Satisfaction

Out of the 961 responses from frequent riders, about 75 percent of the respondents identified as being satisfied or very satisfied with the Fairfax Connector service. Only about 9 percent were dissatisfied.



Satisfaction	Frequent Rider
Very satisfied	305
Satisfied	417
Neutral	153
Dissatisfied	66
Very dissatisfied	20
Total	961

Comparison to Previous Market and On-Board Surveys

- Market survey found that current riders are generally satisfied with Fairfax Connector with majority of performance measures falling into a “strengths” category
- Market survey asked respondents to rate their general perception of Fairfax Connector on a 0 to 10 scale. The result was 65 percent of current riders rating the Fairfax Connector favorably, rating the service in the 8 to 10 range. Only 2 percent of current riders rated the system in the 0 to 3 range.

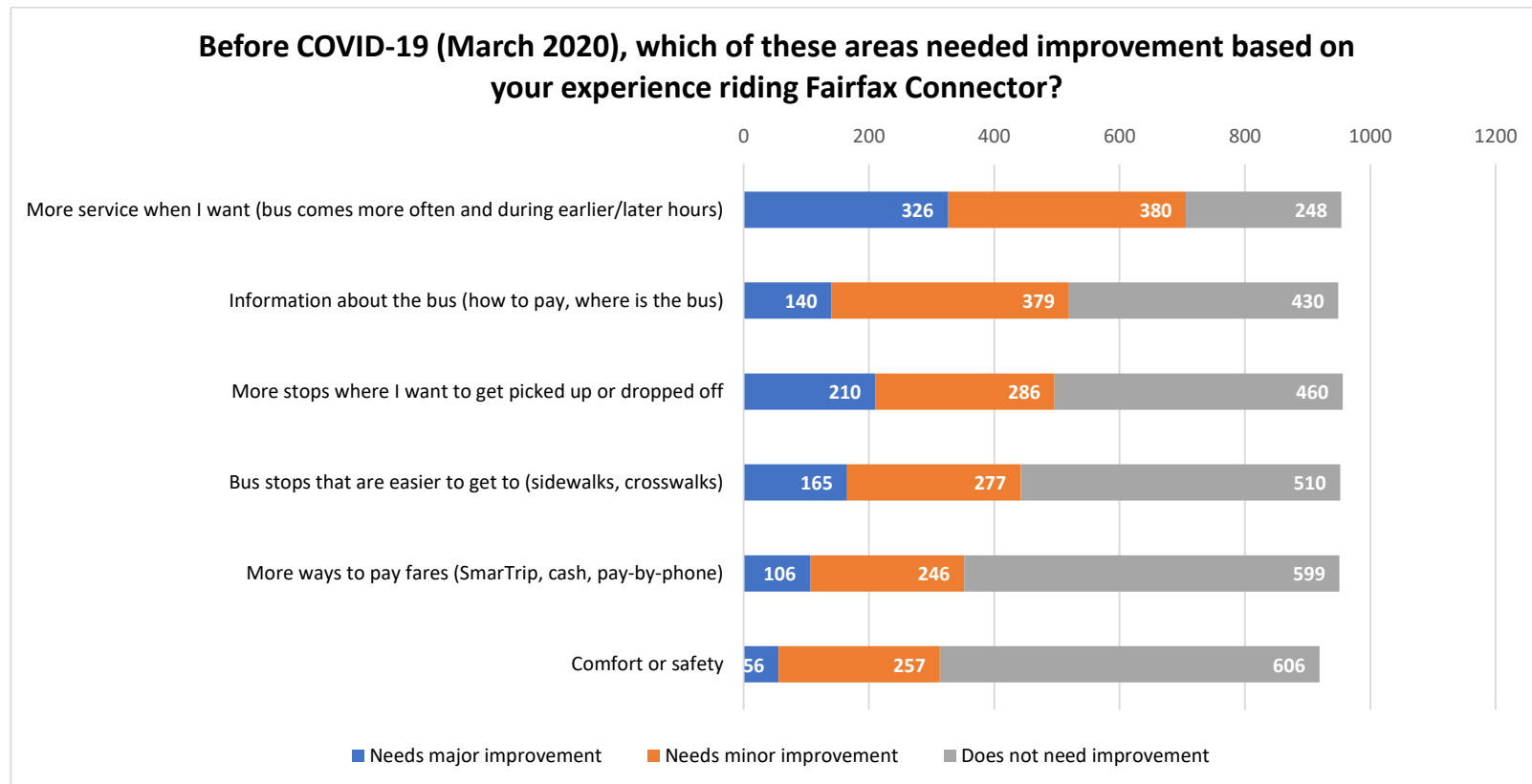
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Frequent Rider Needs for Improvements for Fairfax Connector

Based on the frequent rider responses, the most common areas that need improvements are related to providing more services when people want. This was a common theme that was expressed by many current riders and non-riders. Many expressed the need for the bus to operate more frequently and during extended hours (earlier or later). Another top area of improvement was information about the bus. The areas reported as needing this least amount of improvement are comfort, safety, and payment options.





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Improvements	Needs major improvement	Needs minor improvement	Does not need improvement	Total
More service when I want (bus comes more often and during earlier/later hours)	326	380	248	954
Information about the bus (how to pay, where is the bus)	140	379	430	949
More stops where I want to get picked up or dropped off	210	286	460	956
Bus stops that are easier to get to (sidewalks, crosswalks)	165	277	510	952
More ways to pay fares (SmarTrip, cash, pay-by-phone)	106	246	599	951
Comfort or safety	56	257	606	919

Comparison to Previous Market and On-Board Surveys

- Market survey found that current riders noted that the greatest need of Fairfax Connector is improving travel time and having the service available when needed.
- On-board survey determined rider’s top priorities for improvement:
 - More frequent service, operating later or earlier in the day, adding express bus service, and more access to stops closer to origins and destinations

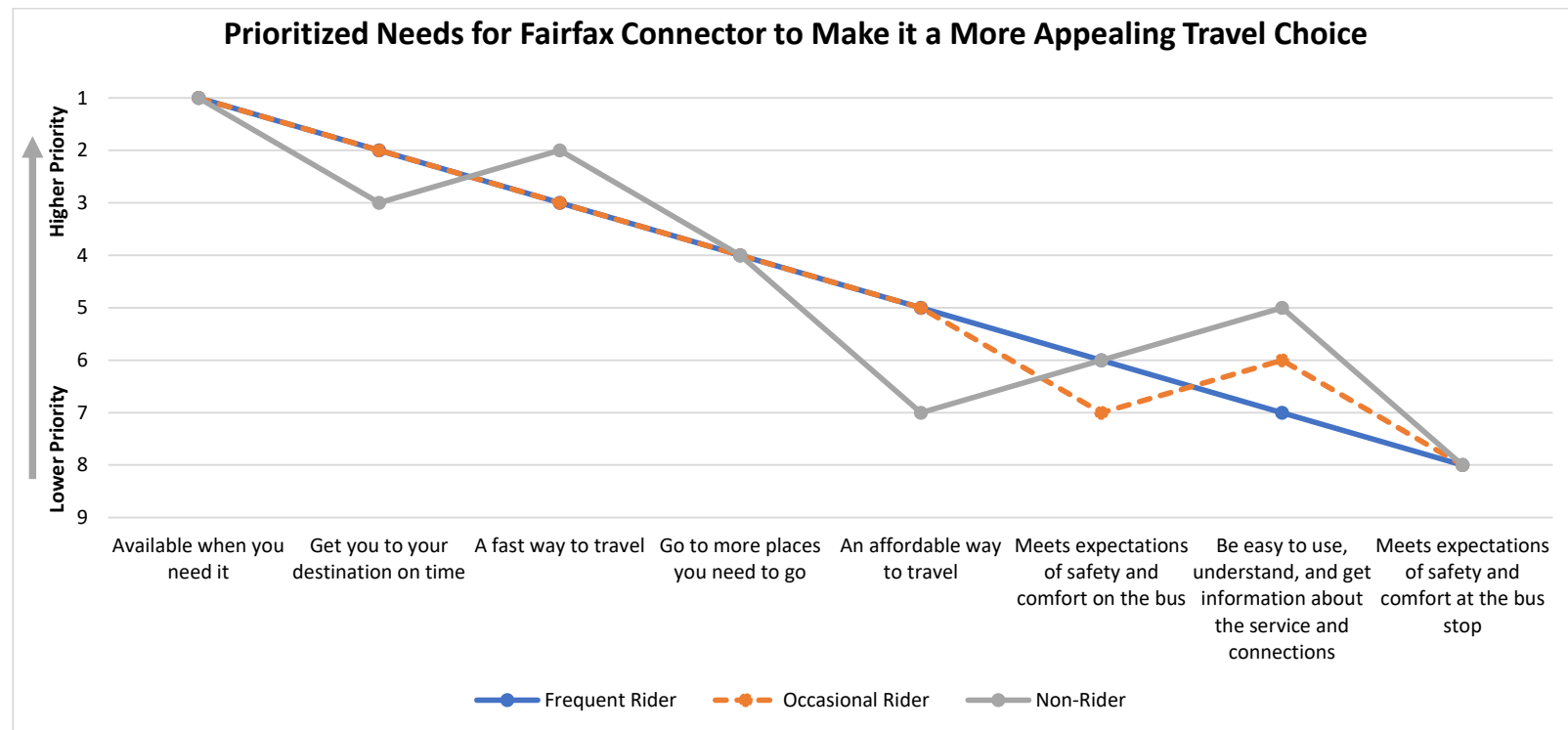


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Opportunities for Improvements

During a previous outreach efforts, the community identified needs for making Fairfax Connector a more appealing travel choice. In this Round one TSP survey, nine different choices were provided, and respondents ranked them from 1 through 9 with 1 being most important. Across the three types of riders, all expressed the need for ‘bus services when they need it’ as their top priority. This indicates needing more frequent bus service, as well as, extended hours of service earlier and later in the day. ‘A fast way to travel’ and ‘getting to the destination on time’ were the next two most important. Overall, the topmost prioritized themes were focused on the timeliness and schedule of the bus services.





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In the summary table below, the values correspond to the rank 1 through 9 with 1 being most important. Average ratings for all categories were calculated. The lower the average, the higher priority respondents assigned it. Overall rank values for each type of Fairfax Connector user group were also populated.

Category	Average Rating			Rank		
	Frequent Rider	Occasional Rider	Non-Rider	Frequent Rider	Occasional Rider	Non-Rider
Available when you need it	3.10	2.79	3.26	1	1	1
Get you to your destination on time	3.15	3.70	3.66	2	2	3
A fast way to travel	4.19	3.82	3.66	3	3	2
Go to more places you need to go	4.60	4.09	4.00	4	4	4
An affordable way to travel	4.77	5.14	5.29	5	5	7
Meets expectations of safety and comfort on the bus	5.12	5.26	5.24	6	7	6
Be easy to use, understand, and get information about the service and connections	5.30	5.21	4.93	7	6	5
Meets expectations of safety and comfort at the bus stop	5.57	5.72	5.66	8	8	8

Comparison to Previous Market and On-Board Surveys

- On-board survey determined rider’s top priorities for improvement; they are ranked below:
 1. More frequent service
 2. Operating later or earlier in the day
 3. Offer express bus service
 4. Have stops closer to origins and destinations



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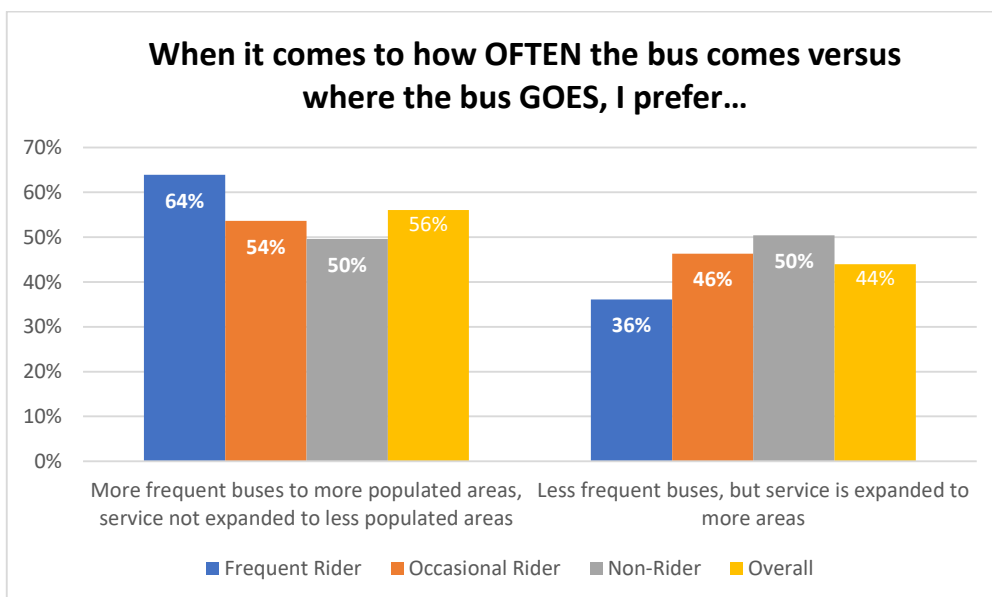
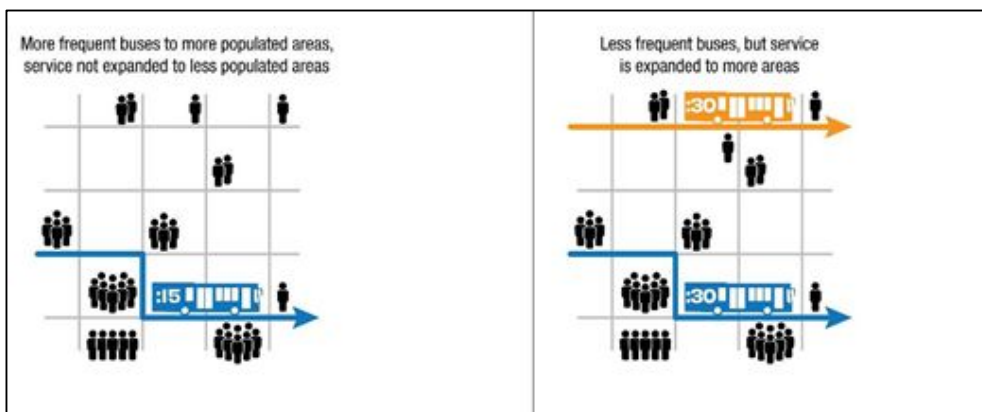
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Trade-Offs and Preferences

Survey respondents were asked to provide their preference between hypothetical tradeoff scenarios. These questions can be used to understand what the community would prioritize or prefer if a decision had to be made about providing certain transit services.

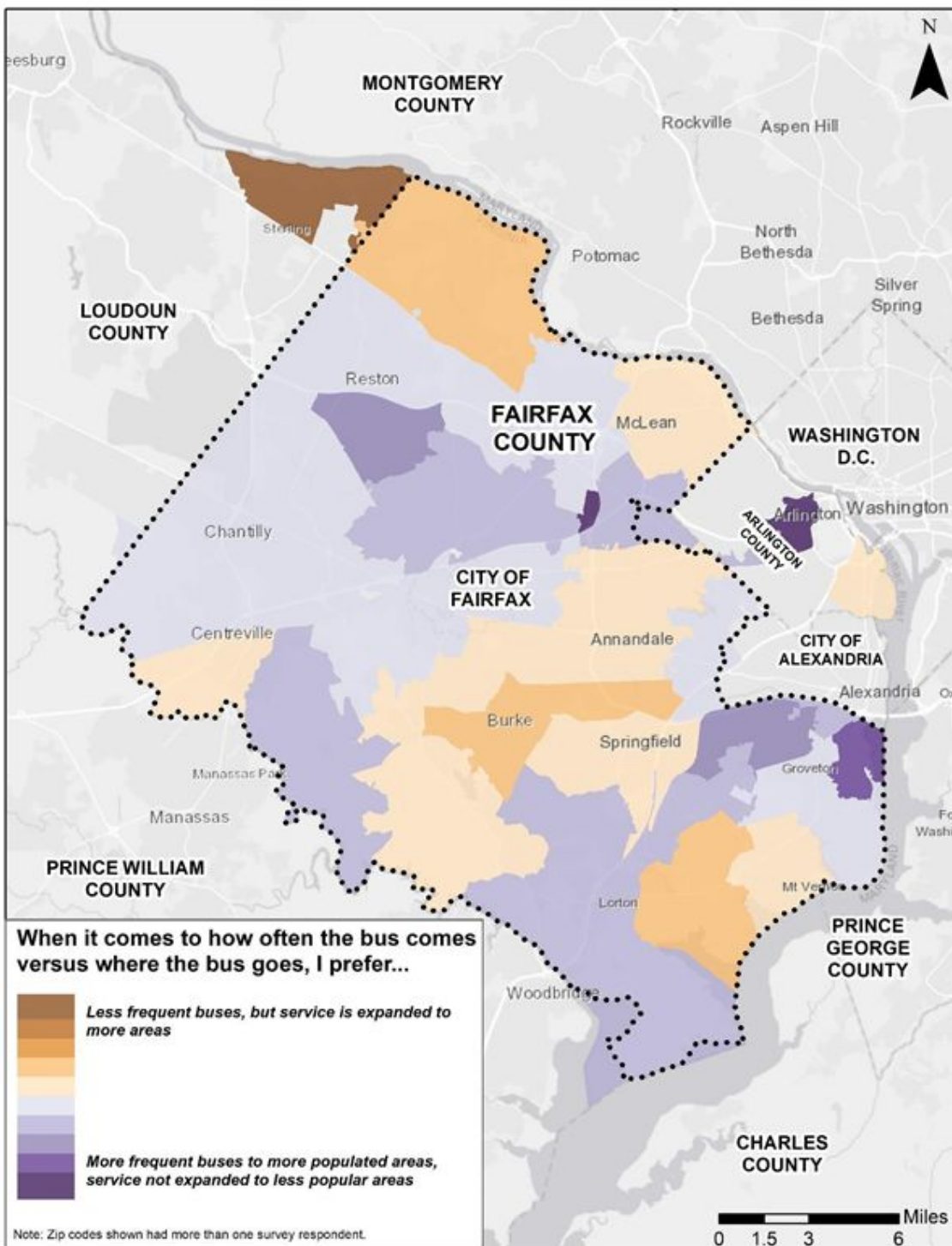
When it comes to how often the bus comes versus where the bus goes, respondents prefer...

For frequent and occasional riders, majority of the respondents preferred to have more frequent bus service in populated areas. For non-riders, it was generally an even split between the two options. The data collected is shown in the figures below. The map creates a visual of the responses based on zip codes. The orange represents the preference of wanting services expanded to more areas with less frequent buses; the purple represents the preference of wanting more frequent buses to more populated areas, and service not expanded to less popular areas. Overall, it showed a slight preference for frequency over coverage especially among frequent riders.



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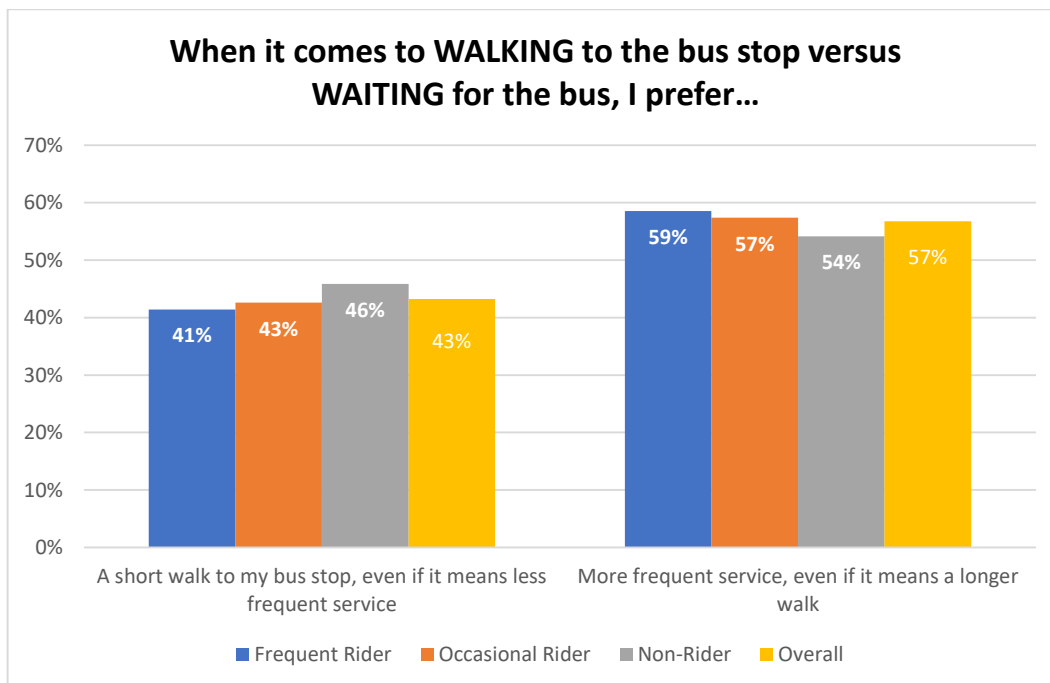
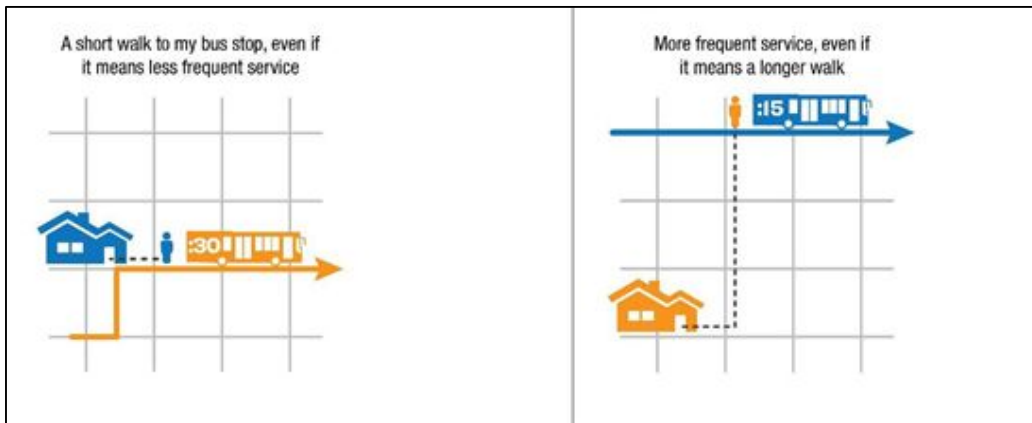
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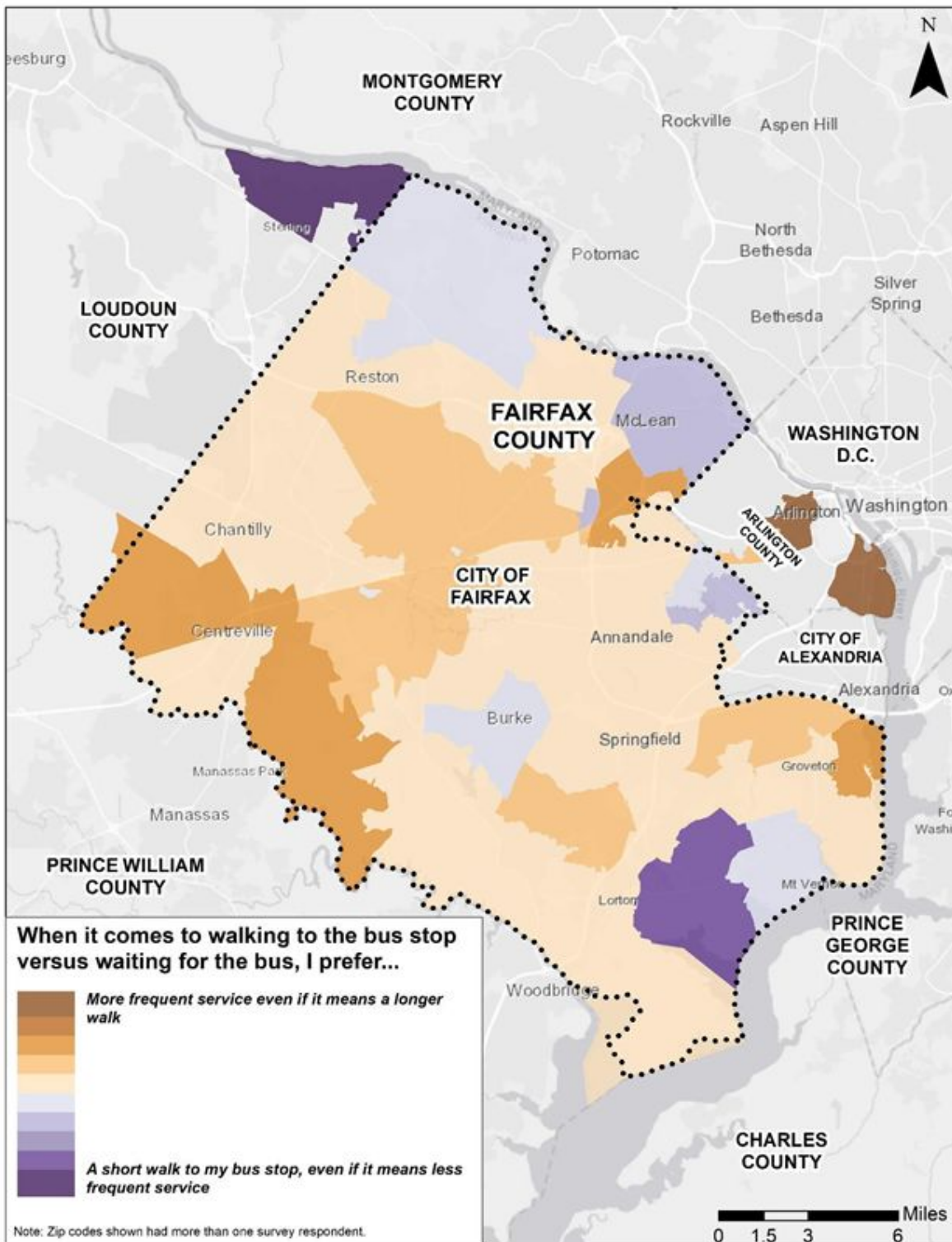
When it comes to walking to the bus stop versus waiting for the bus, I prefer...

For all types of riders, majority of the respondents preferred to walk a longer distance to get to the bus stop to be able to get more frequent service options. The data collected is shown in the figures below. The map creates a visual of the responses based on zip codes. The orange represents the preference of wanting more frequent service, even if it means a longer walk; the purple represents the preference of wanting a short walk to the bus stop, even if it means less frequent service. Overall, it showed a slight preference for walking over waiting especially among frequent riders.



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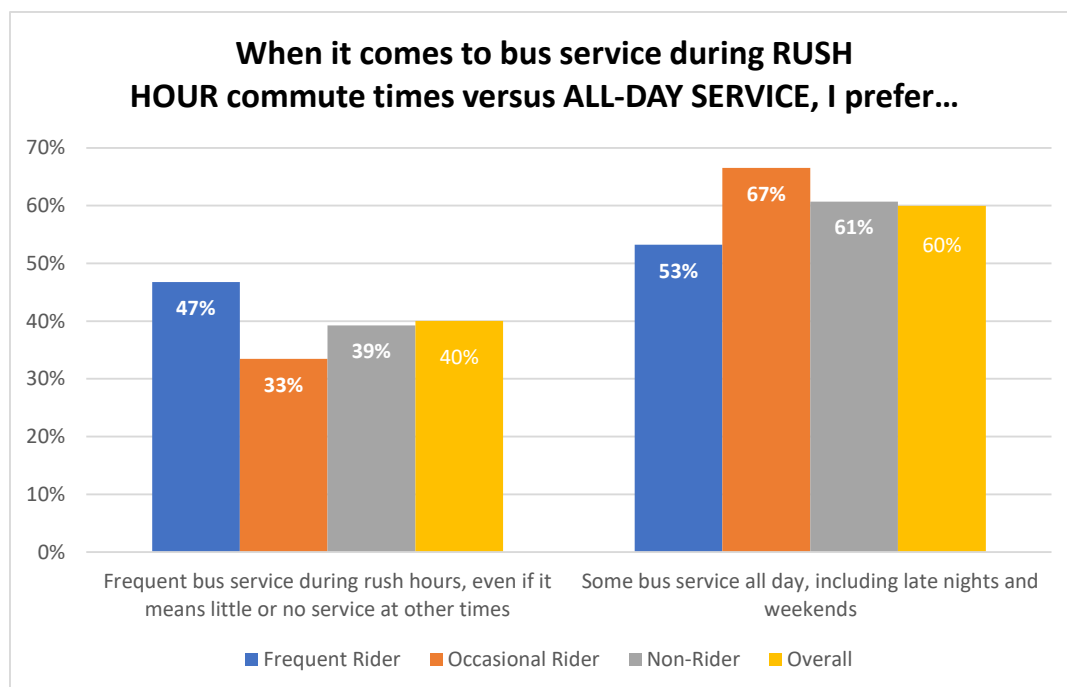
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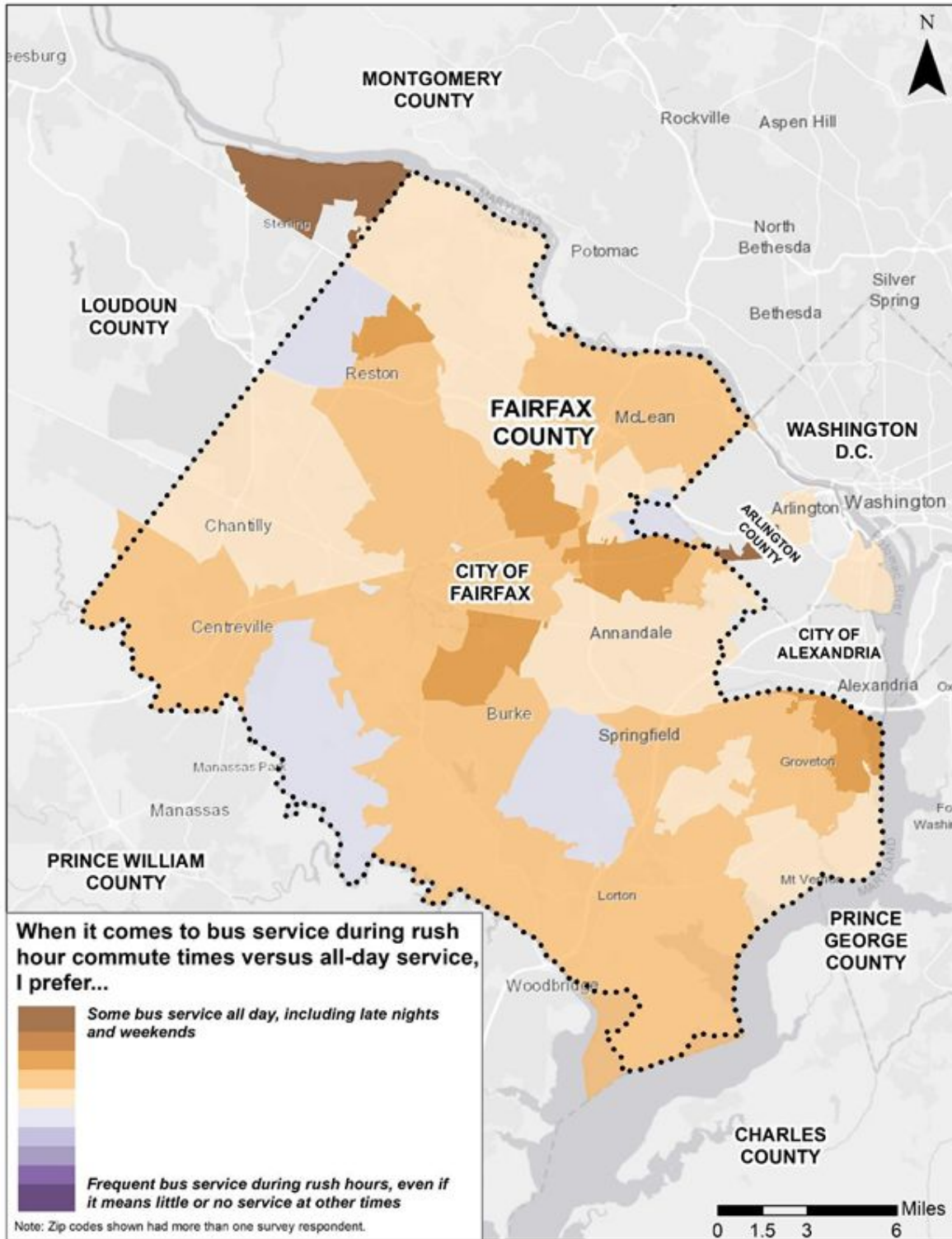
When it comes to bus service during rush hour commute times versus all day service, I prefer...

For all types of riders, majority of the respondents preferred to have some bus service all day, including late nights and weekends. This option represents the trade-off of having more frequent bus services during rush hour by providing service at other time periods. The data collected is shown in the figures below. The map creates a visual of the responses based on zip codes. The orange represents the preference of wanting some bus service all day, including late nights and weekends; the purple represents the preference of wanting frequent bus service during rush hours, even if it means little or no service at other times. *Overall, it showed a preference for all-day service over peak-only service.* This is especially true for occasional riders.



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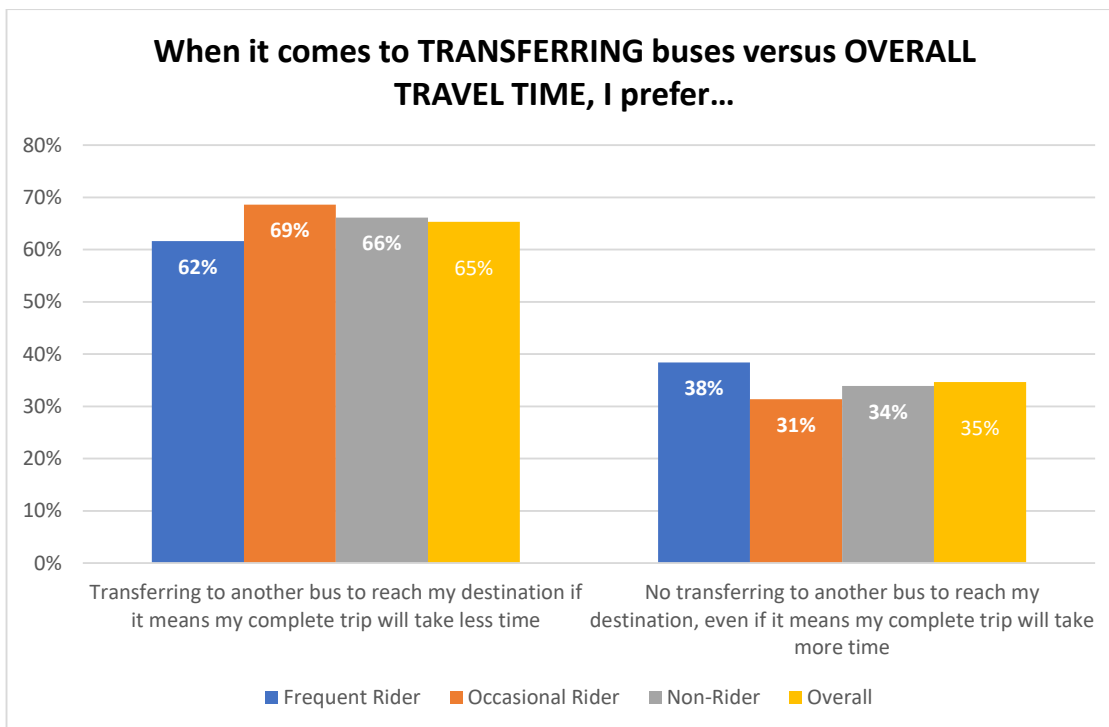
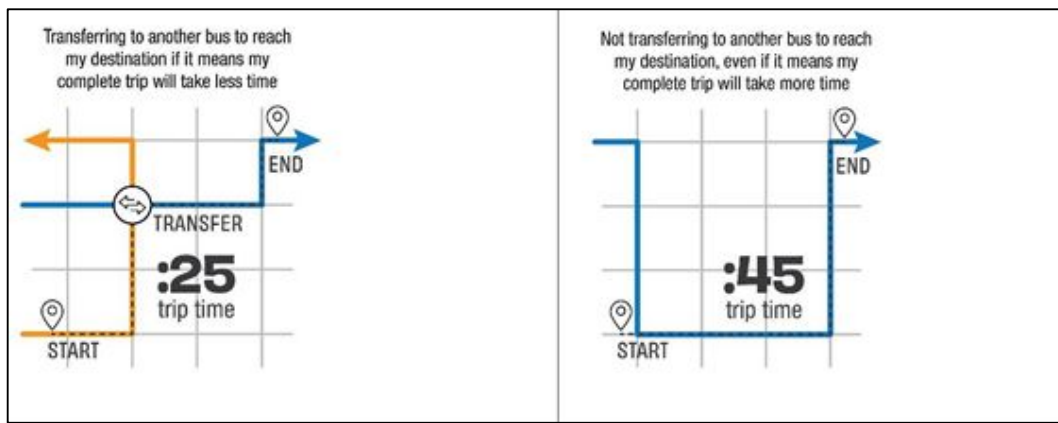


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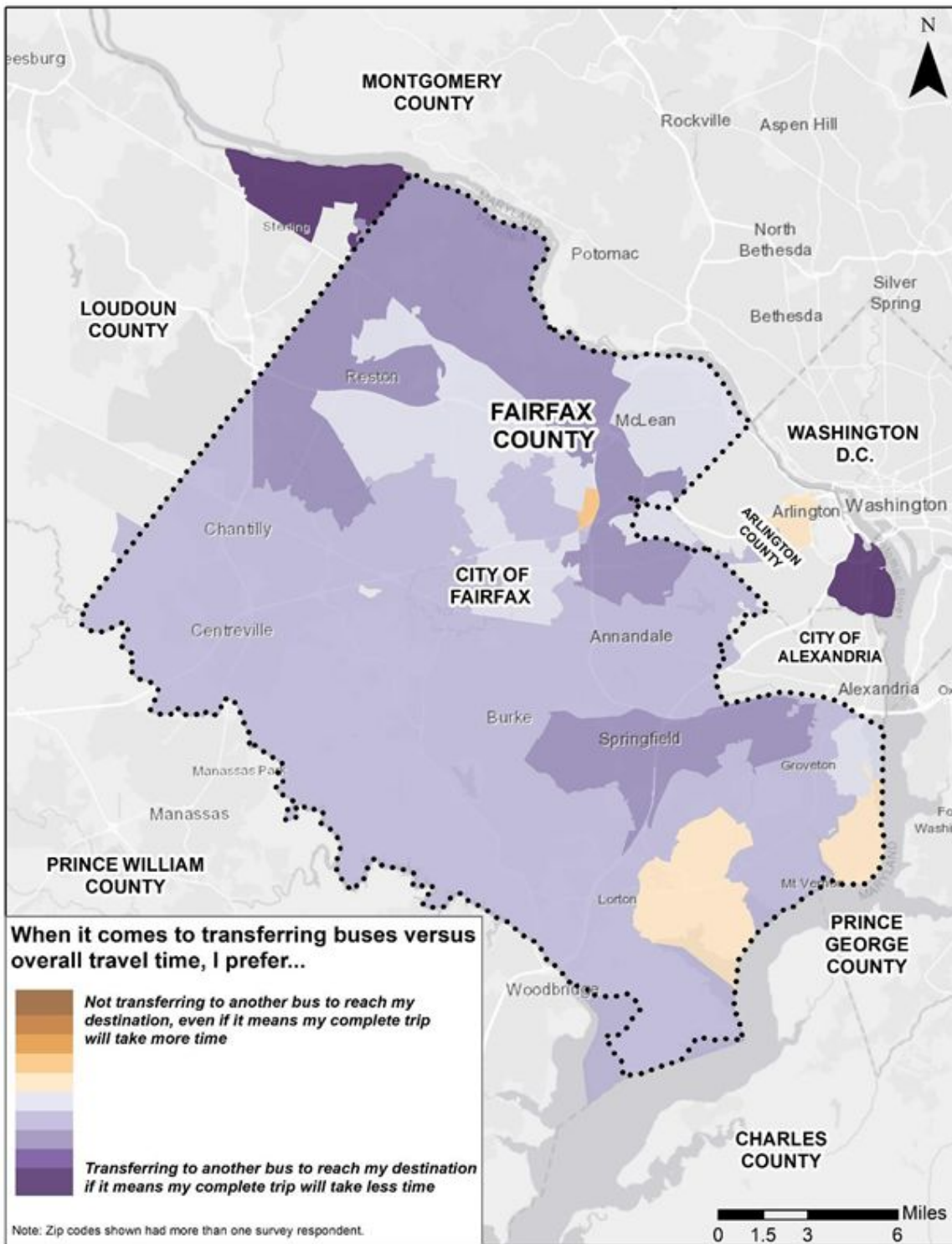
When it comes to transferring buses versus overall travel time, I prefer...

For all types of riders, majority of the respondents preferred to transfer to another bus to reach their destination if it meant that the complete trip time would be less. The data collected is shown in the figures below. The map creates a visual of the responses based on zip codes. The orange represents the preference of not wanting to transfer to another bus to reach a destination, even if it means the complete trip will take more time; the purple represents the preference of wanting to transfer to another bus to reach a destination if it means the complete trip will take less time. Overall, it showed a willingness to transfer buses if a shorter overall trip time can be achieved.



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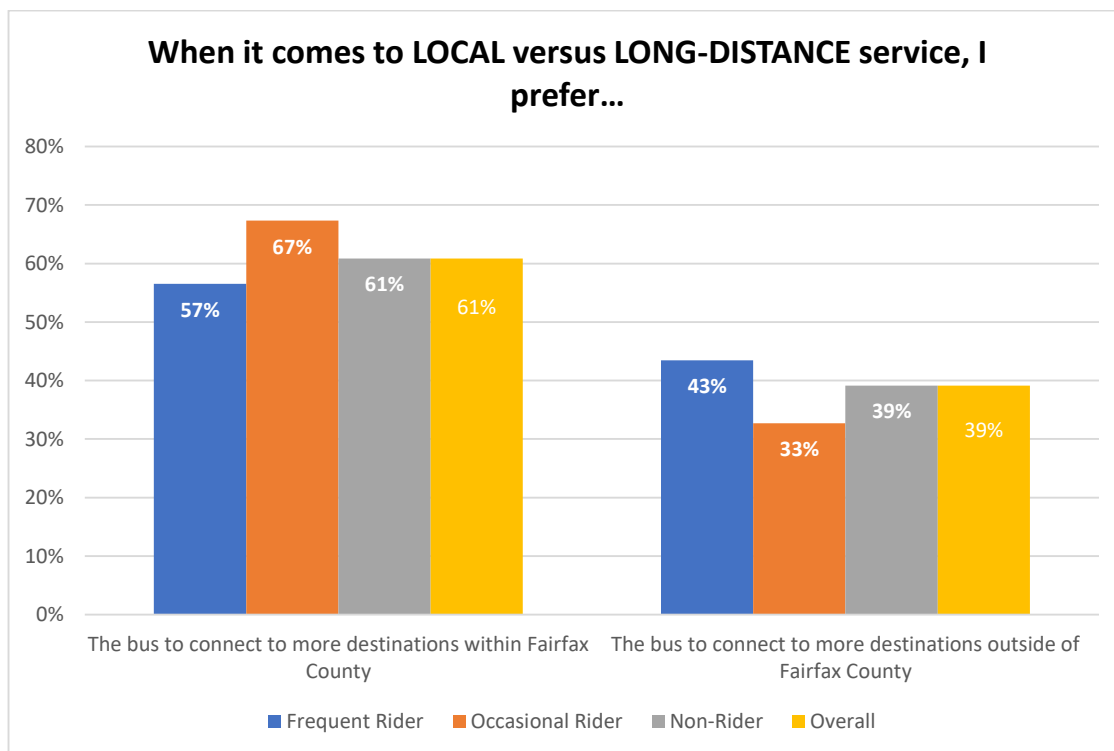
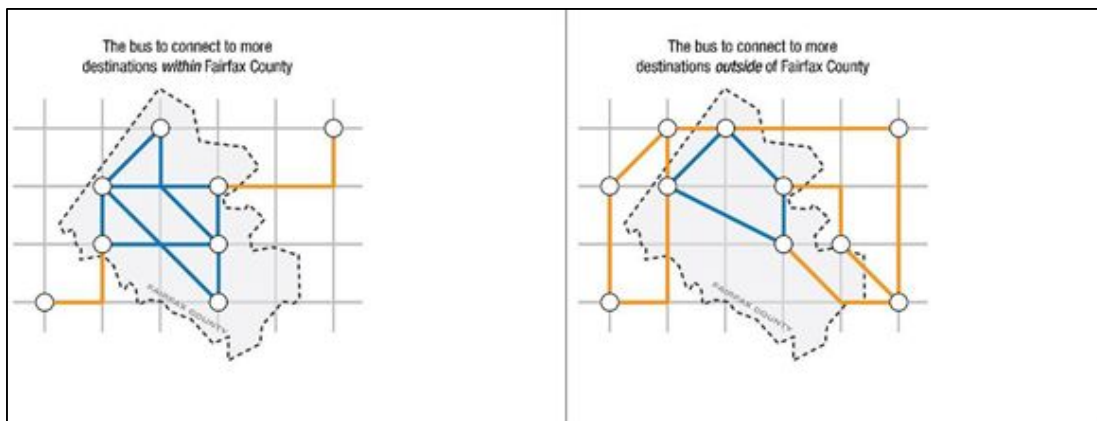
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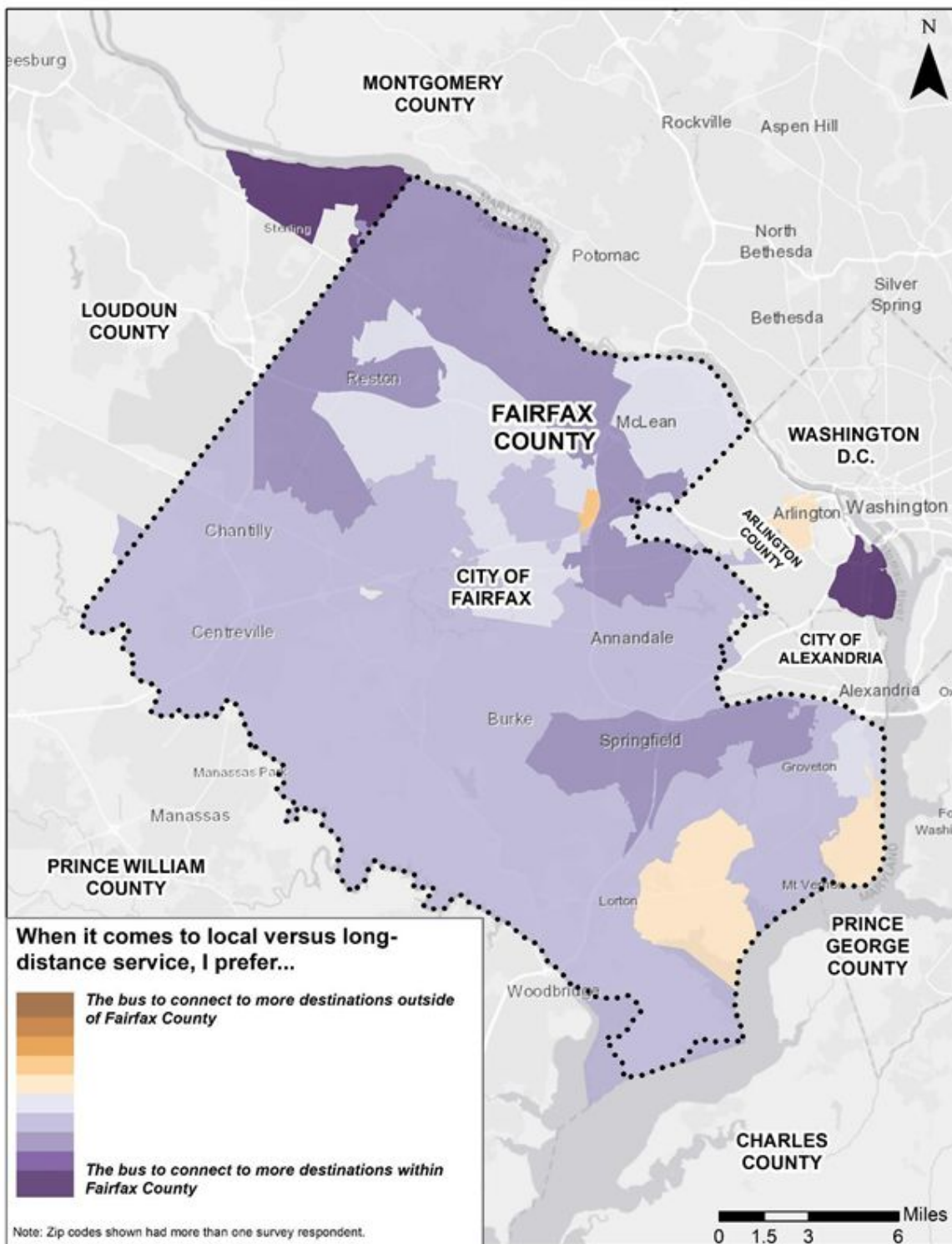
When it comes to local versus long-distance service, I prefer...

For all types of riders, majority of the respondents preferred to connect to more destinations within the Fairfax County over longer distance connections outside of Fairfax County. The data collected is shown in the figures below. The map creates a visual of the responses based on zip codes. The orange represents the preference of wanting the bus to connect to more destinations outside of Fairfax County; the purple represents the preference of wanting the bus to connect to more destinations within Fairfax County. Overall, it showed a moderate preference for local service over inter-jurisdictional service.



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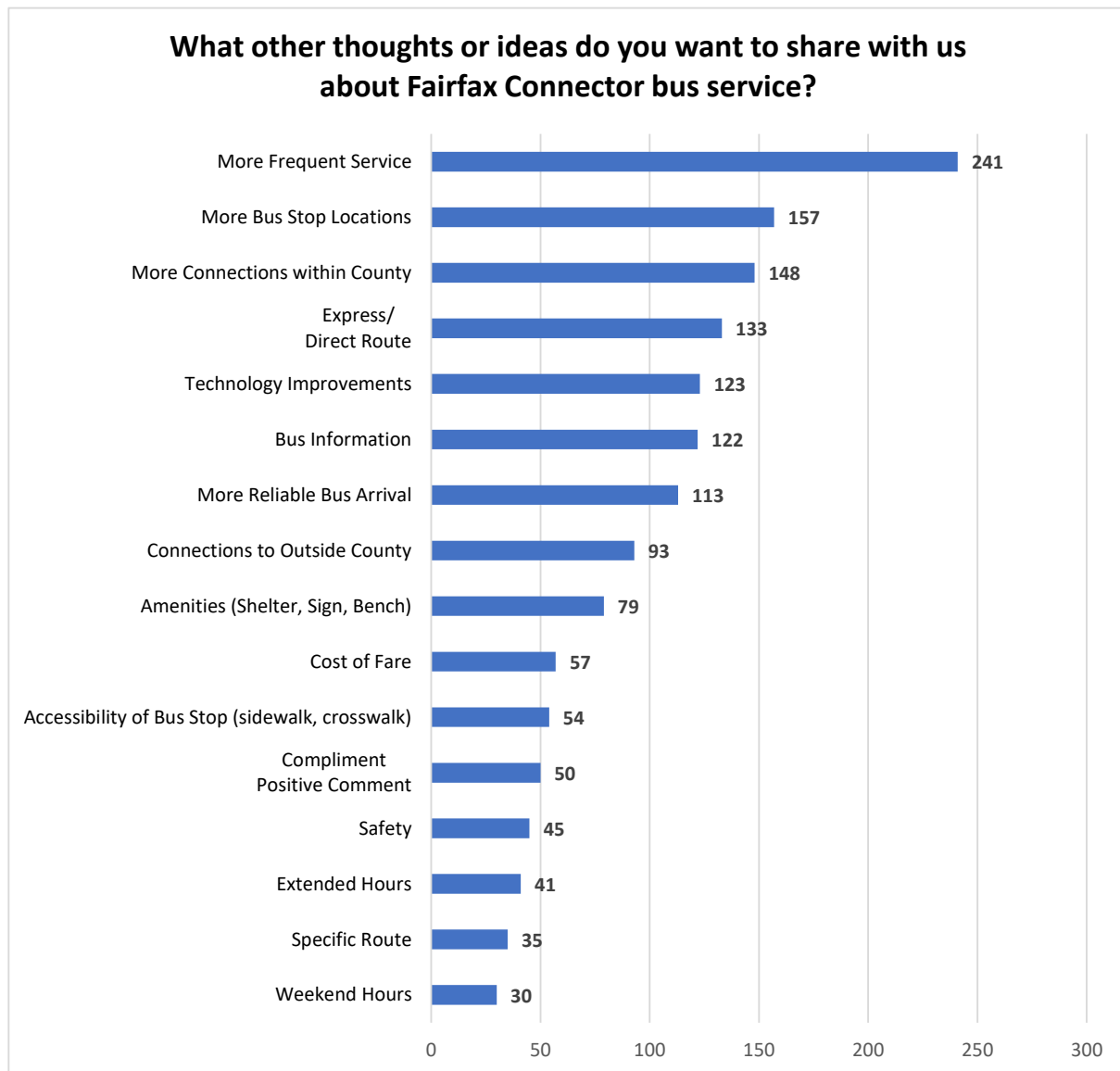
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Open-Ended Feedback

Free Response

At the end of the survey, respondents had the option to provide additional feedback and thoughts on the Fairfax Connector service. There were 1,143 free response comments provided for this section. There were 13 comments provided by mail, three by email, one by phone, and the rest via online survey. Eight of the comments were in Spanish and 1,135 comments were in English. These responses were analyzed into several themes and categories, as shown in the graphic below.





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Samples of free response comments within each theme are provided below. These are direct quotes from the survey responses and have not been reworded. A full database of all comments has been provided to FCDOT to accompany this survey summary document.

MORE FREQUENT SERVICE

- “If there will be transfers, they need to be planned so that riders can get from bus A to bus B without having to wait 30 min for the next bus. Perhaps have busses make planned meetings at certain transfer stops?”
- “Travel time to DC mostly by Metro is 40-45 minutes. Adding another 30 minutes to get to the Metro station makes workdays very hard. Would be good to have faster and frequent service for working folks.”
- “The county needs to be connected by buses that run frequently and connect people with their important destinations. Accepted thinking is you don't take the bus unless you have no other option, and that is NOT what the suburb of the nation's capital should be OK with.”

MORE BUS STOP LOCATIONS

- “I would love to ride the bus to cut down on car fume emissions and traffic, but it doesn't come anywhere near my home. I would love to take it from home to the Metro Station.”
- “There has never been a bus stop near where I live (same address over 30 years). Closest is about a mile away. I can't walk that far. So, I seriously doubt if would ever use the bus.”
- “Please add more bus stops around Fairfax County neighborhoods. We need more bus stops in the residential neighborhoods.”

MORE CONNECTIONS WITHIN COUNTY

- “If there were frequent Fairfax Connector routes connecting more destinations within the county, I would be far less inclined to drive my personal vehicle.”
- “More routes for people who work in Fairfax. Not everyone commutes into DC so not everyone needs to go to the Metro.”
- “Thank you for your service. This bus service is so important for those who don't have access to personal vehicle. I hope the leadership will understand the importance of public transportation, so service can be expanded to everywhere in Fairfax county as needed.”

EXPRESS/DIRECT ROUTE

- “Travel time to DC mostly by Metro is 40-45 minutes. Adding another 30 minutes to get to the metro station makes workdays very hard. Would be good to have faster and frequent service for working folks.”
- “Many people, such as I, do not ride the bus as it is not a time effective method currently. It takes less overall time to drive and is cheaper for my commute rather than taking the bus. I would definitely take the bus or public transportation if there were better express routes that would get me to where I need in a shorter time.”
- “More express service options, connecting major points during busy times. Example, I can take a Metrobus from my house to the Pentagon during busy travel time, with limited stops. There is no equivalent option on the Fairfax Connector for me.”



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TECHNOLOGY IMPROVEMENTS

- “Eliminate cash entirely from the bus. Farecards only, with cards reloaded online or at the station. Dealing with cash slows down the transit part of mass transit and contributes to the challenge of maintaining a schedule.”
- “A phone app that tells me the exact timing of when the bus will arrive which is often times does not align with the schedule. Also for times or destinations I'm less familiar with, a phone app which can advise not only the quickest way to get within a certain range of my destination but also advise more specificity of where the bus picks up at a given Metro station.”
- “There needs to be major improvement on the tools that you provide your riders. Bus tracker and texting the 41411 number is insufficient. Especially when your drivers decide not to be seen on the tracker and turn it off. An app needs to be developed to where additional options to indicate that a rider is standing at a particular bus stop and is requesting the driver to stop and pick up. I cannot tell you how many times the bus has left me whilst I am standing at the bus stop just because they are in a rush.”

BUS INFORMATION

- “It will be more user friendly if signs can be added on bus stops to show what is the bus route and the main stops next. Currently if a person see a bus stop new to him or her on a street, he or she can't tell whether it is the right bus he or she needs unless the person has done homework at home before. It will discourage new riders to use public transit.”
- “Would like to install feature at bus stops to include electronic messaging that tells you how far away and what the estimated time the next bus is expected to arrive at the bus stop (like how DC Metro (subway) service is done on the overhead monitors inside the subway stations)”
- “I cannot find the bus stop list on the FCDOT website. Only the time stops are shown and listed on my route map, and the nearest is a mile away even though the bus supposedly goes down my street. Google Maps shows more stops, including one in front of my building, but I don't know if that's authoritative or up to date. I've had the misfortune of waiting hours for a bus at an abandoned stop before, so I'm not interested in a system without up-to-date or detailed maps.”

MORE RELIABLE BUS ARRIVAL

- “If bus arrives early, please have driver wait until scheduled time posted for stop. Or if there are last minutes changes to times and routes please post immediately. I check constantly when bus is late, only to find out there was a change, so then I hop on the Metro and skip FX Connector.”
- “I don't even care if there's less bus service; I just want reliable service. If I have to spend time waiting in the dark during a rainstorm for a bus that's 40 minutes behind schedule, I'll buy a car or leave Fairfax County. A major draw of the DC area for me was the supposed availability of public transportation.”
- “More reliable service. I often take the express bus between Pentagon and Vienna station. There are many instances where (1) bus just never showed up (skip a bus) and the station manager didn't know if the bus was late or not coming. (2) I was running as the bus is about to pull away from the bay, and the bus driver is never aware there's a passenger trying to make the bus.”



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CONNECTIONS TO OUTSIDE COUNTY

- “Identify major hubs (Annandale, Lincolnia, Springfield, Tysons, Merrifield, CCTY, Reston, Herndon) in FFX County and have frequent buses between them. Have local connectors serve those hubs. Link to neighboring area (Alexandria, Arlington, Leesburg, Manassas) at those hubs.”
- “Additional buses that can take commuters from various locations in Fairfax County into downtown Washington to avoid Metro or in areas where metro is not easily accessible would have a major positive impact.”
- “Please have your buses be able to link up to other local bus systems like Prince William County or Loudoun County so I can catch the Connector from my house, transfer to their buses, and go to farther away places.”

AMENITIES (SHELTER, SIGN, BENCH)

- “You cannot expect older persons to ride if there is no seating built at most of the bus stops! They are very few and far between. It is absurd.”
- “It would be very helpful to have covered stops and electronic signboards that update with the current status of the buses serving that line.”
- “Weather protected stop so not standing long time in rain or can break the wind especially along Rte. 7. Good walkways as it is already a hike through some areas without sidewalks to get to stop.”

COST OF FARE

- “It should be free for students. Easy to access. Maybe have an app to make an account so kids can sign up and look for any bus locations. Don’t want to ride Metro but want to ride these Fairfax Connector bus service”
- “Keep low income riders in mind. I take the bus to the Metro stop as a way to be more ecofriendly and have flexibility with my schedule but not everybody has the luxury of choosing to take the bus vs. having to take the bus. Cost should also be affordable to low income riders and children younger than 15 should ride free. Additionally, instead of school buses, high school students should be able to take the bus to and from school as a way to generate more ridership, add value to our public transit, and foster the next generation of riders.”
- “Price should depend on the distance, short distance should pay less”

ACCESSIBILITY OF BUS STOP (SIDEWALK, CROSSWALK)

- “Avoid having to cross a busy highway or street to get to the bus stop.”
- “I live off 29 in Centreville, walking to the bus stop is not a safe option given that we have no sidewalks on our side of Bull Run stream. So, I will still need transport to the bus stop, and biking is not an option due to their not being a bike lane/shoulder/trail.”
- “Fairfax County does a poor job clearing sidewalks during inclement weather. Especially during blizzards, you will see plows plowing excess snow onto sidewalks obstructing pedestrian pathways including bus stops.”

SAFETY

- “There MUST be safe crosswalks to bus stops on both sides of the road. An example, the Arlington Blvd intersection with Westmoreland/Summerfield crossing. “



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- “Please make the bus stops more prominent and have a safe place to wait for the bus with posted time schedules and routes.”
- “Please make it safer. Especially during in the evenings and weekends. You are a sitting target on a bus or at a bus stop. No one does anything about verbal and physical harassment especially if you are female. This is also true of Metro.”

EXTENDED HOURS

- “I prefer to have more frequent bus service during rush hour times, but there must be at least 1 or 2 times of late service for when you have to work late. Without that option, bus service becomes useless.”
- “Late night/weekend hours are important. Once the COVID is over, the most important consideration would be to be able to return home after dinner and not get stranded, if I take public transportation out to the city.”
- “I would suggest adjusting the tail end of rush hour slightly later, to allow for folks connecting from Metro and other bus systems. My planning assumes that buses at Huntington are scarce after 7 pm, so I don't even bother thinking of that. In contrast, on ART, I can still catch an express to crustal city even later in the evening.”

SPECIFIC ROUTE

- Refer to next section

WEEKEND HOURS

- “The Connector needs to run on weekends and in the evening, especially near Metro stops. It is ridiculous that the Silver Line is in McLean and you cannot take a bus to get the stops at various times.”
- “The need here at Fairfax is a bus service for weekend and holidays to get to work and some other destinations”
- “I would prefer to not have to make trade-offs at all, I wish you had enough funding to have fast and reliable transportation everywhere, on rush-hours and weekends/late hours.”

Specific Routes

Free response comments that mentioned specific route numbers were identified and categorized, and a summary of comments on the five route with the most responses are included in this section as a sample. A full database off all survey comments has been provided to FCDOT to accompany this survey summary document.

The top five routes mentioned in comments were routes 395, 401, 402, 432, and 553. Knowing this information can help direct focus for currently established routes that need improvement or are an importance to the community. Three direct quotes per route number are listed below.

ROUTE 395

- “Don't take away Route 395!”
- “395 from Gambrill to Pentagon is a great route. Please keep this route since it is essential for many of us living in Springfield, VA.”



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- “For routes 305 and 395, they basically only operate during maximum commuting times. It would be more convenient if the routes were active during the entire workday. Perhaps outside of maximum commuting times they operated once an hour.”

ROUTES 401 & 402

- “I live in Westwood village behind the Tysons Walmart. My commute to Dunn Loring is not easy. 401 and 402 is almost too far away from my house. The closest stop is also dangerous for pedestrians.”
- “The 401 and 402 buses cover a key north-south route (from Dunn Loring Metro to Tysons) and should run at least every 15 minutes during morning and evening rush hour. As it is, the buses run only every 20 minutes or so. I think more people would ride the bus to and from work if it ran more often.”
- “Drivers drive too slowly on 395 HOV lanes. They are constantly on and off the accelerator pedal, causing a jerky, uncomfortable ride. The 401 and 402 stop too often on Backlick Road between Highland Street and Sunset Lane. Eliminate some of the stops. Remove the stop on northbound Backlick Road after Braddock road. It is too close to the busy intersection.”

ROUTE 432

- “Route 432 is underused and should be eliminated.”
- “The 432 bus has limited runs with a frequency of 1 hr. This should be every 20 mins during rush hour.”
- “Bus 432 was added several years ago and travels through neighborhoods. The route doesn't make sense for those neighborhoods as it's too long of a trip with many other options to the Vienna or Dunn Loring metro. This bus is ALWAYS empty. Literally empty. This is a waste of taxpayer dollars to run this bus.”

ROUTE 553

- “The 553 is a popular route through Viking Drive (Fox Mill Estates) - please keep the route 553.”
- “Please, please, keep the 553 through Viking Drive”
- “From December 2005 - April 2018, I rode #553 from the end of my street to Wiehle to catch the Metro or prior to its opening to West Falls Church. I would ride the bus and Metro in a heartbeat but when I changed jobs I was heading to Springfield. The bus drivers were great as well as the people I met on the ride.”

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4. Summary

This round of public outreach survey for the TSP provided an opportunity to gather information on current and future travel patterns, opportunities for improving Fairfax Connector, preferences, and open-ended comments from the public. This information will be used to inform the development of the TSP including the strategic vision documented in Chapter 1 of the TSP.

The survey is one of several sources of public input for the TSP. Findings are compared with those of two previous survey efforts that were statistically-based, the market and on-board surveys, in the table below.

The survey was responded to by roughly equal amounts of frequent riders, occasional riders, and non-riders—providing a mix of views and opinions. In general, the survey yielded similar results to previous survey efforts on Fairfax Connector service, particularly on opportunities for improving the service. Overall, the topmost priorities of survey respondents were focused on ensuring fast, timely and frequent bus service throughout the day. Survey respondents were optimistic about their future use of Fairfax Connector, with more frequent use expected when asked to think about the future. Overall, this survey met its purposes of gauging initial community preferences and priorities, which will assist Fairfax County in evaluating potential future Fairfax Connector service improvements both while developing its TSP and in the future.



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Survey Topic	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Current Travel Frequency	<ul style="list-style-type: none"> • 2,901 respondents • 34% frequent riders • 32% occasional riders • 34% non-riders 	<ul style="list-style-type: none"> • 2,624 respondents • 7% frequent riders • 27% occasional riders • 66% non-riders 	<ul style="list-style-type: none"> • 3,672 respondents • 91% frequent riders • 9% occasional riders • 0% non-riders (this survey was conducted on bus trips, making all riders frequent or occasional)
Future Travel Frequency	<ul style="list-style-type: none"> • 48% will use Fairfax Connector frequently • 36% will use occasionally • 15% will not use it 	<ul style="list-style-type: none"> • 35% will use Fairfax Connector • 8% will ride at least weekly in the future • Out of current riders (those that rode Fairfax Connector in the last 30 days): <ul style="list-style-type: none"> ○ 13% will use it less frequently ○ 60% will use it more frequently 	N/A
Age Demographics¹	<ul style="list-style-type: none"> • 1% - Under 18 Years Old • 4% - 18–24 • 13% - 25–34 • 21% - 35-44 • 22% - 45-54 • 21% - 55-64 • 18% - 65+ 	<ul style="list-style-type: none"> • 0% - Under 18 Years Old • 3% - 18–24 • 26% - 25–34 • 19% - 35-44 • 20% - 45-54 • 16% - 55-64 • 16% - 65+ 	<ul style="list-style-type: none"> • 5% - Under 18 Years Old • 13% - 18–24 • 25% - 25–34 • 19% - 35-44 • 18% - 45-54 • 15% - 55-64 • 5% - 65+
Gender Demographics¹	<ul style="list-style-type: none"> • 44% - Female • 54% - Male • 1% - Other 	<ul style="list-style-type: none"> • 51% - Female • 49% - Male 	<ul style="list-style-type: none"> • 42% - Female • 58% - Male
Household Income Demographics¹	<ul style="list-style-type: none"> • 5% - Less than \$25k • 6% - \$25k to less than \$50k • 24% - \$50k to less than \$100k • 27% - \$100k to less than \$150k • 38% - \$150k or more 	<ul style="list-style-type: none"> • 2% - Less than \$25k • 5% - \$25k to less than \$50k • 24%- \$50k to less than \$100k • 24% - \$100k to less than \$150k • 45% - \$150k or more 	<ul style="list-style-type: none"> • 34% - \$30k or less • 37% - \$30k to \$70k • 18% - \$70k to \$125k • 11% - More than \$125k



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Survey Topic	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Race Demographics¹	<ul style="list-style-type: none"> • 74% - White or Caucasian • 8% - Black or African American • 15% - Asian or Pacific Islander • 1% - American Indian or Alaskan Native • 1% - Native Hawaiian or Other Pacific Islander • 26% - <i>Net Minority</i> • 10% Hispanic or Latino • 90% Not Hispanic or Latino 	<ul style="list-style-type: none"> • 75% - White or Caucasian • 6% - Black or African American • 16% - Asian • 5% - Spanish, Hispanic, or Latino • 1% - Pacific Islander • 1% - Middle Eastern • 25% - <i>Net Minority</i> 	<ul style="list-style-type: none"> • 33% - White or Caucasian • 14% - Black or African American • 14% - Asian • 12% - Hispanic or Latino • 1% - Native Hawaiian or Other Pacific Islander • 1% - Some other race • 4% - Two or more races • 67% - <i>Net Minority</i> • 24% Hispanic or Latino • 76% Not Hispanic or Latino
Access to a Personal Vehicle	<ul style="list-style-type: none"> • 86% have access to a personal vehicle • 30% of frequent riders do not have access to a personal vehicle 	<ul style="list-style-type: none"> • 90% of Fairfax County residents use their car as a primary mode of transportation • 6% consider public transport their primary mode • Out of current riders: <ul style="list-style-type: none"> ○ 39% consider public transportation their primary mode ○ 13% consider Fairfax Connector as their primary mode 	<ul style="list-style-type: none"> • 52% of trips are made by riders who have at least one car at their home • 39% of riders had a car available for them to use
Less Frequent Rider Travel Mode	<ul style="list-style-type: none"> • Out of occasional and non-riders, 63% drive alone in a personal vehicle to make their most frequent trip • The second most common alternative to Fairfax Connector is Metrorail (12% of occasional and non-riders) 	<ul style="list-style-type: none"> • 90% of Fairfax County residents consider their primary mode of transportation to be a personal vehicle 	<ul style="list-style-type: none"> • Almost 50% of riders would use a car when their Fairfax Connector routes are not available • 23% would get a ride from someone else who has a vehicle • 21% would use an app-based transit service • 21% would use their own vehicle



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Survey Topic	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Less Frequent Rider Reasons for Not Riding Fairfax Connector	<ul style="list-style-type: none"> • Top reasons for why occasional or non-riders do not ride the Fairfax Connector: <ul style="list-style-type: none"> ○ Bus does not come frequently enough ○ Preference of other travel modes ○ Bus does not travel when they want ○ Not having bus service where they start or end their trips 	<ul style="list-style-type: none"> • Respondent's primary mode of transportation (90% personal vehicle use) rated higher than the Fairfax connector because of: <ul style="list-style-type: none"> ○ Fits into lifestyle ○ Available when you need it ○ Goes to the places you need to go ○ Is a fast way to travel ○ Is easy to use ○ Reliability 	N/A
Frequent Rider Satisfaction	<ul style="list-style-type: none"> • 75% of respondents identified as being satisfied or very satisfied with Fairfax Connector service • 9% were dissatisfied 	<ul style="list-style-type: none"> • Current riders are generally satisfied with Fairfax Connector • 65% of current riders rated the Fairfax Connector favorably on a scale of 0 to 10, rating the service 8 to 10 range • 8% of current riders rated the system in the 0 to 3 range 	N/A
Frequent Rider Needs for Improvements	<ul style="list-style-type: none"> • Frequent riders top areas needing improvement: <ul style="list-style-type: none"> ○ More service when I want ○ Information about the bus ○ More stops where I want to get picked up or dropped off ○ Bus stops that are easier to get to 	<ul style="list-style-type: none"> • Current riders noted that the most appealing incentives to increase ridership are: <ul style="list-style-type: none"> ○ Providing accurate real-time information ○ More frequent service ○ Having stops closer to where you like or where you are going 	<ul style="list-style-type: none"> • Top priorities that would make riders ride more frequently: <ul style="list-style-type: none"> ○ More frequent service ○ Operating later or earlier in the day ○ Offer express bus service ○ Have stops closer to origins and



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Survey Topic	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Opportunities for Improvements	<ul style="list-style-type: none"> • Top needs for making Fairfax Connector a more appealing travel choice: <ul style="list-style-type: none"> ○ Having the bus available when needed ○ Getting to the destination on time ○ Being A fast way to travel ○ Going to more places you need to go 	<ul style="list-style-type: none"> • See above for current rider incentives • What would make drivers consider using the Fairfax Connector: <ul style="list-style-type: none"> ○ Having more stops close to where they live or go ○ Having faster and more direct service ○ Having more frequent service, especially during off-peak hours and weekends, ○ Reduced cost or adding rebates 	<ul style="list-style-type: none"> • Top priorities for improvement: <ul style="list-style-type: none"> ○ More frequent service ○ Operating later or earlier in the day ○ Offer express bus service ○ Have stops closer to origins and destinations

¹Demographic percentages based only those respondents answering

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Attachment A

Additional Survey Results Summary

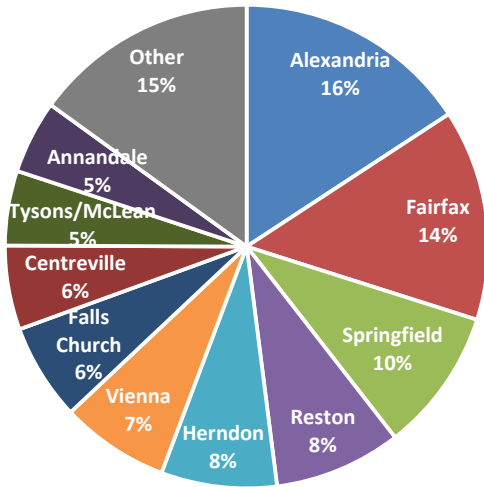
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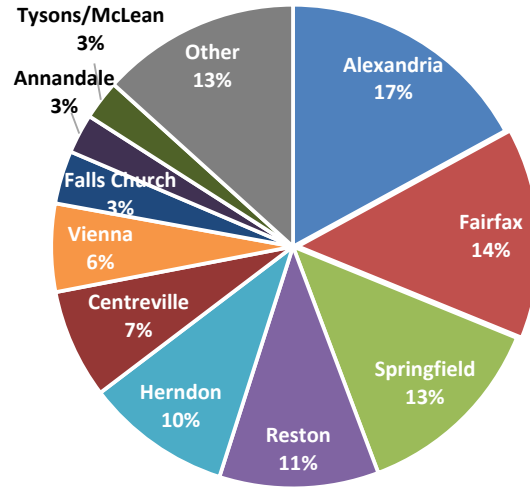


Participants by Home Location

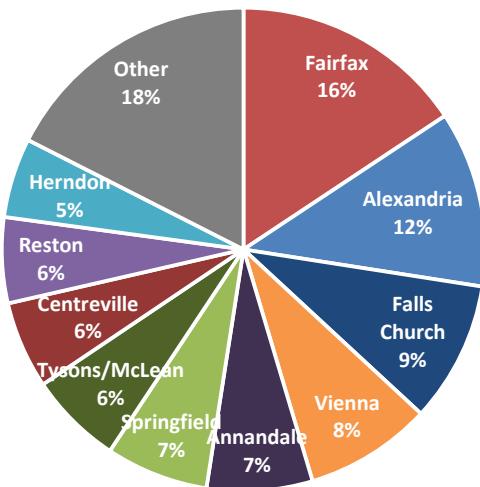
Participant Home (All Respondents)



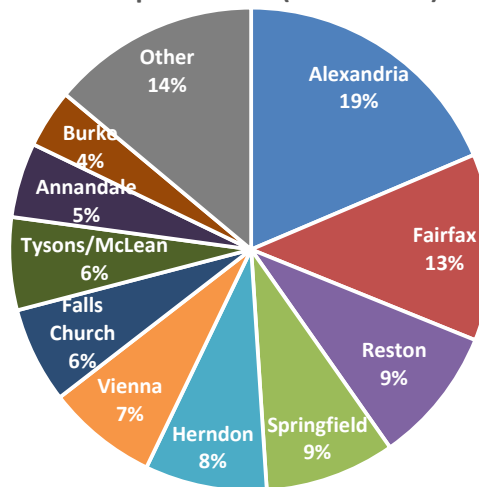
Participant Home (Frequent Riders)



Participant Home (Occasional Riders)



Participant Home (Non-Riders)

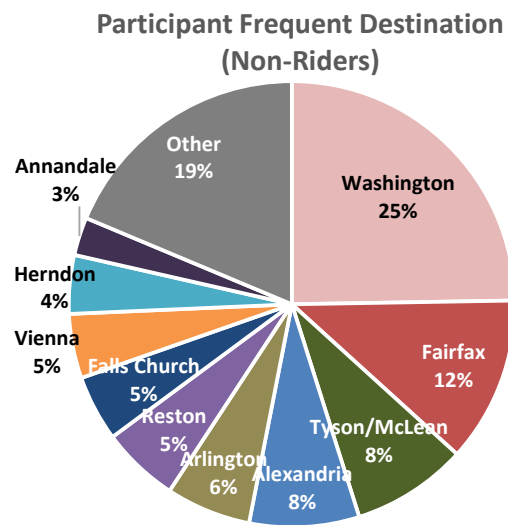
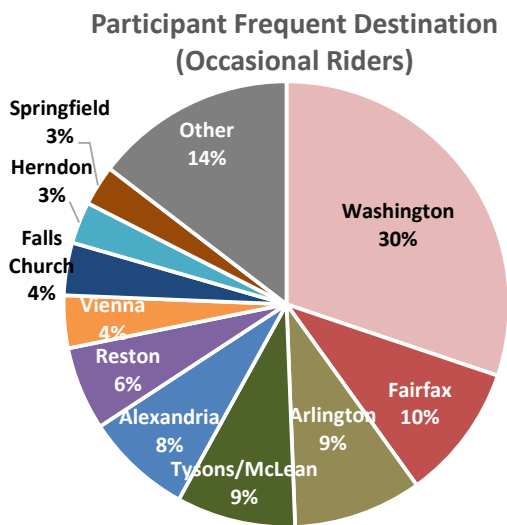
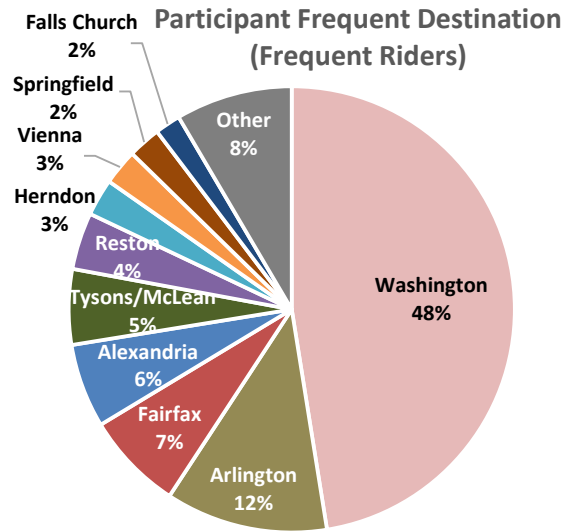
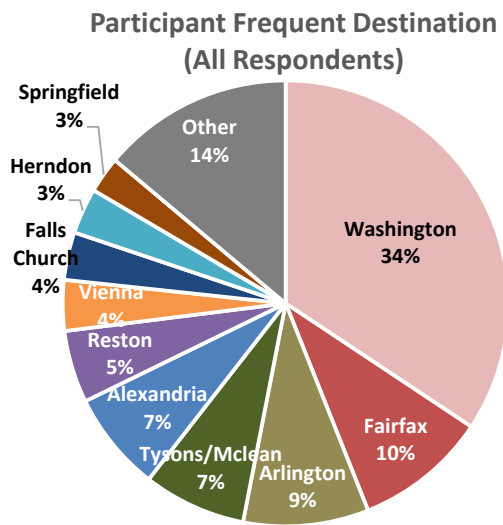


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Participants by Frequent Destination



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Attachment B

Business and Community Stakeholder Meetings Summary



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Meeting Summary

SUBJECT: Business and Community Stakeholder Meetings
DATE/TIME: *Business Stakeholders:* Monday, January 11, 2021, 1:00 p.m.
Community Stakeholders: Friday, January 15, 2021, 10:00 a.m.
LOCATION: Virtual Microsoft Teams Meetings
ATTENDEES:

Organization	Attendees	
Fairfax County Project Team	Michael Felschow (PM) Hejun Kang Randy White Christian Soughe Bissai Stuart Boggs	Fairfax County Department of Transportation
	Kala Quintana Vincent Mendolia Bryan Hoces	Fairfax County Marketing and Communications
Business Stakeholders	Stephen Tarditi	Economic Development Authority
	Joan Clark	Transportation Association of Greater Springfield
	Holly Dougherty	Mount Vernon Lee Chamber of Commerce
	Cristin Shiffer	NVRC (Military and Government Liaison)
	Peggy Tadej	NVRC (Military and Government Liaison)
	Hillary Zahm	Macerich Tysons Partnership
	Alex Joyce	Tysons Corner Center Partnership
	Eric Christensen	Springfield Town Center
	Ronit Dancis	Tysons Partnership
Community Stakeholders	Karen Epperson	Rockhill Management
	Eileen McCartin	Northern Virginia Resource Center for Deaf and Hard of Hearing Persons
	Eleanor Vincent	Pathway Homes
	Joan Wise	Cornerstones
	Anne-Lise Quinn	Culmore Clinic
	Paul Woods	Fairfax County Neighborhood Community Services
	Avanda Williams-White	Fairfax County Public Schools
	Jennifer Henry-Jones	Fairfax County Neighborhood Community Services
	Tracy Herand McCarty	Cunningham Park PTA
	MaiTam Nguyen	PRS
	Katina Matthews	Fairfax County Neighborhood Community Services
	Gary Morris	South County High School
	Sherman Deck	Edison High School
	Than Tran	
	Tim Boyd	Edison High School
Corazon Sandoval Foley	Burke/West Springfield Senior Center without Walls	
Lisa Whetzel	Al-Qalam Academy Britepaths	
Kimley-Horn Project Team	Tyler Beduhn (PM) Mike Harris Danielle McCray Veronica Son	Project Consultants

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1. Introductions

2. Role of Stakeholders

- Stakeholder meetings are essential to identify challenges and opportunities for improvement. Feedback and input are appreciated and encouraged to develop a successful Transit Strategic Plan.

3. Background – Fairfax Connector

- Fairfax County currently has about 95 different routes and over 300 buses serving connections throughout the county. These are a mix of routes that operate on weekdays as well as Saturdays and Sundays. Some routes offer rush hour only service, and other routes provide several limited-stop or express services.
- There is also Metrorail service in Fairfax County, with Connector routes serving all of these stations, as well as several Metrobus routes that operate in Fairfax County.

4. TDP vs TSP

- Fairfax County completed Transit Development Plans (TDP) in 2009 and 2016.
- As of 2018, the Virginia Department of Rail and Public Transportation (DRPT) requires all large public transportation agencies like Fairfax Connector to develop a Transit Strategic Plan (TSP).
- Overall, the TSP consists of similar content to the TDP. They both provide evaluations of existing services to determine near- and long-term needs. Both documents assess opportunities to improve efficiency and improve service in underserved areas. They are both used for funding purposes and identify capital, operating, and maintenance needs.
- The TSP is a strategic blueprint outlining desired changes that will improve transit services within existing funding structures.
- The TSP is a 10-year plan whereas the TDP was a 6-year plan. The TSP is a living document that Fairfax County will update every year (minor annual updates after this major update).

5. Vision and Goals

- A key element of the TSP is the vision for transit in Fairfax County. Visions provide a guiding principle to tie back to when evaluating potential improvements to the bus service.
- Fairfax County Transit Strategic Plan Vision: To provide equitable, safe, reliable, clean and effective public transportation service that complements the other elements of the multi-model transportation system in Fairfax County. This vision aligns to Fairfax County's Comprehensive Plan.
- Goals are aligned with the four themes:
 - **Choice:** Provide transportation choices for people travelling short and long distances
 - **Quality:** Provide high-quality transportation service—this is where we consider how frequently the bus comes and how reliable is the bus
 - **Efficiency:** Create efficient and cost-effective transportation choices
 - **Safety:** Ensure and improve safety for Fairfax County riders throughout the system—safety for Connector's customers, staff, and the general public is paramount

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6. Fairfax County TSP Inputs

- Stakeholder input and public input will be used to validate vision, goals, and objectives for the transit service.
- Performance and operations analysis will document a cohesive systemwide analysis and show gaps and opportunities for improvements.
- The recent and ongoing Bus Service Review studies will be a primary source for service recommendations, and the TSP will tie route recommendations to gaps/opportunities identified in the performance and operational analysis.

7. Discussion

Following the introduction slides on the TSP, the project team facilitated discussions with the stakeholders. This section captures results from both Business and Community Stakeholder meetings. A virtual polling system was used to initiate dialog. Each question is shown in the following section, along with an overview of response and follow-up discussion. These responses were used to understand the communities each stakeholder represented.

QUESTION 1: How do you expect your community to change their use of Fairfax Connector bus services in the future [compared to pre-pandemic levels].

The image shows a screenshot of an interactive polling question. The title is "Scales" in blue. The question text is "How do you expect your community to change their use of Fairfax Connector bus services in the future?". Below the question is a horizontal scale from 1 to 5. The number 3 is positioned above the scale line, with the text "No Change" above it. The number 1 is on the left end of the scale, with "Use Less Often" below it. The number 5 is on the right end of the scale, with "Use More Often" below it. A blue circle is positioned on the scale line, slightly to the right of the 3. Below the scale is a large blue button with the word "Submit" in white.

Interactive Polling Question 1

QUESTION 1 RESULTS

Overall, both Business and Community Stakeholders did not see much of a change in future Fairfax Connector ridership. They anticipated that a slight increase in Fairfax Connector use may be seen in the future, averaging and 3.50 and 3.33 scale for Business and Community stakeholders, respectively. The scale ranged from 1 (community will ride less often), 3 (no change in ridership), and 5 (community will ride more often). A summary of discussion points around this question is shown below for each meeting.

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TABLE 1: AVERAGE RESPONSE FOR QUESTION 1

Business Stakeholders	Community Stakeholders
3.50	3.33

Business Stakeholder Discussion – January 11, 2021

- Metro is looking into cutting services. As services reduce, the stakeholders anticipate more people will look to Fairfax Connector.
- In terms of future growth in the Springfield area, they foresee more people taking Connector.
 - FCDOT has worked hard to expand bus services to Springfield by adding two routes to support TSA and Town Center.
- Some business stakeholders noted that many employees are retail/service industry workers and have no option to telework. They foresee a consistent level if not more for ridership to pre-pandemic.
- There is a significant amount of growth in Tysons and Tysons Corner in businesses and retail. Moreover, the Burroughs Development area is growing significantly.
 - FCDOT correlates the TSP effort with population and employment growth in the region.
- For offices that do have means to telework, stakeholders anticipate families reducing the number of vehicles and possibly using more public transportation.
- The Department of Defense (DoD) employees are likely to see a slight increase in telecommuting. There are future efforts to increase teleworking throughout DoD.

Community Stakeholder Discussion – January 15, 2021

- The populations that the community stakeholder groups service are typically low income and do not have cars to rely on for transportation. They foresee an increase in future ridership as people are coming out of the shelters and into permanent housing. One community stakeholder proposes having more access and connections to Chantilly area.
- There is an increase in projected land uses in Fairfax County (house/business/shopping centers) and FCDOT is looking at future markets in the plan.
- One stakeholder noted that unless routes increase in frequency, the existing transit use will remain the same. It takes two hours to get from Lorton to Gerry Hyland Building. Is this a route that will be improved?
 - FCDOT understand they need to invest in cross-country routes because of the job opportunities. There is a new route being proposed 313 that will connect Franconia to Fair Oaks Mall. There are gaps in the system and the County is working to increase the number of available routes and modify existing routes to address these gaps. Ridership information is one of the available factors that the County uses when developing these modifications, however, any public comment and stakeholder feedback will help further identify needs in the region.



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QUESTION 2: What’s most important to your community to meet their needs and make Fairfax Connector a more appealing travel choice? Rank top 3 choices. (7 options provided)

A fast way to travel	Get you to your destination on time	Meets expectations of safety and comfort	Easy to use, understand, and get information about the service and connections
Available when you need it	Go to more places you need to go	An affordable way to travel	

QUESTION 2 RESULTS

The Business and Community Stakeholders were asked to rank their top three factors. Overall, they both identified “an affordable way to travel” and “available when you need it” as their top two options. Their third top priority varied in that the Business Stakeholders identified “ability to go to more places” while the Community Stakeholders identified “a fast way to travel”.

TABLE 2: RESPONSE FOR QUESTION 2

Rank	Business Stakeholders	Community Stakeholders
1	An affordable way to travel	An affordable way to travel
2	Available when you need it	Available when you need it
3	Go to more places you need to go	A fast way to travel

Business Stakeholder Discussion – January 11, 2021

- All are critical factors. Affordability is always an issue. Metro can get expensive for some employees, so bus services are more affordable options. Metrobus has about 1-2 lines available around the Tysons area.
- The Tysons area uses a mix of different services (Metrorail, Connector, Metrobus, etc.). They do a survey every few years to identify the modes of transportation their employees use.
- There is often an issue with weekend or late night schedules, especially for the retail and service industry. Some businesses close after the last train or bus.
- Fort Belvoir is not 9-5 jobs; alternative travel options can be challenging for those looking to take transit.



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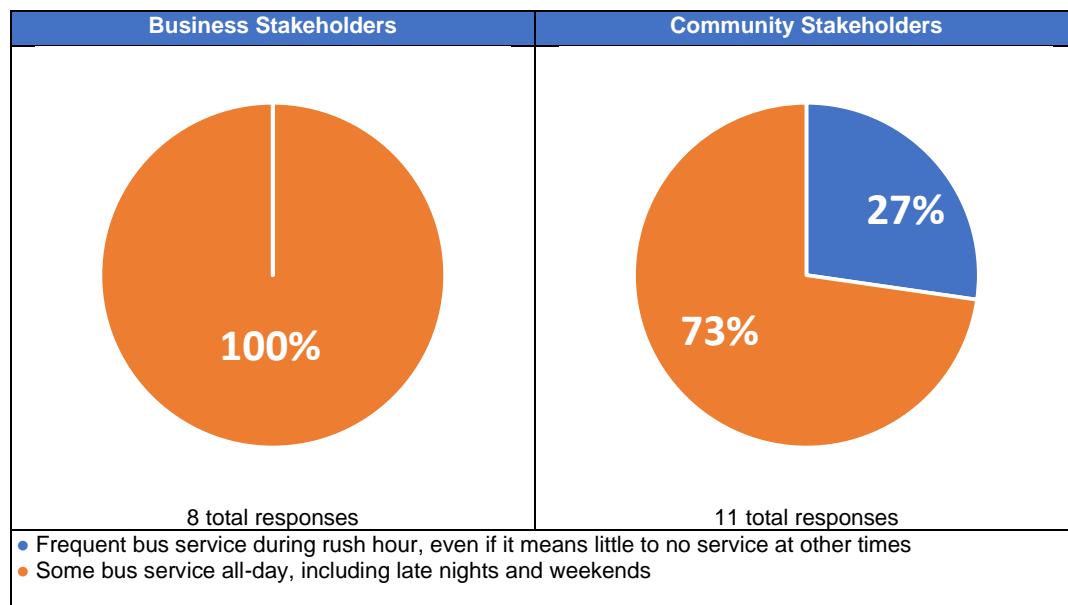
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QUESTION 3: When it comes to bus service during RUSH HOUR commute time versus ALL-DAY service, my community prefers: (1) Frequent bus service during rush hours, even if it means little to no service at other times or (2) Some bus service, include late nights and weekends, even if it mean less frequent service than the first option?

QUESTION 3 RESULTS

The consensus for both Business Stakeholders and Community Stakeholders was that majority of the community desires services at off-peak periods if a choice had to be made. They noted that a lot of their employers or community members do not work the regular 9 a.m. to 5 p.m. jobs.

TABLE 3: QUESTION 3 RESULTS BREAKDOWN



Community Stakeholder Discussion – January 15, 2021

- People in front line jobs need the flexibility of off-peak hours and weekend services. Not everyone has a 9 a.m. to 5 p.m. job.
 - FCDOT acknowledges this to be one of the main concerns voiced during both the Business Stakeholder and the Community Stakeholder meetings. This is an ongoing concern and will be further analyzed/addressed through the study.

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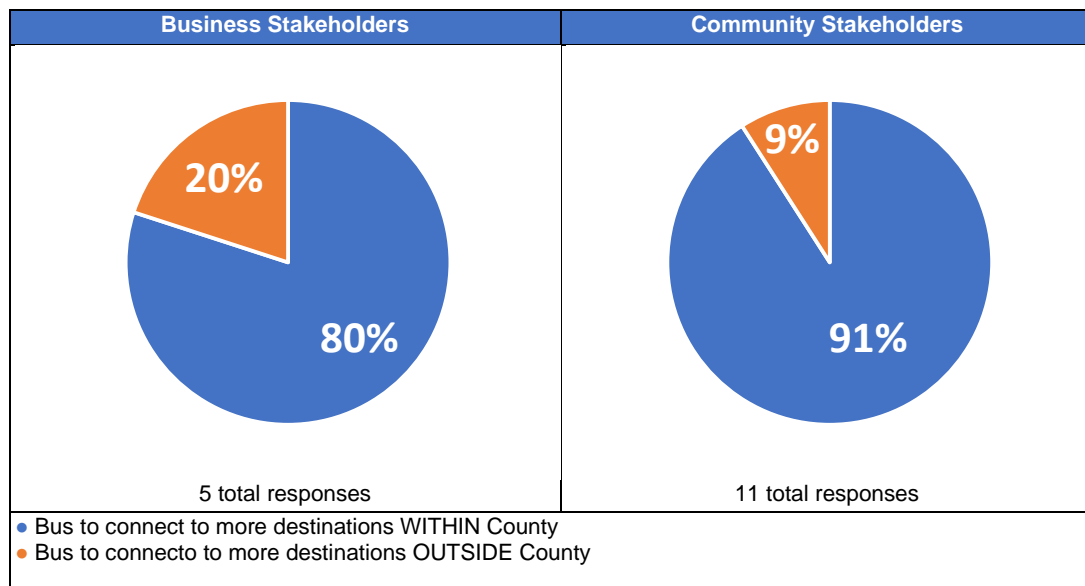


QUESTION 4: When it comes to LOCAL versus LONG-DISTANCE bus service, my community prefers (1) the bus to connect to more destination WITHIN Fairfax County or (2) the bus to connect to more destinations OUTSIDE of Fairfax County?

QUESTION 4 RESULTS

This question was difficult for respondents to answer. They identified services within the County to be a priority but also mentioned there are many community members who would benefit from connections to outside jurisdictions.

TABLE 4: QUESTION 4 RESULTS BREAKDOWN



Business Stakeholder Discussion – January 11, 2021

- This is a difficult answer to respond to. Employees are coming from everywhere—within the County and outside the County. Longer routes seem to be a popular demand.
- Is the mission to connect people to other services?
 - Connector started off with the goal of providing connections to other services. Express services provide access to longer travel options (i.e., into DC). Connector was first implemented to replace Metrobus routes in the Huntington Area. The purpose of the Connector is not to compete with Metrobus but work together. The role of Metrobus may change in the future and more Connector routes may come into play. The Metrobus and the Connector are funded via Fairfax County through the Compact. Connector may take on operations of most of the routes Metrobus operates in the County in the future.

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Community Stakeholder Discussion – January 15, 2021

- Is there a partnership being pursued with Loudoun County to enable frequent cross-country transportation? Getting from Reston/Herndon to Alexandria or Dulles Airport via bus is onerous.
 - FCDOT is looking into new partnerships with other agencies.
 - The County has planned two new routes in Reston/Herndon that will connect to Loudoun County. Route 954/924 will be the first two routes to cross into Loudoun. The County is currently working with PRTC for possible other connections.
- The Chantilly area is comparatively disadvantaged when it comes to public transportation so much that it impacts decisions made on housing and leasing. Connections and routes from Chantilly/Centreville to Reston/Herndon area are in need.
- Students who walk or stay after school for activities will use the Connector, especially since school transportation has been declining over the years due to fewer drivers being available. This program greatly benefits the students because they assist in not only transportation to and from homes to schools but also to work.
 - FCDOT considers school accessibility when developing new routes or making route modifications. The County maps schools and evaluates how many schools each route provides access to within a ¼ mile buffer. These routes are prioritized over others that do not provide such connections.
- There are some pockets of high schools where Connector routes do not actually provide the connections students need (e.g., Hayfield to Lorton). Is there anything done to address meeting the needs of some of these students? Connector provides access to certain neighborhoods but not all.
 - FCDOT agrees this to be important and will take it into consideration. The County will work on not just verifying that there is a Connector route by the school but also understanding what connections the routes are providing to neighborhoods.
- Possible other connections identified are with Manassas, Sterling, and City of Alexandria. These locations not only provide employment opportunities but also affordable housing locations (Manassas and Sterling). With these partnerships, it's important to align the different operating hours of these agencies.
- The idea of free student bus passes is great. However, there is a misconception that buses are not safe. It is encouraged that more PR campaign be done to promote bus routes and target youths.

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QUESTION 5: What other innovative ideas do you have to better serve your community?
(open-ended question)

OPEN DISCUSSION

Business Stakeholder Discussion – January 11, 2021

- There are many locations in need for bus shelters and bus stop improvements
 - FCDOT is working on this effort through the Bus Stop Improvement Program to add shelters, concrete pads, places to sit, etc.
- Bus Tracker has a few limitations to the software and reliability issues during schedule disruptions (e.g., weather events, strike).
 - This program is based on the schedule that is inputted via the database that gets updated every two months. Because Bus Tracker is a software that is contracted out, it is not as easy for County to update information.
 - Connector has mobile alert systems in place that informs subscribers of any specific route or stop changes.
- Fort Belvoir is interested in bus service to the new Army Museum (potential adjustment to Route 355).

Community Stakeholder Discussion – January 15, 2021

- The cost of transportation (fares) has increased just before COVID. The community stakeholder found that more clients were asking for assistance due to the fare increase. Has the county investigated fare plans or possibly using smaller buses?
 - FCDOT is performing a study to identify alternative forms of transit and are looking for grants to help with study. They are studying low density locations that are hard to get to and possibly proposing flex routes. For typical routes, smaller buses are not used because they do not last long (~7 years) and do not provide a smooth riding experience. It is not cost effective for large communities like Fairfax to use smaller vehicles.
- In lieu of tokens and increased fare costs, is there an option for CBOs to purchase fares at a low cost or be given free passes?
 - FCDOT is in the early stages of working out fare costs. They have a regional study with WMATA that considers reduced fare programs. The region will be looking at the possibility of “fare capping” where once the max amount is hit for the day, week or month, the rider would not be charged additional fares.
 - FCDOT and WMATA currently has a 7-day regional pass that allows unlimited rides and transfers.
- Does the plan address the aging population and potential need for transportation with accessibility features? There has been some feedback on demand responses having long waits.
 - FCDOT considers the sensitive population (low income, student, minority, senior, etc.). these are all factors that are being encompassed in the transit propensity index score for each route.
- Are multiple languages on bus stop signage being considered?
 - FCDOT agrees this is an important item to consider. Fairfax County has a high minority population. The County will research what other jurisdictions have done. While the bus

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stop will not have physical maps/items, Fairfax County can consider other online options.

- External information about the routes and stops are good and accessible to the deaf and hard of hearing population. The internal bus communication needs to also be improved. Is the County considering automatic speech recognition to convey what the driver is saying?
 - FCDOT will take this into consideration. Currently there are alerts that can be sent directly to a mobile device. The County understands that the visual alerts are key to the hard of hearing and senior population.
- Now that we are transitioning from the pandemic, travel patterns will change. How is the County taking this shift in traffic and transportation modes into consideration?
 - There isn't a definite answer to how travel patterns are changing due to the pandemic. Currently Fairfax County has all their routes running and operating. The routes are operating at a 67% ridership and at almost 100% during the off peaks (weekends). This data shows that people who need the services are still using them. The plan is to consider the pandemic as a "bump" in time and the County will hold steady with any commitments. County will wait 6 months to a year before making too many significant adjustments. The TSP is a living document that will be updated every year, which works in the County's favor in this situation.

8. Public Outreach

- Current Public Survey is open until Friday, February 19, 2021
- Additional comments and questions can be submitted through the following:
 - Email: fairfaxconnector@fairfaxcounty.gov
 - Call 703-339-7200, TTY 703-339-1608
 - Mail to:
Fairfax County Department of Transportation
C/O Transit Planning – Public Comment TSP 2021
4050 Legato Road, Suite 400
Fairfax, VA 22033



SPRING 2022 PUBLIC OUTREACH SUMMARY

This report documents the results of public outreach conducted in spring 2022 for the Fairfax County Transit Strategic Plan (TSP). This round of outreach consisted of two online community input meetings, an online survey, and two online stakeholder input meetings. This document provides a summary of the input received during these outreach activities and serves as one of several sources of public input on Fairfax Connector service used in the TSP. Fairfax County Department of Transportation (FCDOT) has conducted other public outreach that has fed into the TSP process, such as community input meetings in fall 2021 for the proposed bus service in the Centreville, Chantilly, Vienna, and Tysons (CCVT) area and the first round outreach conducted specifically for the TSP in winter/spring 2021. Previous public outreach was also conducted through bus service reviews for the Reston and Herndon area in 2019-2020 and the Franconia-Springfield area in 2018-2020.

1. Survey Overview

The public survey was developed using an online tool called JotForm. The purpose of the survey was to gauge community preferences and priorities to assist Fairfax County in validating and prioritizing the planned service improvements for the TSP. The survey was available in eleven total languages:

- English
- Spanish
- Filipino (Tagalog)
- Korean
- Vietnamese
- Chinese
- Amharic
- Arabic
- Persian (Farsi)
- Urdu
- Hindi

Feedback could be provided by e-mail, phone, and mail. The survey structure was comprised of three sections:

1. How frequent, occasional, and non-rider respondents travel,
2. Service improvements for various areas of Fairfax County, and
3. Optional demographic information of respondents.

Responding to each section was optional, and participants were not required to answer each question. The survey was available to the public from March 18, 2022 to April 15, 2022, and was published concurrently with two online community input meetings that occurred the week of March 28, 2022.

The survey was promoted via the following platforms by FCDOT:

- Brochures produced by FCDOT, translated in ten languages, and mailed to every resident in Fairfax County
- Links to the survey posted on the Fairfax Connector website
- Press release to local/regional media
- Text/email Fairfax Alerts and BusTracker Alerts to subscribers
- Social media campaign on Facebook and Twitter



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The survey was one of several sources of public input for the TSP. Previous survey efforts, namely the TSP Winter 2021 Survey, 2018-2019 Market Survey, and 2019 On-Board Survey, were also used as input.

Attachment A contains a comparison table of these four countywide surveys to show how they align or differ for similar questions.

2. Survey Responses and Respondent Characteristics

The survey received a total of 1,114 submissions. **Table 1** indicates the breakdown of survey responses by language.

TABLE 1: TOTAL RESPONSES

Language	Response Count
English	1,062
Spanish	20
Chinese	9
Korean	7
Arabic	5
Vietnamese	4
Amharic	2
Urdu	2
Farsi	2
Tagalog	1
Hindi	0
Total	1,114

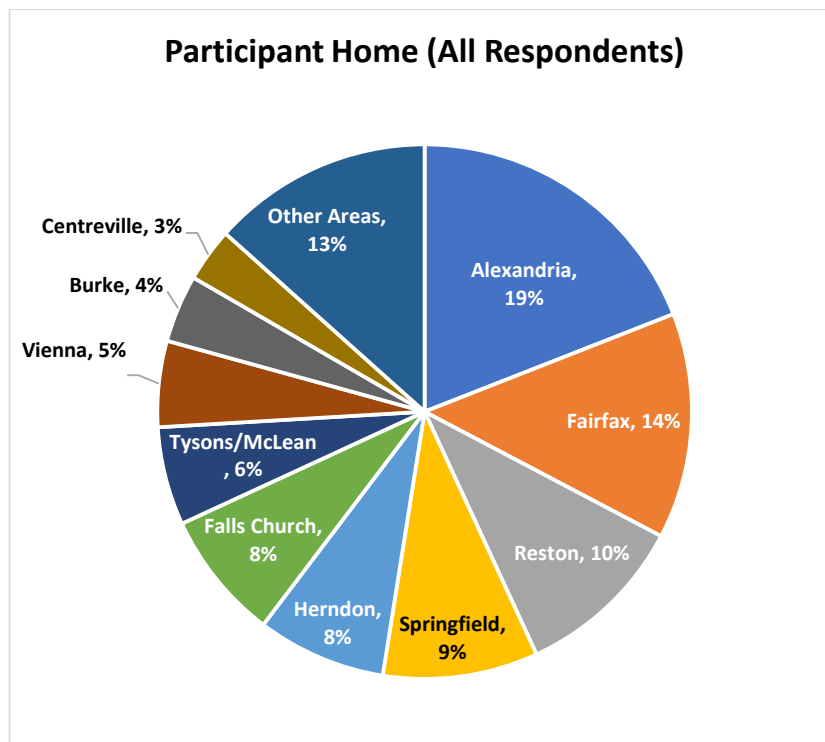
The survey received 35 responses where two or more responses shared the same IP address. These responses were reviewed (response demographic information, response date, response time, and answers to various questions), and 21 were removed because duplicate answers were provided. For the 14 responses that were retained, it was assumed that people from the same household may have used the same computer or respondents used public computers because of varying responses, particularly to the demographic questions. The results from the survey are not statistically based and may differ from the previous TSP, market, and on-board surveys. The survey was open to all members of the community that wished to provide input. **While respondent characteristics are provided in the following sections, this survey was not intended to be the primary source of demographic characteristics and travel patterns of Fairfax Connector riders. These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.**



Participants by Home Location

Out of the 1,114 total survey participants, 1,076 provided their home zip codes. These respondents included 62 unique zip codes. About 99.3 percent of those providing responses resided in Virginia and the remainder resided in Washington, DC or Maryland. Out of those who provided residence responses, 96.9 percent lived in Fairfax County. **Figure 1** and **Table 1** show the ten most common localities that were associated with the zip code responses¹. The “Other Areas” category represents home zip locations outside of the top ten locations (for example Annandale, Chantilly, Oakton, and 16 more locations²). The map in **Figure 2** shows survey responses received by home zip code. The red areas on this map represent zip codes with a larger number of responses. Additional cross tabulation of user types are included in **Attachment A**.

FIGURE 1: HOME LOCATION



¹ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

² Other Areas included Annandale, Chantilly, Oakton, Fairfax Station, Lorton, Clifton, Great Falls, Fort Belvoir, Washington, Arlington, Dumfries, Manassas, Rockville, Dunn Loring, Sterling, Fredericksburg, Montgomery Village, Woodbridge, Leesburg.

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TABLE 2: HOME LOCATION

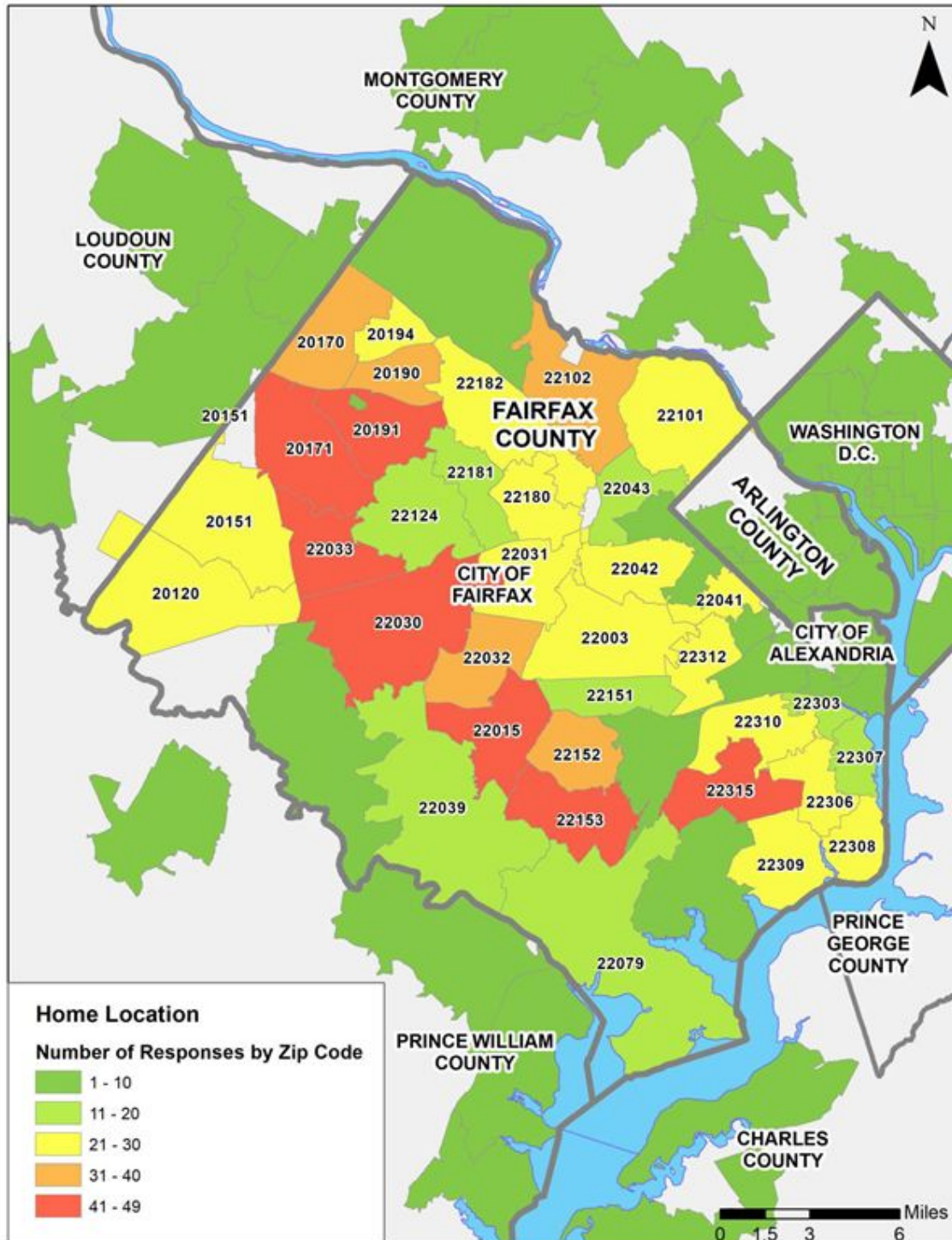
Home Location Zip Code	Count of Responses	% of Responses
Alexandria	205	19%
Fairfax	147	14%
Reston	112	10%
Springfield	101	9%
Herndon	84	8%
Falls Church	84	8%
Tysons/McLean	64	6%
Vienna	56	5%
Burke	44	4%
Centreville	35	3%
Other Areas	144	14%
TOTAL	1,076	100%

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FIGURE 2: HOME LOCATION — ZIP CODE MAP

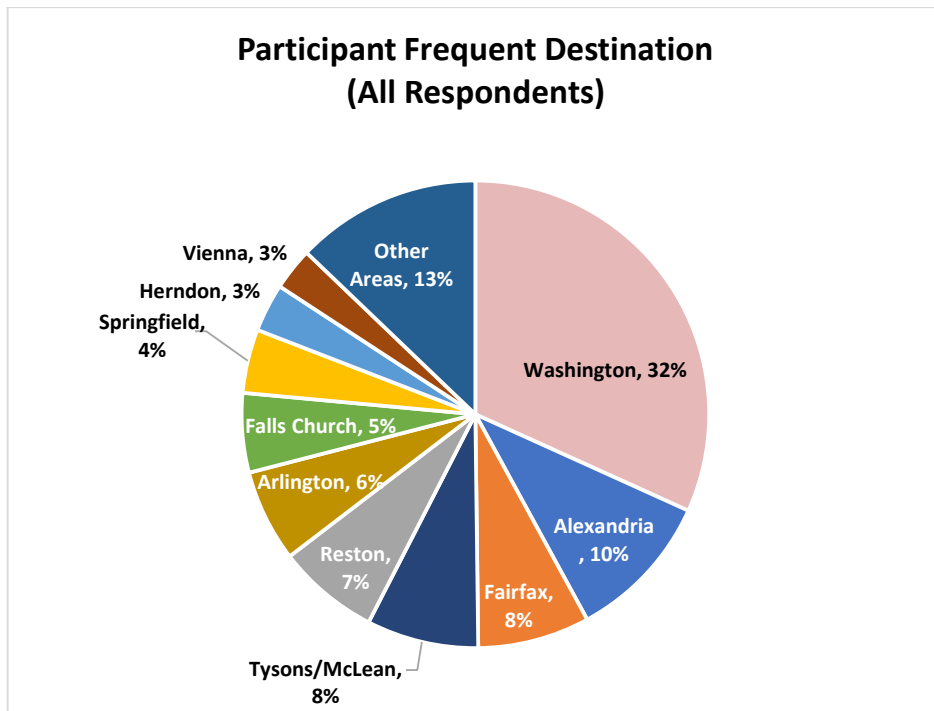




Participants by Destination Zip Code

Out of the total 1,114 survey participants, 1,020 provided their destination zip code for the location they travel most frequently. These respondents included 168 unique zip codes. Overall, about 49 percent of the total respondents travel to a destination within Fairfax County. **Figure 3** and **Table 3** show the ten most common localities that were associated with the zip code responses.³ The “Other Areas” category represents destinations not in the top ten locations (for example Chantilly, Burke, Annandale, and 31 more locations). The map in **Figure 4** shows survey responses received by destination zip code. The red area with the most responses on this map include a large portion of Tysons in 22102. Additional cross tabulations of user types are included in in **Attachment A**.

FIGURE 3: FREQUENT DESTINATION LOCATION



³ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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TABLE 3: FREQUENT DESTINATION LOCATION

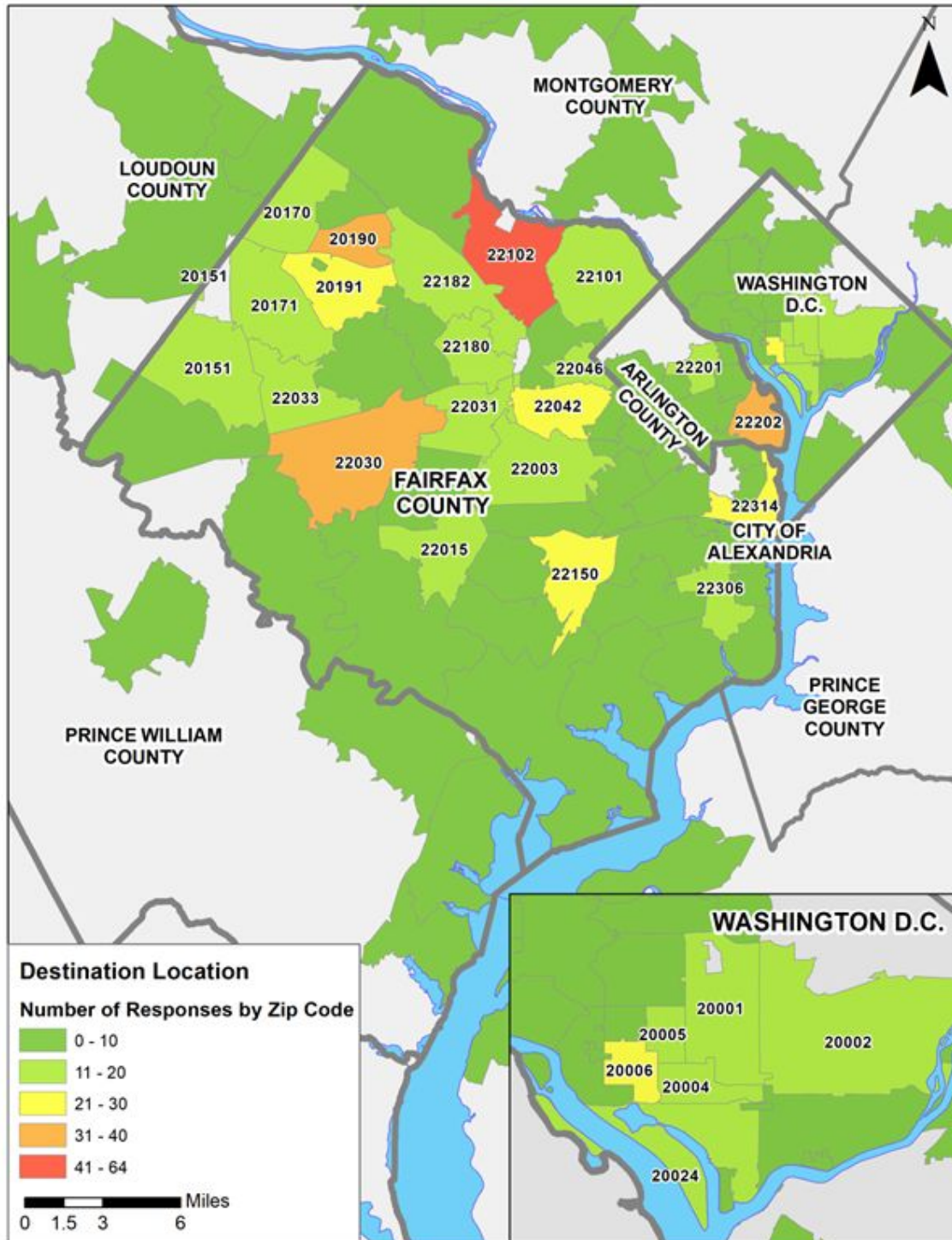
Destination Location Zip Code	Count of Responses	% of Responses
Washington	324	32%
Alexandria	105	10%
Fairfax	79	8%
Tysons/McLean	79	8%
Reston	72	7%
Arlington	65	6%
Falls Church	56	5%
Springfield	45	4%
Herndon	34	3%
Vienna	30	3%
Other Areas	131	14%
TOTAL	1,020	100%

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FIGURE 4: FREQUENT DESTINATION LOCATION — ZIP CODE MAP



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Top Travel Flows

Table 4 shows the top travel flows of the survey respondents that provided home and frequent destination zip codes.⁴ Similar to the destination section above, Washington is the major trip attractor from various areas of Fairfax County.

TABLE 4: TOP TRAVEL FLOWS OF SURVEY RESPONDENTS

Home Location	Destination Location	Count of Responses	% of Responses
Alexandria	Washington	76	8%
Alexandria	Alexandria	68	7%
Fairfax	Washington	48	5%
Reston	Reston	46	5%
Springfield	Washington	41	4%
Fairfax	Fairfax	37	4%
Tysons/McLean	Tysons/McLean	28	3%
Reston	Washington	28	3%
Falls Church	Falls Church	25	3%
Other Origin-Destination Combinations		594	61%
TOTAL		991	100%

⁴ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

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Participants by Age

Out of the total 1,114 survey participants, there were 1,021 respondents who provided their age range, as summarized in **Figure 5** and **Table 5**⁵. Most of the respondents were between the ages of 55 to 64.

FIGURE 5: AGE OF SURVEY RESPONDENTS

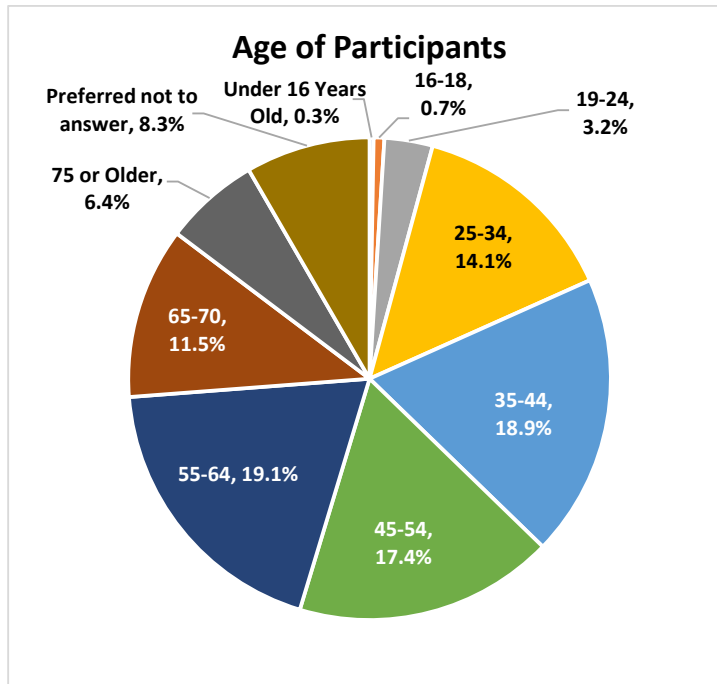


TABLE 5: AGE OF SURVEY RESPONDENTS

Age Range	Total Count	Percent of Responses
Under 16 Years Old	3	0.3%
16-18	8	0.7%
19-24	36	3.2%
25-34	157	14.1%
35-44	211	18.9%
45-54	194	17.4%
55-64	213	19.1%
65-70	128	11.5%
75 or Older	71	6.4%
Prefer not to answer	93	8.4%
TOTAL	1,114	100.0%

⁵ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

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Participants by Gender

Out of the total 1,114 survey participants, there were 1,013 respondents who provided their gender, as summarized in **Figure 6** and **Table 6**.⁶

FIGURE 6: GENDER OF SURVEY RESPONDENTS

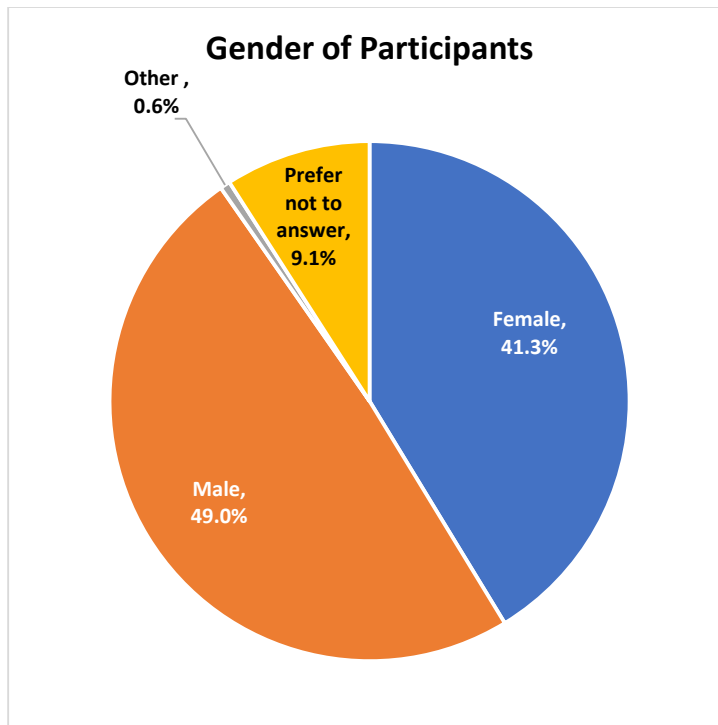


TABLE 6: GENDER OF SURVEY RESPONDENTS

Gender	Total Count	Percent of Responses
Female	460	41.3%
Male	546	49.0%
Other	7	0.6%
Prefer not to answer	101	9.1%
TOTAL	1,114	100.0%

⁶ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

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Participants by Race

Out of the total 1,114 survey participants, there were 994 respondents who provided their race. Additionally, 97 (9 percent) of respondents identified themselves as Hispanic or Latino origin. Race is summarized in **Figure 7** and **Table 7**.⁷

FIGURE 7: RACE OF SURVEY RESPONDENTS

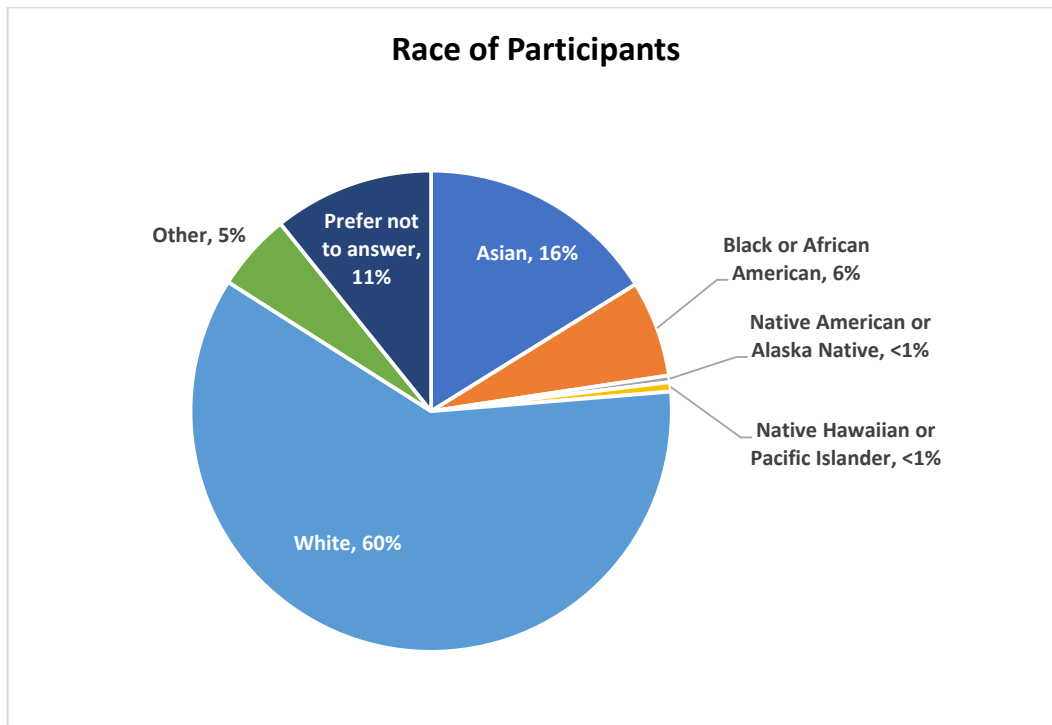


TABLE 7: RACE OF SURVEY RESPONDENTS

Race	Total Count	Percent of Responses
Asian	180	16%
Black or African American	72	7%
Native American or Alaska Native	5	<1%
Native Hawaiian or Pacific Islander	7	<1%
White	672	60%
Other	58	5%
Prefer not to answer	120	11%
TOTAL	1,114	100.0%

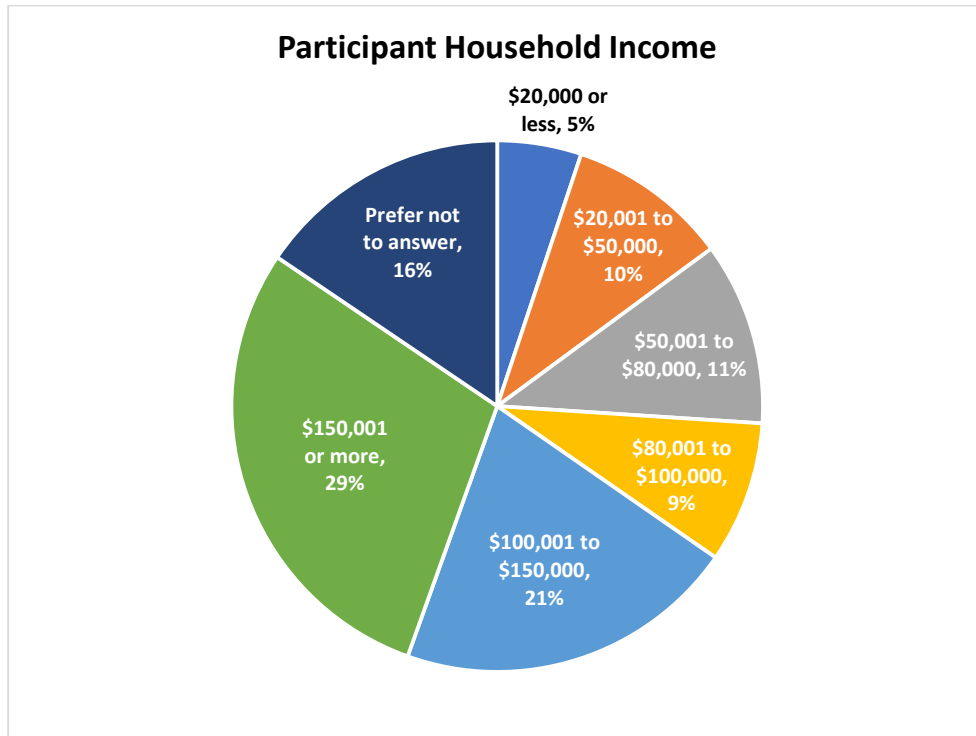
⁷ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.



Participants by Household Income

Out of the total 1,114 survey participants, there were 941 respondents who provided their household income, as summarized in **Figure 8** and **Table 8**.⁸

FIGURE 8: HOUSEHOLD INCOME OF SURVEY RESPONDENTS



⁸ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

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TABLE 8: HOUSEHOLD INCOME OF SURVEY RESPONDENTS

Household Income	Total Count	Percent of Responses
\$10,000 or less	31	3%
\$10,001 to \$20,000	26	2%
\$20,001 to \$30,000	30	3%
\$30,001 to \$40,000	43	4%
\$40,001 to \$50,000	36	3%
\$50,001 to \$60,000	47	4%
\$60,001 to \$70,000	31	3%
\$70,001 to \$80,000	46	4%
\$80,001 to \$100,000	96	9%
\$100,001 to \$125,000	115	10%
\$125,001 to \$150,000	117	11%
More than \$150,000	323	29%
Prefer not to answer	173	16%
TOTAL	1,114	100%

3. Survey Responses

The following section details the responses received to each question of the survey. Conclusions may be drawn from this data by comparing frequent, occasional, and non-rider responses. This approach to segmenting responses was used over alternative approaches such as segmenting by household income or race because of the optional nature of the demographic questions. Where applicable, survey responses are compared against findings from the TSP Winter 2021 Survey, 2018-2019 Countywide Survey (market survey), and 2019 Fairfax Connector Origin Destination Survey (on-board survey).

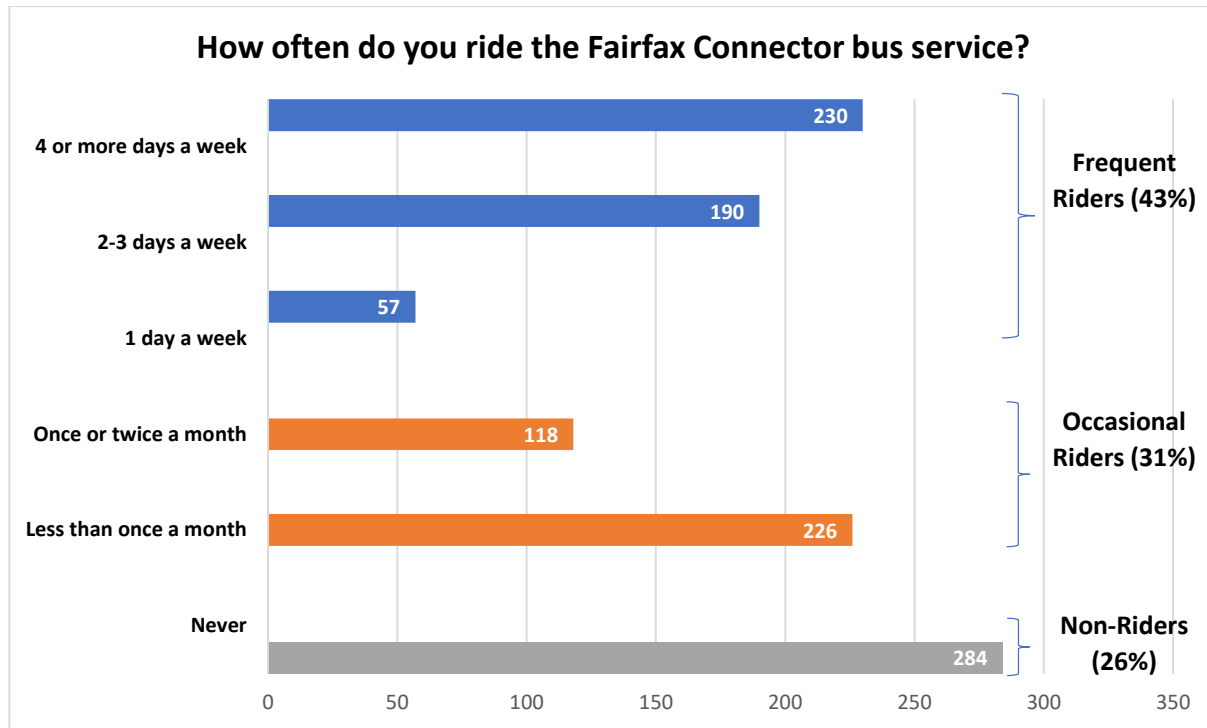
Current Travel Patterns

Current Travel Frequency

For this analysis, frequent riders were defined as those who rode the bus at least one day a week. Occasional riders were defined as people who rode once or twice a month or less than once a month. Out of the 1,114 responses, there were about 477 frequent riders, 344 occasional riders, 284 non-riders, and 9 did not identify (see **Figure 9**).



FIGURE 9: CURRENT TRAVEL FREQUENCY



Comparison to TSP Winter 2021, Previous Market, and On-Board Surveys

- The TSP Winter 2021 survey had a total of 2,901 respondents
 - The TSP Winter 2021 survey found that before COVID-19 (March 2020), 34 percent (987) of respondents had never ridden a Fairfax Connector, 32 percent (923) were occasional riders that rode the Fairfax Connector once or twice a month or less, and 34 percent (991) were frequent riders who rode the Fairfax Connector at least once a week.
- The market survey had a total of 2,624 respondents
 - The market survey found that 66 percent (approximately 1,732 riders) of Fairfax County residents had never ridden a Fairfax Connector, 27 percent (approximately 708 riders) were occasional riders that have ridden a Fairfax Connector, but not in the last 30 days, and 7 percent (approximately 184 riders) were frequent riders who have ridden a Fairfax Connector bus in the past 30 days. Most market survey respondents were residents who never rode Fairfax Connector.
- The on-board survey had a total of 3,672 respondents
 - The on-board survey was conducted on bus trips making all respondents occasional or frequent riders.

FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

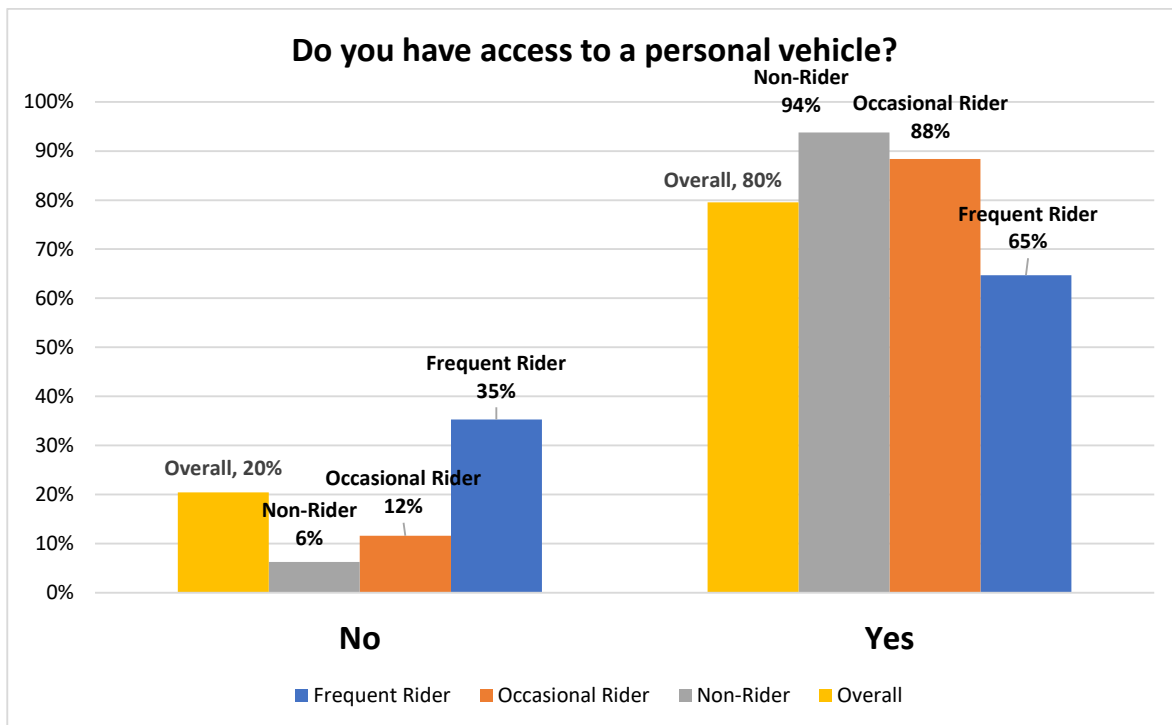
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Access to Personal Vehicle

About 80 percent of respondents had access to a personal vehicle. About 35 percent of the frequent riders did not have access to a personal vehicle (see **Figure 10**).⁹

FIGURE 10: ACCESS TO PERSONAL VEHICLE



Comparison to TSP Winter 2021, Previous Market, and On-Board Survey

- The TSP Winter 2021 survey found that about 86 percent of respondents had access to a personal vehicle. About 30 percent of the frequent riders did not have access to a personal vehicle
- The market survey found that 90 percent of Fairfax County residents consider their car to be their primary mode of transportation
 - 6 percent of respondents consider public transportation their primary mode of transportation
 - Out of current riders, the market survey found that 39 percent of riders consider the public transportation their primary mode of transportation, with 13 percent noting the Fairfax Connector as their primary mode
- The on-board survey found that 52 percent of trips are made by riders who have at least one car
 - Only 39 percent of riders had a car available for them to use, meaning many households that have one car are still dependent on public transit as their primary mode of transportation

⁹ These results represent only TSP survey respondents. The on-board survey is the primary survey source for demographic characteristics and travel patterns of Fairfax Connector riders.

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Overall Impression of Fairfax Connector Service

On a scale of 1 (poor) to 5 (excellent), most frequent riders (about 24 percent) rated the Fairfax Connector a 3 based on their overall impression of the Fairfax Connector service in the area they travel the most. About 22 percent of respondents rated it a 5, and about 15 percent said the Fairfax Connector does not run where they travel most. The responses are shown in **Figure 11** and **Table 9**.

FIGURE 11: SERVICE RATING IN AREA TRAVELED MOST (FREQUENT RIDERS)

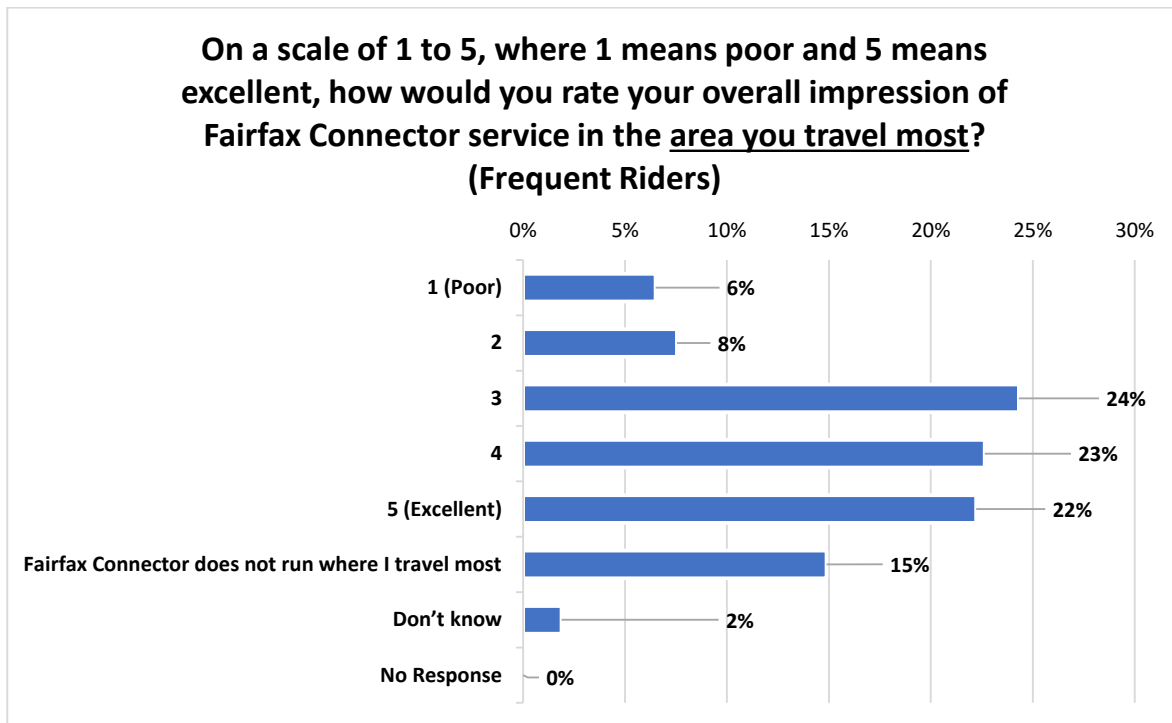


TABLE 9: SERVICE RATING IN AREA TRAVELED MOST (FREQUENT RIDERS)

Rating	Total Count	Percent of Responses
1 (Poor)	31	6%
2	36	8%
3	116	24%
4	108	23%
5 (Excellent)	106	22%
Fairfax Connector does not run where I travel most	71	15%
Don't know	9	2%
No Response	0	0%
TOTAL	477	100%

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On a scale of 1 (poor) to 5 (excellent), most frequent riders, about 33 percent, rated the Fairfax Connector a 4 based on their overall impression of the Fairfax Connector service in the area they live. About 22 percent of respondents rated it a 5, and about 4 percent said the Fairfax Connector does not run where they live. The responses are shown in **Figure 12** and **Table 10**.

FIGURE 12: SERVICE RATING IN HOME AREA (FREQUENT RIDERS)

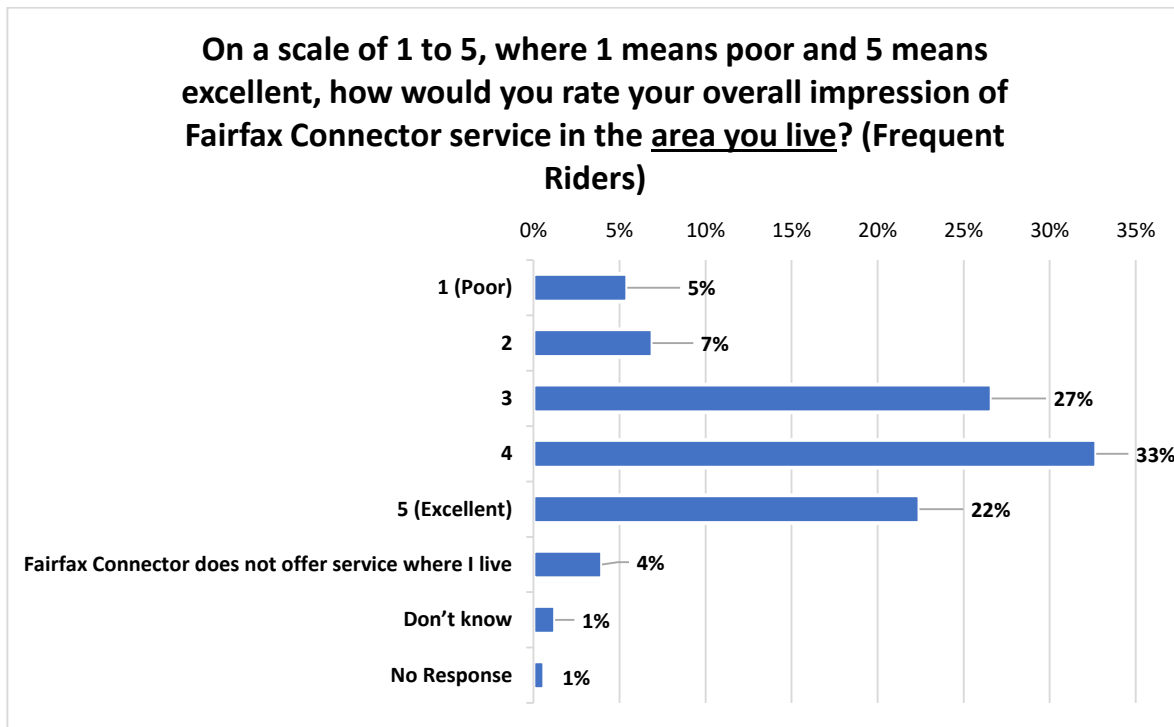


TABLE 10: SERVICE RATING IN HOME AREA (FREQUENT RIDERS)

Rating	Total Count	Percent of Responses
1 (Poor)	26	5%
2	33	7%
3	127	27%
4	156	33%
5 (Excellent)	107	22%
Fairfax Connector does not offer service where I live	19	4%
Don't know	6	1%
No Response	3	1%
TOTAL	477	100%



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Comparison to TSP Winter 2021, Previous Market, and On-Board Surveys

- The TSP Winter 2021 survey found that about 75 percent of the frequent rider respondents identified as being satisfied or very satisfied with the Fairfax Connector service. Only about 9 percent were dissatisfied.
- The market survey found that current riders are generally satisfied with Fairfax Connector with majority of performance measures falling into a “strengths” category. The market survey asked respondents to rate their general perception of Fairfax Connector on a 0 to 10 scale. The result was 65 percent of current riders rating the Fairfax Connector favorably, rating the service in the 8 to 10 range. Only 2 percent of current riders rated the system in the 0 to 3 range.

Service Improvements

Using recent transit studies and feedback received in previous public outreach, FCDOT identified improvements and new bus routes that could be implemented in the future. Survey respondents were asked to choose up to two types of Fairfax Connector service improvements that are most important to them. Respondents could provide this feedback on each proposed route in different areas of the county:

- Reston and Herndon Area Routes
- Centreville, Chantilly, Vienna, and Tysons Area Routes
- Franconia, Springfield, and Huntington Area Routes

A general, not-route-specific option was also available for each area if respondents did not want to comment on a specific route.

Table 11 shows the number of responses received for each improvement type and rider type. FCDOT can use this information to prioritize when certain types of improvements are implemented for specific routes in the future. Overall, the most important types of improvements were more frequent buses on weekdays during rush hour, adjusting routes to connect to different places, and more frequent buses on weekdays during non-rush hour. The following sections provide charts of existing, new, and general route feedback by route and rider type.

TABLE 11: IMPROVEMENT PRIORITIES



Improvement Type	Overall	Frequent Riders	Occasional Riders	Non-Riders
More frequent buses on WEEKDAYS during rush hours commute times	① 560	① 291	② 158	② 93
More frequent buses on WEEKDAYS outside of rush hour commute times	③ 454	③ 228	③ 144	③ 70
More frequent buses on WEEKENDS	④ 416	④ 180	① 159	④ 69
Earlier or later service hours on WEEKDAYS	⑤ 289	⑤ 166	⑥ 86	⑥ 36
Earlier or later service hours on WEEKENDS	⑦ 178	⑦ 79	⑦ 77	⑦ 18
More direct or express service with fewer stops	⑥ 263	⑥ 109	⑤ 91	⑤ 58
Adjust route to connect to different places	② 491	② 241	④ 132	① 110



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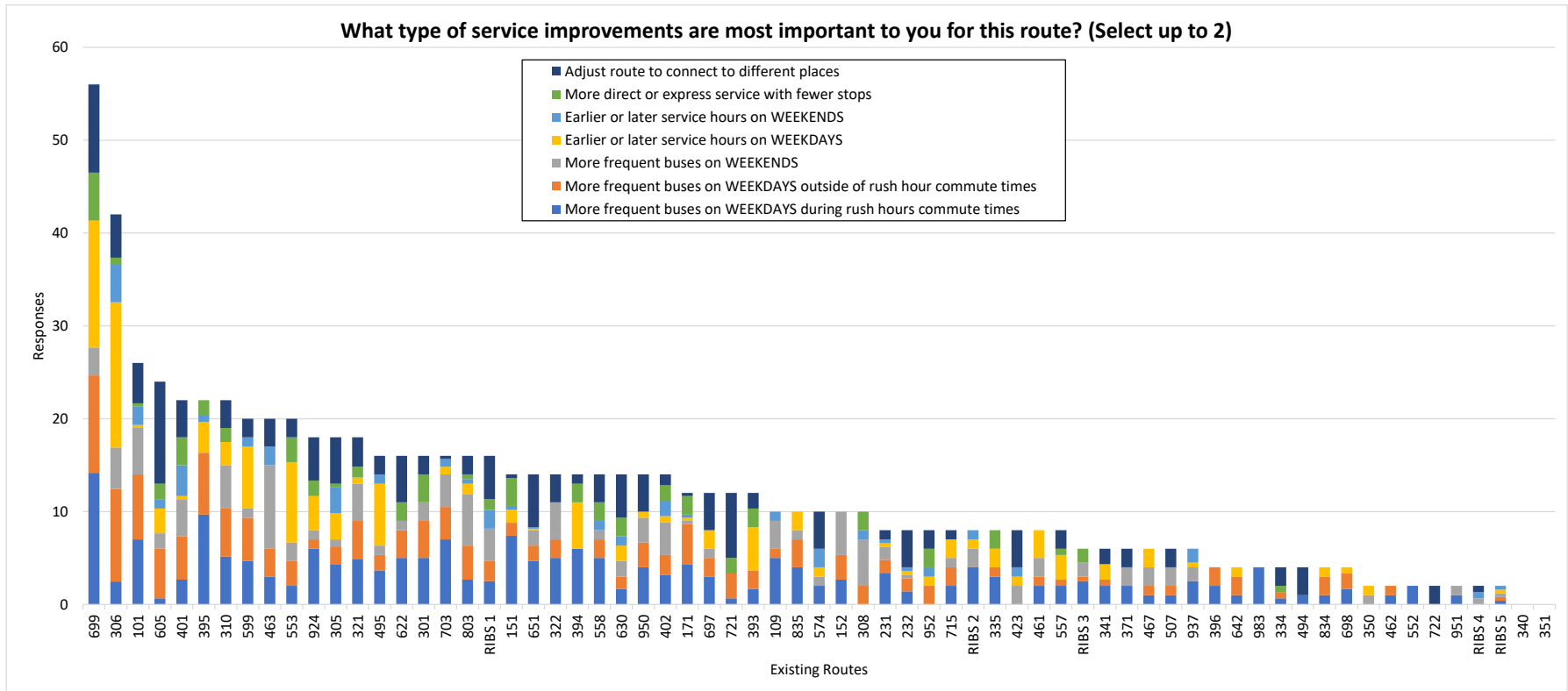
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Frequent Rider Feedback

PRIORITIES FOR EXISTING ROUTES

Route 699 received the most responses from frequent riders, with routes 306, 101, 605, and 401 following behind. The most important types of improvements to existing routes for frequent riders were: (1) More frequent buses on WEEKDAYS during rush hours commute times, (2) More frequent buses on WEEKDAYS outside of rush hour commute times, and (3) Adjust route to connect to different places. **Figure 13** shows how responses varied route by route.

FIGURE 13: IMPROVEMENT PRIORITIES FOR EXISTING ROUTES (FREQUENT RIDERS)



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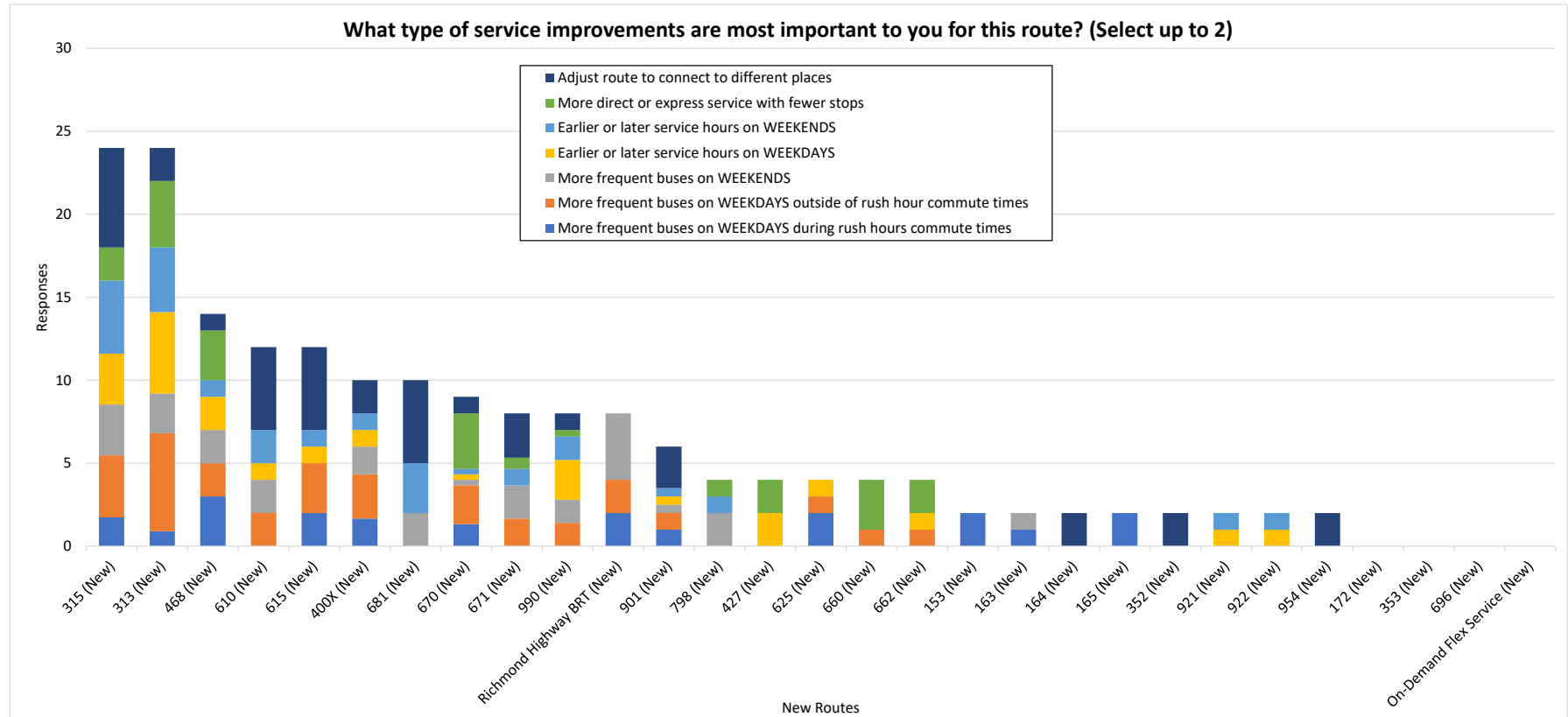
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PRIORITIES FOR NEW ROUTES

Route 315 received the most responses from frequent riders, with routes 313, 468, 610, and 615 following behind. The most important types of improvements to existing routes for frequent riders were: (1) Adjust route to connect to different places, (2) More frequent buses on WEEKDAYS outside of rush hour commute times, and (3) More frequent buses on WEEKENDS. **Figure 14** shows how responses varied route by route.

FIGURE 14: IMPROVEMENT PRIORITIES FOR NEW ROUTES (FREQUENT RIDERS)



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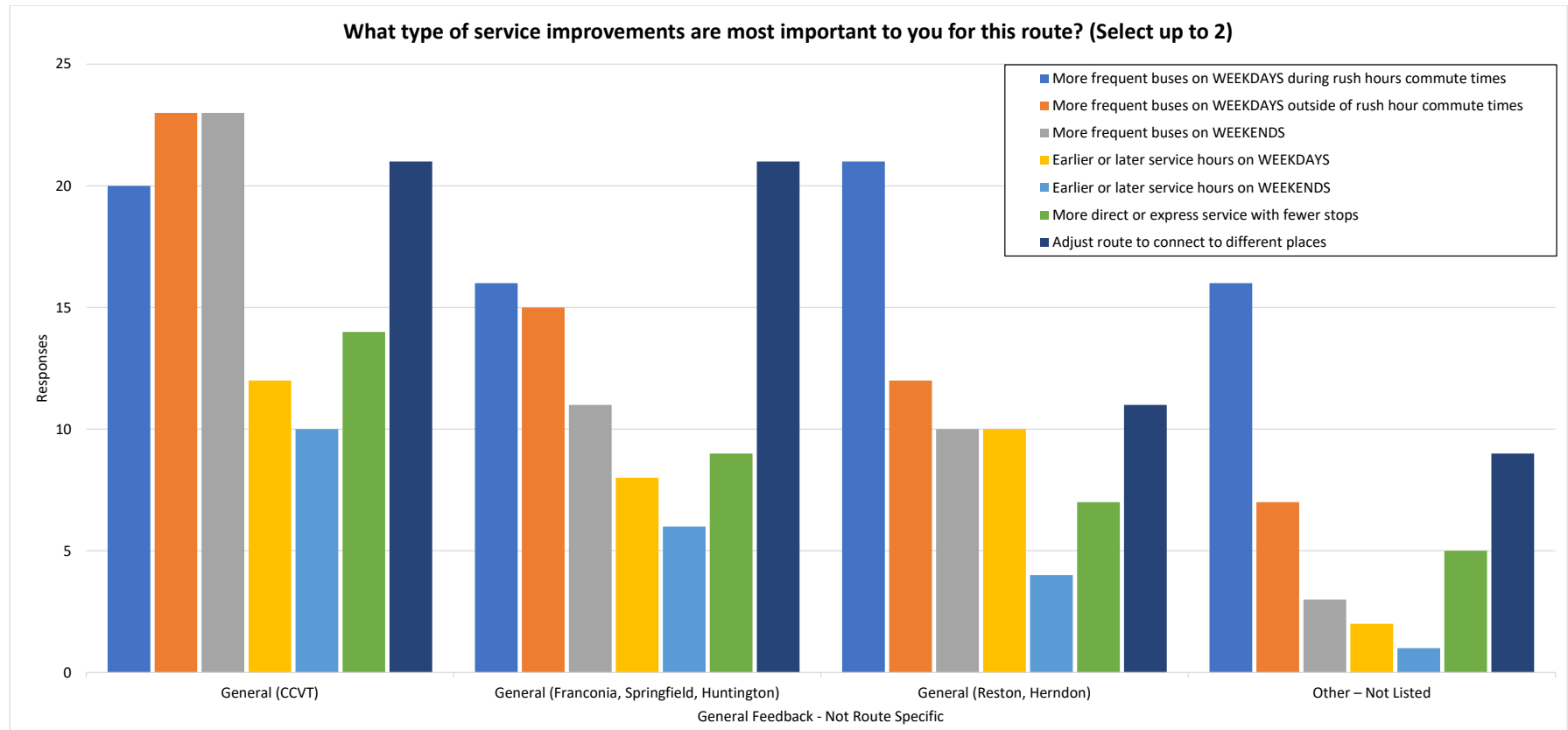
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GENERAL/NOT ROUTE SPECIFIC FEEDBACK

Respondents could also provide general feedback not specific to a particular route and provide feedback on routes not explicitly listed in the survey. **Figure 15** shows this feedback from frequent riders.

FIGURE 15: IMPROVEMENT PRIORITIES FOR GENERAL AREAS (FREQUENT RIDERS)



CCVT = Centreville, Chantilly, Vienna, and Tysons area



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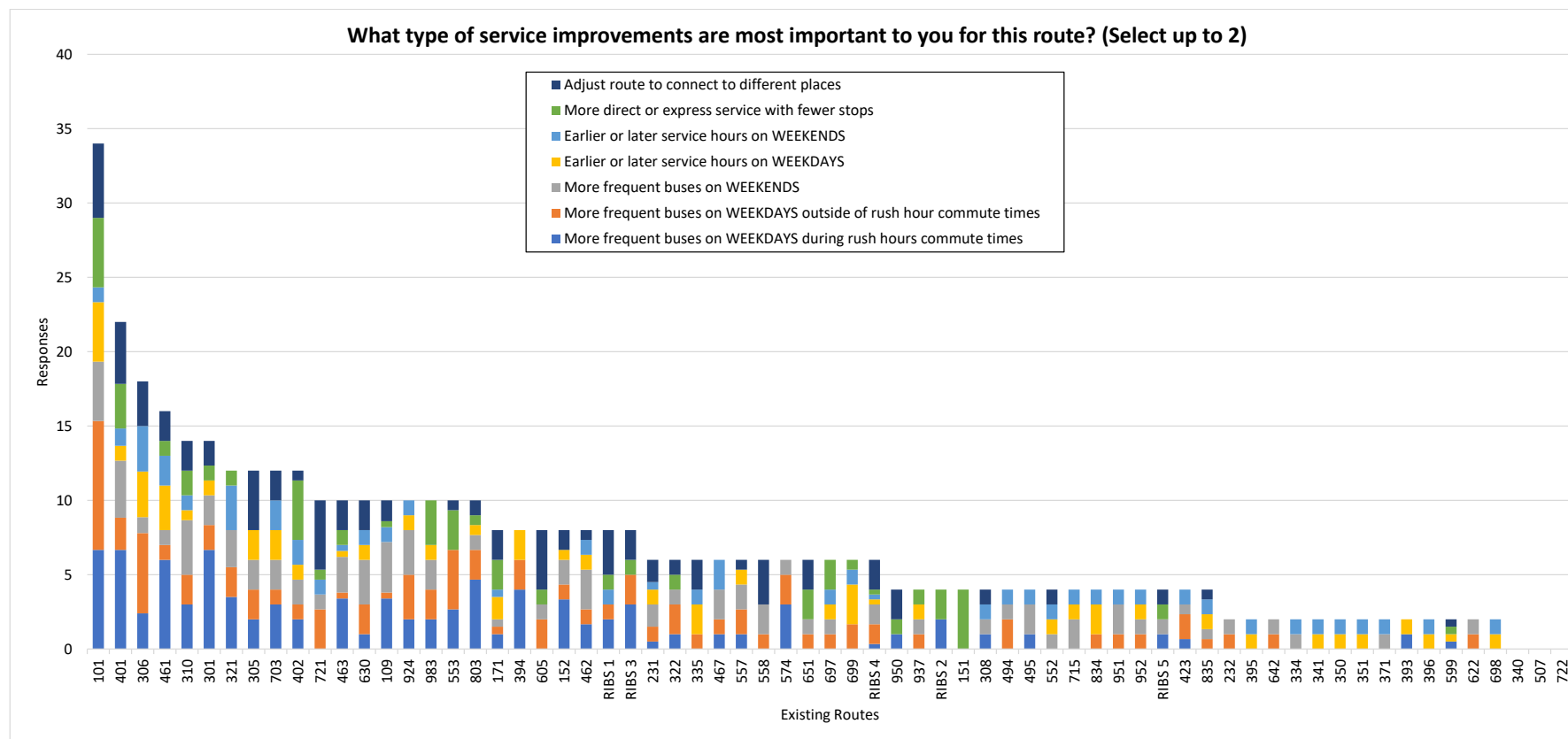
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Occasional Riders Feedback

PRIORITIES FOR EXISTING ROUTES

Route 101 received the most responses from occasional riders, with routes 401, 306, 461, and 310 following behind. The most important types of improvements to existing routes for occasional riders were: (1) More frequent buses on WEEKDAYS during rush hours commute times, (2) More frequent buses on WEEKDAYS outside of rush hour commute times, and (3) More frequent buses on WEEKENDS. **Figure 16** shows how responses varied route by route.

FIGURE 16: IMPROVEMENT PRIORITIES FOR EXISTING ROUTES (OCCASIONAL RIDERS)





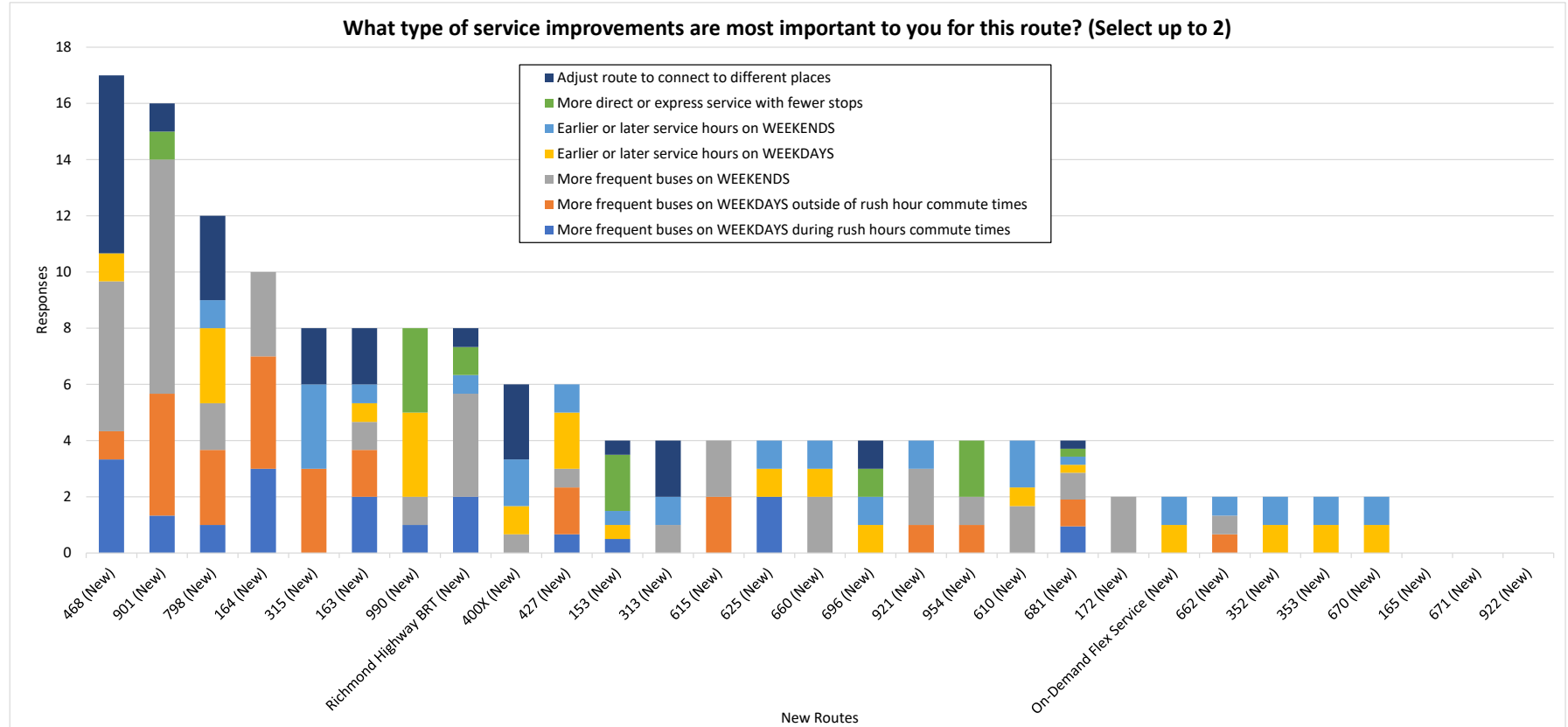
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PRIORITIES FOR NEW ROUTES

Route 468 received the most responses from occasional riders, with routes 901, 798, 164, and 315 following behind). The most important types of improvements to existing routes for occasional riders were: (1) More frequent buses on WEEKENDS, (2) More frequent buses on WEEKDAYS outside of rush hour commute times, and (3) Adjust route to connect to different places. **Figure 17** shows how responses varied route by route.

FIGURE 17: IMPROVEMENT PRIORITIES FOR NEW ROUTES (OCCASIONAL RIDERS)



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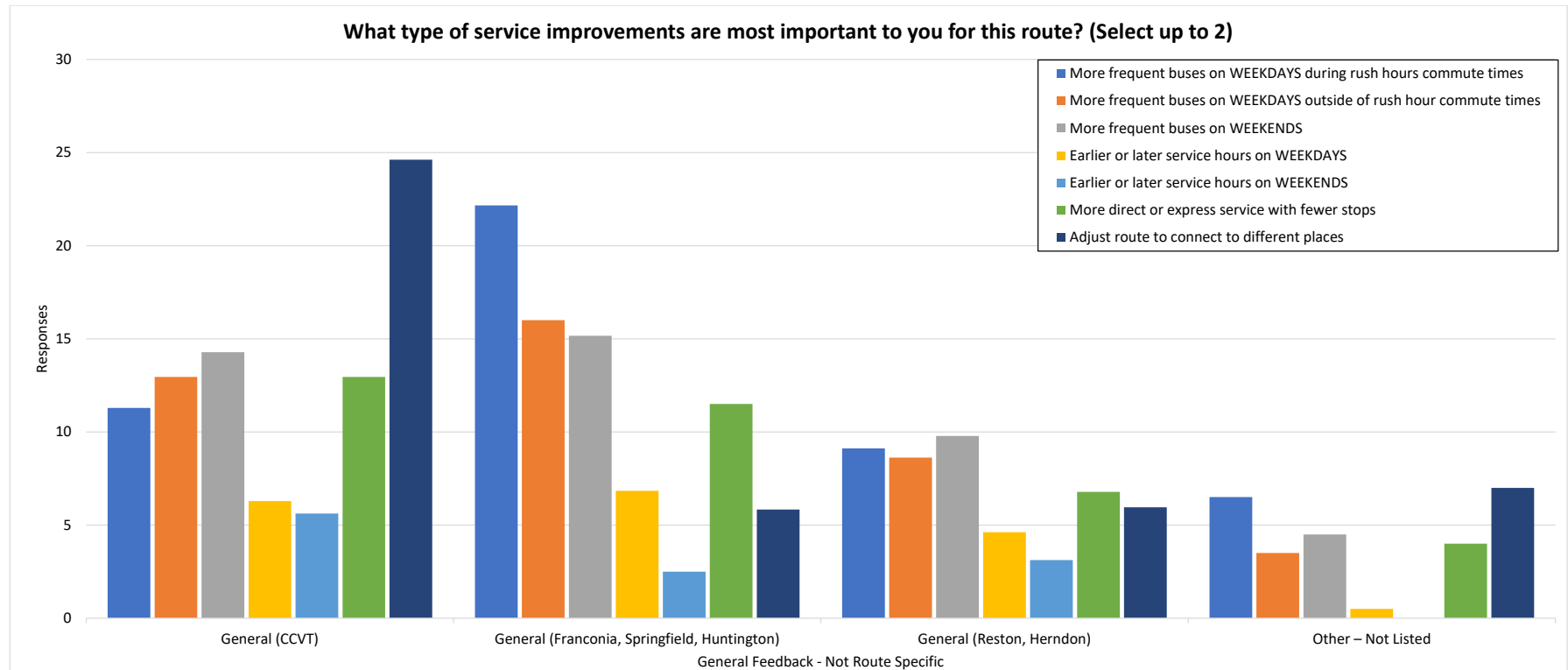
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GENERAL/NOT ROUTE SPECIFIC FEEDBACK

Respondents could also provide general feedback not specific to a particular route and provide feedback on routes not explicitly listed in the survey. **Figure 18** shows this feedback from occasional riders.

FIGURE 18: IMPROVEMENT PRIORITIES FOR GENERAL AREAS (OCCASIONAL RIDERS)



CCVT = Centreville, Chantilly, Vienna, and Tysons area



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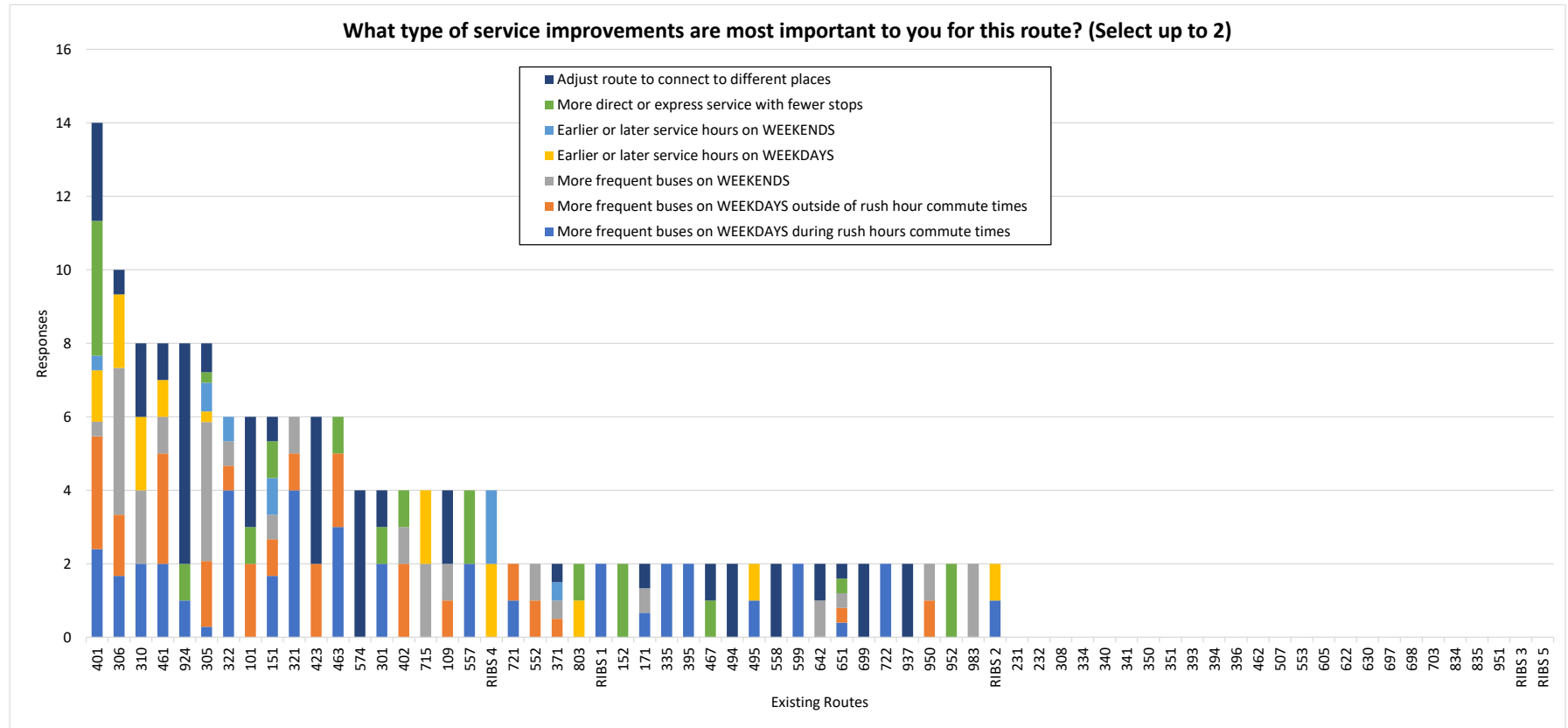
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Non-Rider Feedback

PRIORITIES FOR EXISTING ROUTES

Route 401 received the most responses from non-riders, with routes 306, 310, 461, and 924 following behind. The most important types of improvements to existing routes for non-riders were: (1) More frequent buses on WEEKDAYS during rush hours commute times, (2) Adjust route to connect to different places, and (3) More frequent buses on WEEKDAYS outside of rush hour commute times. **Figure 19** shows how responses varied route by route.

FIGURE 19: IMPROVEMENT PRIORITIES FOR EXISTING ROUTES (NON-RIDERS)



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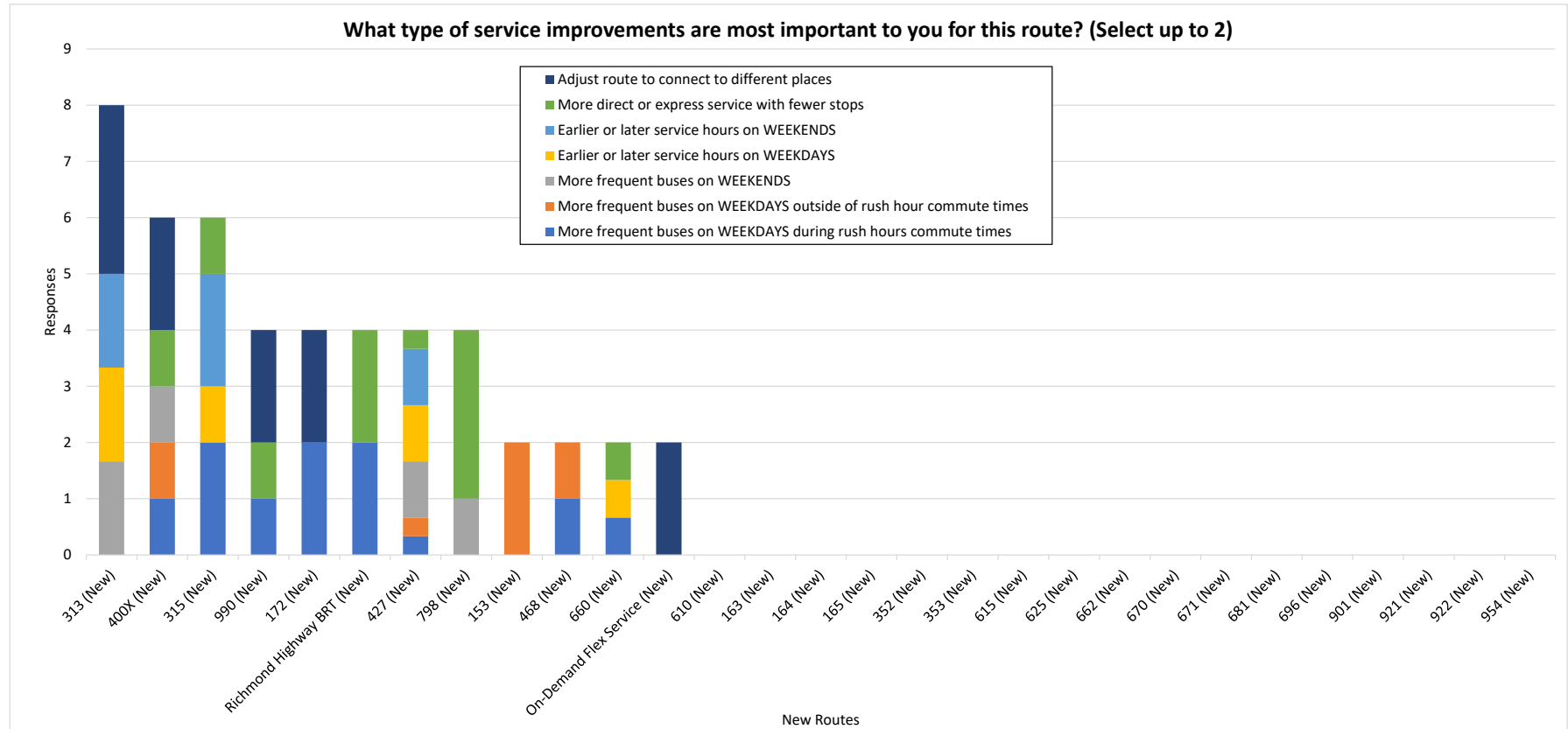
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PRIORITIES FOR NEW ROUTES

Route 313 received the most responses from non-riders, with routes 400X, 315, 990, and 172 following behind. The most important types of improvements to existing routes for non-riders were: (1) Adjust route to connect to different places, (2) More frequent buses on WEEKDAYS during rush hours commute times, and (3) More direct or express service with fewer stops. **Figure 20** shows how responses varied route by route.

FIGURE 20: IMPROVEMENT PRIORITIES FOR NEW ROUTES (NON-RIDERS)



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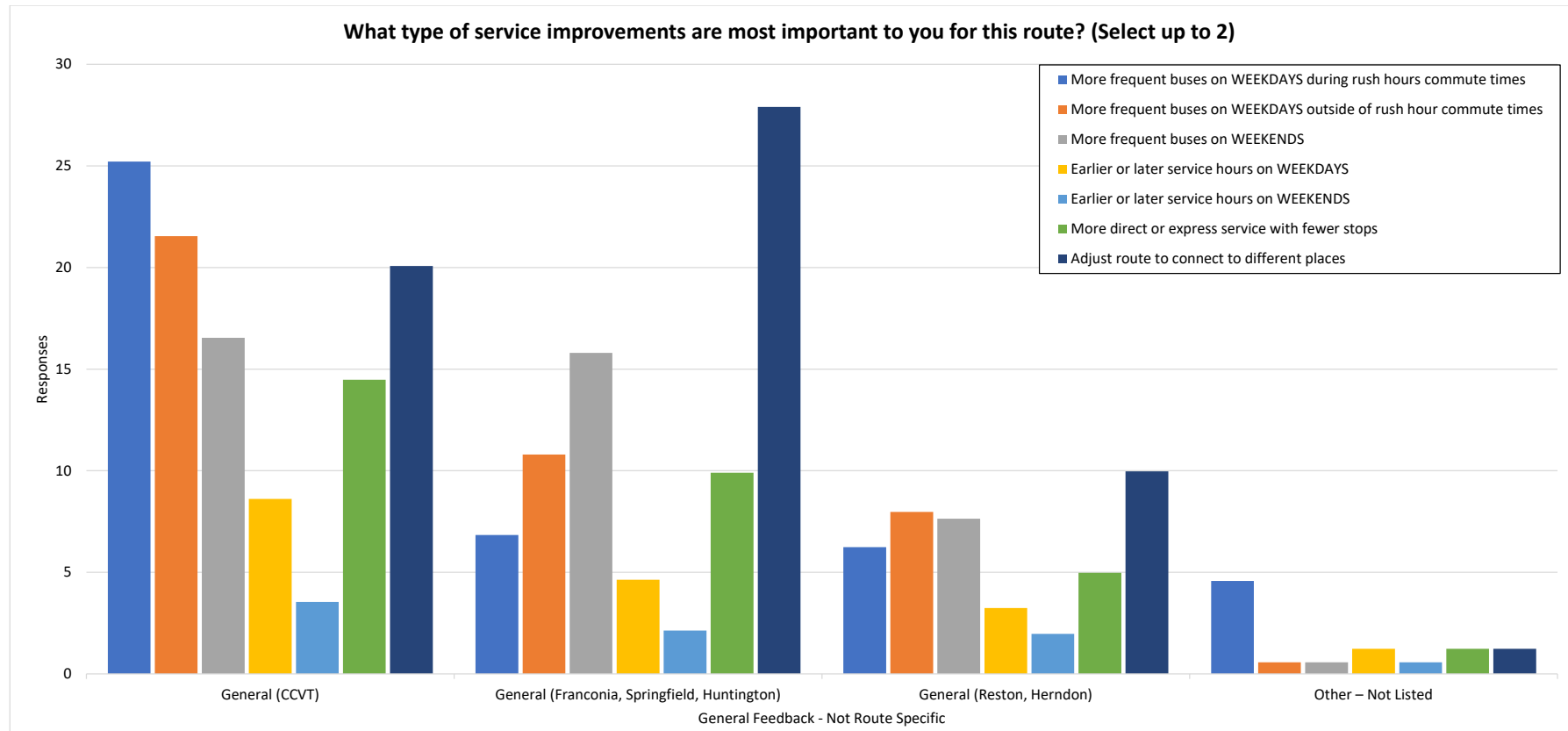
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GENERAL/NOT ROUTE SPECIFIC FEEDBACK

Respondents could also provide general feedback not specific to a particular route and provide feedback on routes not explicitly listed in the survey. **Figure 21** shows this feedback from non-riders.

FIGURE 21: IMPROVEMENT PRIORITIES FOR GENERAL AREAS (NON-RIDERS)



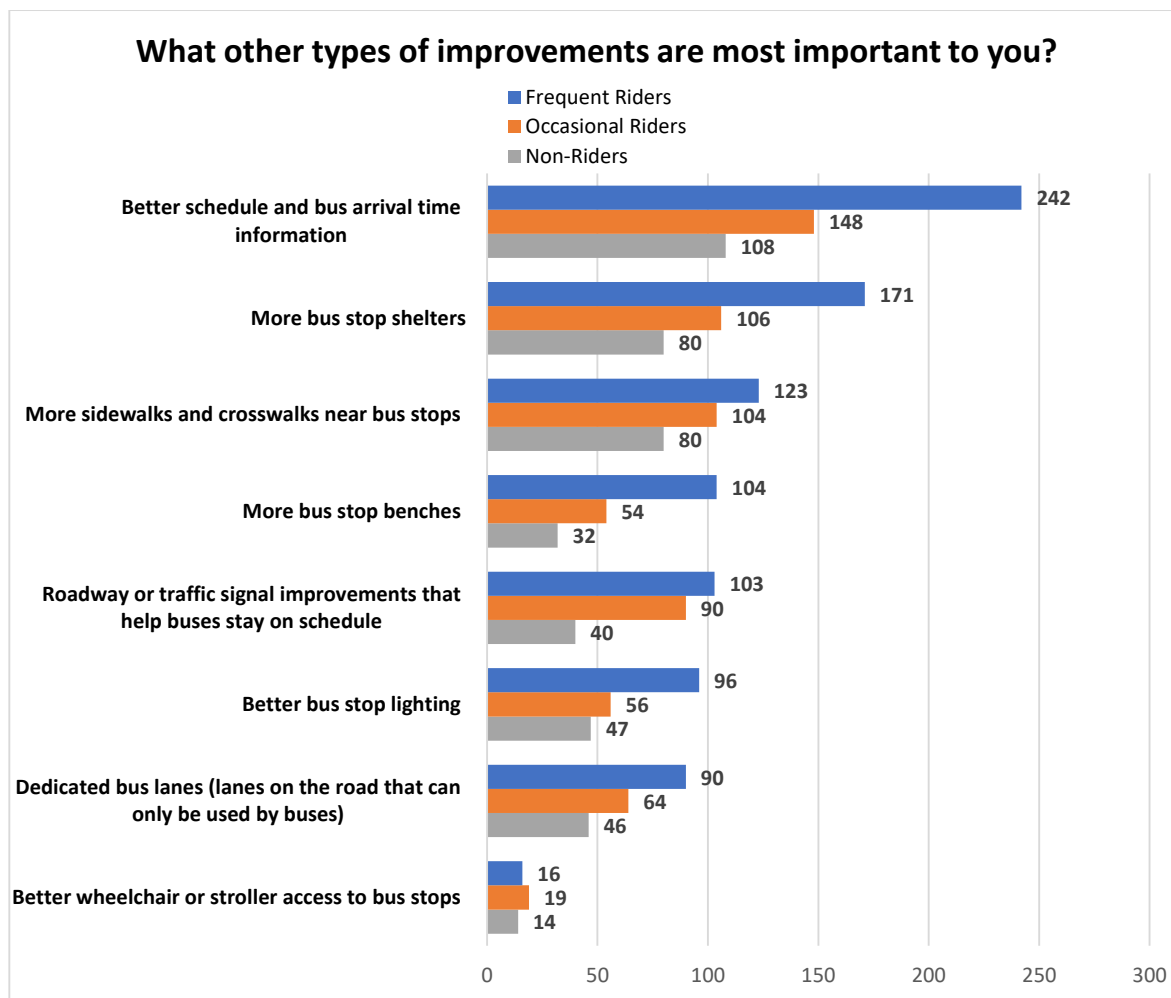
CCVT = Centreville, Chantilly, Vienna, and Tysons area



Other Types of Improvements

Respondents had the option to provide additional feedback on other types of service improvements. For this question, they were given eight options and they could select up to three answers. There were 945 responses from frequent riders. The top response among frequent riders was better schedule and bus arrival time information. Responses from occasional and non-riders generally followed a similar priority for the most important types of improvement. The responses are shown in **Figure 22** and **Table 12**.

FIGURE 22: OTHER TYPES OF IMPROVEMENTS (FREQUENT RIDERS)



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TABLE 12: OTHER TYPES OF IMPROVEMENTS

Types of Improvements	Total Count / Percent of Responses					
	Frequent Riders		Occasional Riders		Non-Riders	
Better schedule and bus arrival time information	242	26%	148	23%	108	24%
More bus stop shelters	171	18%	106	17%	80	18%
More sidewalks and crosswalks near bus stops	123	13%	104	16%	80	18%
More bus stop benches	104	11%	54	8%	32	7%
Roadway or traffic signal improvements that help buses stay on schedule	103	11%	90	14%	40	9%
Better bus stop lighting	96	10%	56	9%	47	11%
Dedicated bus lanes (lanes on the road that can only be used by buses)	90	10%	64	10%	46	10%
Better wheelchair or stroller access to bus stops	16	1%	19	3%	14	3%
TOTAL	945	100%	641	100%	447	100%

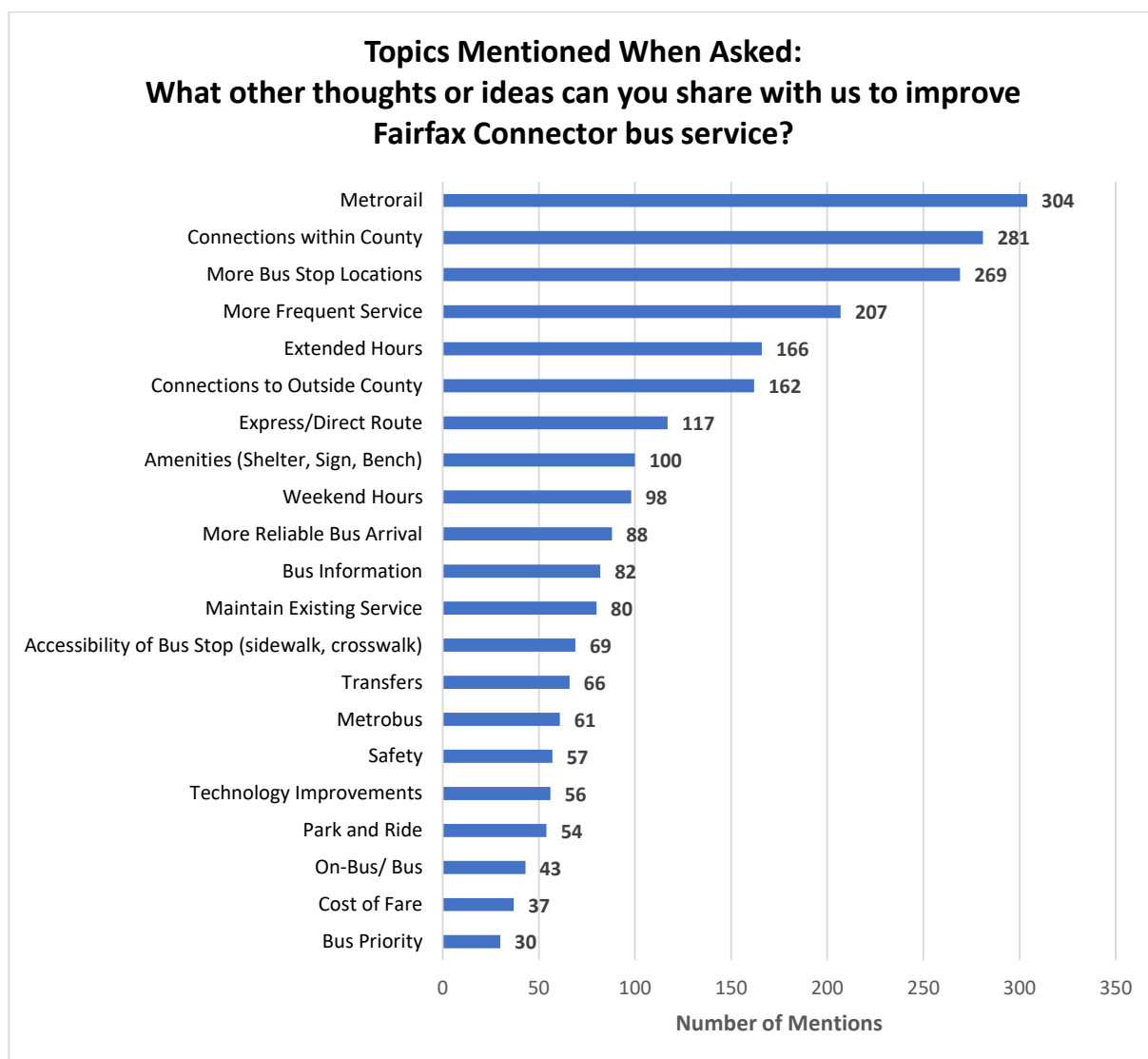


Open-Ended Comments

Free Response

Respondents had the option to provide additional feedback and thoughts on the Fairfax Connector service. There were 1,287 free-response comments provided. There were 12 comments provided by mail, 18 by email, 1 by phone, and the rest via online survey. These responses were categorized into several common themes and topics, as shown in **Figure 23**. The most common topic was references to Metrorail connections, followed by connections to locations within Fairfax County, more bus stop locations, and more frequent service.

FIGURE 23: OPEN-ENDED COMMENT TOPICS





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Samples of free-response comments within each theme are provided below. These are direct quotes from the survey responses (some grammatical edits have been made). A full database of all comments has been provided to FCDOT to accompany this summary document.

METRORAIL

- “If buses could try to consider the arrival of trains when they stop at Metro stations, that would be great. For instance, if a train is arriving in the next four to five minutes, maybe the bus(es) could wait to allow people to potentially transfer.”
- “Wherever possible, consider the associated Metro train or long-distance commuter bus schedules so “neighborhood” riders would arrive at transit nodes with a decent chance of transferring to another mode without a long wait.”
- “Synchronize times and destinations of buses in shared routes and with Metro trains. I have to endure lengthy wait times at the Franconia-Springfield Metro Station arriving from Washington exactly when two buses (341 and 494) depart to my destination (Saratoga Park and Ride)”

CONNECTIONS WITHIN COUNTY

- “I wish Route 494 exited at Route 7 off the Beltway. It's a minimum ONE MILE walk from Galleria Boulevard to the office parks on Route 7. Crossing six lanes of Galleria Boulevard traffic is no joke. Exiting at Route 7 would open an entire office park sector that is completely UNSERVED.”
- “Restoring the bus route along Sleepy Hollow Road (Route 613) and adding Tysons and East Falls Church Metro to that route would be greatly appreciated and used.”
- “Fairfax Connector needs to supplement Metrobus in the Bailey's Crossroads area to make it easier to get to destinations in the north/south directions. There is no good way to get from Bailey's Crossroads to Kingstowne, Springfield, or destinations along Arlington Boulevard without long waits and/or having to make 2 or 3 transfers.”

MORE BUS STOP LOCATIONS

- “The County keeps promoting ‘multimodal transportation’ but does nothing to extend bus service into areas that are car-dependent. For example, why isn't there a bus that runs from downtown McLean along Route 123 through Tysons? There's no parking at the McLean Metro station and having a reliable bus might encourage some drivers not to park all day where they shouldn't!”
- “My grandson attends Northern Virginia Community College on Little River Turnpike. We live on the intersection of Maple Street and Main Street. The nearest bus stop is University Drive and Main Street. It would be beneficial to the students living in our area to have a bus route that goes the entire length of Main Street.”
- “There is no public transportation from the over-50-years-old HiddenBrooke Condo Community on Hunter Village Drive in Springfield. Some residents don't drive anymore. Would it be possible to have a small bus that could go down our street, Hunter Village Drive, throughout the day to the Springfield Metro and Springfield Plaza?”

MORE FREQUENT SERVICE

- “Shorter times between buses. This is the main reason I do not ride the bus. It is a 45-minute wait time between buses on the routes I would take.”



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- “The Fairfax Connector bus service could help the community by having more accurate bus arrival time and more frequent buses. I used to live in a busy part of Maryland where buses ran every 5-15 minutes and now in Fairfax County, sometimes I’d have to wait 30 minutes to catch the next bus.”
- “The buses need to be more on time than they are so that connections are not missed. The buses can sometimes be over five minutes late, which makes me miss my connection. Also, it would be great if the buses ran more frequently during rush hour like the Metro does to accommodate similar service frequencies.”

EXTENDED HOURS

- “Commuter service should begin at 6:00 AM, not 7:00 AM. I start work in DC at 7:30 AM and would not arrive on the new schedule until 8:30 AM. That doesn't work for me. I prefer the bus to driving but won't be able to ride. (Apologies to the bus drivers who get the early routes.)”
- “Frequency will increase ridership. As someone who uses Connector exclusively on weekends, better frequency important for me. It's pretty painful taking the 50-minute 630 bus and the inflexibility it provides on when I can start my journey, and when I can head home. There's also a startling lack of Sunday service on some newer routes, which is concerning because Sunday is just as busy of a day as Saturday, and there should be no reason there's no Sunday service on these routes.”
- “Connector should provide more limited and express cross-county service 7-days a week. I love living in Springfield but I want to be able to travel to Chantilly and Herndon for work, play, and so on without it taking literal hours to travel.”

CONNECTIONS TO OUTSIDE COUNTY

- I live in the Vienna area, and it would greatly help to have options to connect with Manassas, Leesburg, and the two major airports in Northern Virginia—Dulles and Reagan.
- “Fairfax Connector needs to supplement Metrobus in the Bailey's Crossroads area to make it easier to get to destinations in the north/south directions. There is no good way to get from Bailey's Crossroads to Kingstowne, Springfield, or destinations along Arlington Boulevard without long waits and/or having to make 2 or 3 transfers.”
- “We need more Connector routes available to and from DC, areas of MD that do not have Connector service from Virginia, and the Fairfax area, as well as Connector routes in the future from the Fairfax area to Alexandria or the southern MD area.”

EXPRESS/DIRECT ROUTE

- “We need a direct route from Fair Lakes to the Dulles Airport and back to Fair Lakes. Transport to Wiehle Avenue is NOT direct and takes very long time.”
- “We need direct express bus to downtown from Herndon/Reston. The Metro will not be efficient due to the numerous stops. There used to be a bus to L'Enfant Plaza. I am disappointed Metro has not considered express routes. The lack of parking at Metro stations and length of trip (in time) has me continuing to drive downtown.”
- “I think you have a great service. The only comment I would like to make is there used to be a direct bus connection (commuter bus) between Fort Hunt/Waynewood area and Washington DC downtown. It would be great if that would be re-considered.”



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AMENITIES (SHELTER, SIGN, BENCH)

- “Route numbers need to be placed on bus stop signs. The stop announcements on a bus, when working, do not match the actual stops on the route.”
- “We definitely need more bus shelters and sidewalks, or at least a concrete pad for people to stand on. There's nothing worse than having to wait for a bus in the pouring rain with no shelter and sometimes standing in mud because there's not even a concrete pad to stand on. At least don't make us stand in mud.”
- “There are several stops especially in Reston (for example, corner of Wiehle Avenue and North Shore Drive) that do not have any outdoor lighting, but the bus lights are on at night so when you get off of the bus you're blinded. It's especially bad at that corner because there's no sidewalk or anything. It's just the grass on the side of the road and you hope you don't trip and fall into traffic.”

WEEKEND HOURS

- “I think ridership is so low because people don't want to wait around a long time for a bus. I would love to reduce my car usage, but the buses either run sparingly on the weekdays or not at all on the weekends. In other European cities, like London, buses are running every ten minutes, so you feel comfortable using them. I truly believe in the saying if you build it, they will come. Maybe people are not relying on buses today, but if you build a system in which they think it's an actual alternative to using their cars, not just something people use out of necessity, then people might start using them.”
“For Route 466, it would be great to run weekend service. It also only runs on weekdays during rush hour and it's every 30 minutes, so it's not really great to take since Metro times aren't same.”
- “Keep up the good work! Consider work schedules for essential workers—weekends, evenings, etc.”

MORE RELIABLE BUS ARRIVAL

- “The bus service is great, but the most important thing is more predictability in the schedule. I'm fine with only seeing two buses per hour if the schedule is reliable. Fairfax County has the bus stop text message system but it might be nice to upgrade that to be more integrated with travel plans.”
- “My main complaint is about the bus transfer to/from the Metro at the Vienna-Fairfax/GMU station. When I arrive at the station, I always seem to just barely miss the next bus or train. This problem is especially bad in the evenings when I usually have to wait 30-40 minutes just to catch the next bus. I can see the bus leaving when getting off the Metro some days and it is frustrating.”
- “Buses should NEVER be AHEAD of schedule. I am very forgiving of getting behind schedule—that can happen for any number of reasons—but there is no reason, no excuse to ever be ahead of schedule and therefore leave before the stated time. That is unconscionable!”

BUS INFORMATION

- “Whenever I use the bus, I never know when it will arrive. Put an electronic map at each stop so I can see how much longer the wait will be or if a bus just went by, in which case I might not want to wait.”
- “I would like a better way to view bus locations through the Fairfax Connector system via an application on my smart phone.”



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- “It is difficult to navigate the bus service system. Any additional support with that would be helpful (better apps, better maps at bus stops and, on an app/website). I do not use the Fairfax Connector often because I am not always sure that I can get from Point A to Point B, or C.”

MAINTAIN EXISTING SERVICE

- “Please keep the Annandale Road Route 803. This is the only public transportation from Annandale to the Falls Church Metro station, and a lot of people rely on it since Metrobus canceled their bus on this route.”
- “Very simply, I am against you eliminating Route 585 if you do not provide any other routes that service the area of Franklin Farm east of Fairfax County Parkway. As it stands, the proposed changes have NO service in that area which is unacceptable.”
- “There has been a bus traveling on Walney, Poplar Tree, and Stringfellow Roads in Chantilly for over 20 years and it should continue to provide that local service so that it is not required that everyone drive to a park and ride lot. Thank you for your attention to my comments.”

ACCESSIBILITY OF BUS STOP (SIDEWALK, CROSSWALK)

- “Having to fold a stroller really impacts my utilization of Fairfax Connector buses. It is very difficult to manage children and stroller-folding next to traffic, and because of this I generally only ride when my husband and I are both available.”
- “There is a bus stop on Wiehle Avenue heading north in between Baron Cameron Avenue and North Shore Drive. That bus stop is not paved and not connected to the sidewalk. Getting off at that stop can mean walking in mud or snow, in the dark, to get to the sidewalk on North Shore Drive. That needs to be fixed.”
- “Lack of sidewalks/crosswalks is the biggest downside I've noticed using Fairfax Connector in Reston. Stops in my area often have sidewalks on one side of the road but not the opposite side and sometimes not even a way to cross nearby without jaywalking.”

TRANSFERS

- “Synchronize times and destination of buses in shared routes and with Metro trains. I have to endure a lengthy wait at Franconia-Springfield Metro Station arriving from Washington exactly when two buses (Routes 341 and 494) depart to my destination (Saratoga Park and Ride)”
- “If buses could try to consider the arrival of trains when they stop at Metro stations, that would be great. For instance, if a train is arriving in the next four to five minutes, maybe the bus(es) could wait to allow people to potentially transfer.”
- “The buses need to be more on time than they are so that connections are not missed. The buses can sometimes be late by 5 minutes or more, which makes me miss my connection. Also, it would be great if the buses ran more frequently during rush hour like the Metro does to accommodate to that.”

METROBUS

- “If WMATA will not restore the 11Y express services between Mount Vernon and Washington, DC, Fairfax Connector should fill that gap. As I noted earlier in this survey, there is no direct bus service at all between Mount Vernon and Old Town, neither on the George Washington Parkway or Fort

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Hunt Road. Route 101 goes to Huntington Metro Station, which is a detour for people heading north. Getting to Old Town is half the challenge. I understand that the Fairfax Connector does not exist to serve Old Town and DC-bound commuters, but there is a need for this transportation. I, along with many co-workers, used to ride the 11Y regularly. I doubt if I will ever commute by public transportation again.”

- “Please offer routes that connect Annandale and Falls Church, particularly from areas around Annandale High School to around Falls Church High School. High School students can get free bus passes for the Connector bus, but this is useless for those living near Falls Church High School who have to use the public Metrobus routes.”
- “Fairfax Connector needs to supplement Metrobus in the Bailey's Crossroads area to make it easier to get to destinations in the north/south directions. There is no good way to get from Bailey's Crossroads to Kingstowne, Springfield, or destinations along Arlington Boulevard without long waits and/or having to make 2 or 3 transfers.”

SAFETY

- “The buses leaving the bus station at Wiehle Metro have so much trouble getting into traffic. It’s a very bad design with that exit. Often there is a man there to help with departing buses getting into traffic and very often he does not do anything. It is very frustrating.”
- “Need to have a bus shelter and bench reinstated at the Fairfax County Connector bus stop at the corner of Lorton Market Street near the intersection of Groom Cottage Drive in Lorton, VA. There was previously a bus shelter and bench at this stop about 12 years ago. Due to a serious wind storm, the shelter at that time was damaged and as a result was never replaced. During the winter season it is very difficult for me, being a senior, to stand out there in the cold with other riders waiting for the bus to show up to take to work in the mornings.”
- “Bus stops in Reston tend to be dark. Bus drivers occasionally don't see me when I am waiting at a stop. Are motion detector lights possible?”

TECHNOLOGY IMPROVEMENTS

- “Some kind of notification device either at a stop or on an app, and stop geofencing option to let the driver know a nonregular rider is at the stop would greatly help. I've had drivers drive pass me even when I'm waving them down because it's not my regular schedule/driver. When a stop is moved or shelter built, Connector should provide better notification of where the stop is moved to.”
- “The Fairfax BusTracker is completely misleading. It is advertised as a real-time bus status system when in reality it is simply broadcasting the prebuilt schedule with no actual real-time updated information. It's not a bus tracker. It's a schedule display with a misleading name. This has to be fixed.”
- “I appreciate the real-time information available via BusTracker, particularly when my bus is running late, but the interface could really use a refresh. (I'm in my mid-40s, so I remember when all tech interfaces looked like that.) Think about attracting younger riders: Connector needs a pleasing smartphone interface.”



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PARK AND RIDE

- “It is difficult for me to get from the Wiehle Avenue/Sunset Hills Road area of Reston to my work near the Reston South Park and Ride. Service to and from the Reston South Park and Ride, even if there are connections, would be much appreciated. I think the more typical use of the Fairfax Connector is north in the morning and south in the evening. Please consider accommodating both directions in the new plan.”
- “More parking is needed, though I do not see how this can be done at the Gambrill Park and Ride station because it is close to Fairfax County Parkway and it is a very busy bus line. Perhaps there is another location which is on the parkway that can be opened up for people to park during the weekdays. From where I am (I ride every day) Route 395 seems to be a very busy bus line with lots of people using it to get to the Pentagon or connect on to the Metro.”
- “Repair and maintenance of bus stop shelters in Reston Park and Ride. The benches are not clean, not inviting, and the area is in disrepair with old, empty newspaper receptacles.”

ON-BUS/ BUS

- “I would like to hear happier instrumental sounds during onboard announcements for stop requests or when approaching within 2 minutes for stops/end of line. Improved illumination for SmartTrip fare and balance reader. Maps labeled at Metro stops with popular sites and attractions would also be helpful to riders.”
- “If you could please keep the older buses cleaner, especially in the back of the bus, that would be great.”
- “Most buses are well under maximum occupancy. Connector should implement smart traveler prediction and deploy smaller vans/buses to add more frequency but reduce the environmental impact.”

COST OF FARE

- “I am a high believer that fares should be low (max of \$2.50) as public transportation is the greatest chance people from low-income areas can work in high income areas and move up in the world.”
- “Connector bus service would be much enhanced if there were NO CHARGE. This would allow more low-income residents, especially the working poor, to ride the Connector. It would also speed up boarding by allowing passengers to board as well as deboard from both the front and rear doors.”
- “Buses should be more frequent and fare free for simple things like shopping. I only use Connector with DASH Bus for connecting to Metro.”

BUS PRIORITY

- “Bus lanes/queue jumps should be added on Fairfax County Parkway, US 50, Centreville Road; road treatments to make all of those roads safer to cross and improve bus on-time performance are needed. In general, installing BRT features on some of the major roads will improve bus performance and encourage more people to ride, especially with high gas prices. Routes 901 (Centreville Road), 990 (Fairfax County Parkway), and any route along US 50 could benefit. If Route 901 has good ridership, a Route 901X could run express along Route 28 to better connect the Silver Line with Centreville and Manassas.”



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- “Having dedicated bus lanes will help mass transit to happen faster and be more sustainable. It will allow for a better scheduling and planning.”
- “I love the bus lanes in Alexandria. I think that should continue all the way down Route 1 to generate additional ridership.”

Specific Routes

Free-response comments that mentioned specific route numbers were identified and categorized, and a summary of comments on the five routes with the most responses are included in this section as a sample. A full database of all survey comments has been provided to FCDOT to accompany this summary document.

The top five routes mentioned in comments were routes 101, 305, 306, 401, and 699. Four direct quotes per route number are listed below.

ROUTE 101

- “I would like to see better punctuality. It appears that sometimes buses do not show up at all or show up randomly during the rush hour period.”
- “Try to connect the Connector schedule with the departure/arrival schedule of the Metro where feasible, especially at the terminal/end of the line stations.”
- “Leave Route 101 the same as it is currently. The new Route 101 is USELESS to people in zip code 22308 who primarily use it to get to Huntington Metro Station. Also, sometimes high school students in the Fort Hunt corridor take this route to get to West Potomac High School. The new 164 route is USELESS to people in zip code 22308 (who want to go to Huntington Metro). The Metrobus 11Y is nearly useless as well as unreliable.”
- “The route is excellent as is. Mount Vernon is a major employer and tourist destination, so direct service will maximize ridership. Consider a second route with direct service from Huntington via Fort Hunt Road to Mount Vernon Hospital, another major employer. The proposal requires a transfer at Collingwood Road; if implemented, a pedestrian walk light would be necessary. It is not clear why this route would temporarily discontinue service to Mount Vernon since it is an employment and tourism destination. In general, the presentation is somewhat confusing since the route sheets differ from the overall map.”

ROUTE 305

- “Better align the stops in the morning and evening to coincide with Route 395 at Gambrill Road Park and Ride. Often Route 305 arrives a minute or so after Route 395 leaves in the morning and leaves a minute or so before Route 395 arrives in the evening. At least in the evening, the 305 should be expected to wait at the Gambrill Park and Ride if an express Route 395 is inbound to pick up transfers.”
- “I would be able to take better advantage of the Route 305 bus if it ran outside of rush hour commute time and on weekends.”
- “It would be helpful if you added at least one time during the day other than rush hour, e.g., noon or 1:00.”
- “Add stops along Silverbrook Road between Route 123 and Hoes Road. This area has no bus service and needs better service outside of rush hours.”



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ROUTE 306

- “Add the following trips that were formerly operated by Metrobus 17A: Eastbound starting at 8:05 AM, 9 AM, and between 4:09 PM and 8:58 PM; Westbound starting at 6:50 AM, 7:20 AM, 7:50 AM, 2:55 PM, 7:55 PM, 9 PM, and 10:05 PM.”
- “This route needs to expand until 12 AM on weekdays and throughout the weekend for folks who need to get to another destination. The route needs to expand because George Mason University students rely on this route.”
- “GMU Facilities employees all start at 6 AM, so people have to drive or rely on vanpools to commute to and from work.”
- “Route 306 needs to add weekend service and extend weekday service until 11 PM or midnight.”

ROUTE 401

- “Thor Drive and Gallows Road neighborhood needs to have more stop, especially on Pence Court. I barely can use the bus because of the inconvenient schedule. It's far away and inaccessible from my destinations. I'd like to use the bus to go to work in Alexandria and Downtown DC. Please add some stops near Aston St or other streets. I also believe the route should not only be going north to south. We need another route where I can get to Alexandria or DC from Thor Drive neighborhoods. The bus is a mile walk from my home and it is not easy for me to use the bus.”
- “We need increased service between Tysons Corner area and Dunn Loring.”
- “My comments apply to Route 402 as well. This is the ONLY bus from Annandale into Tysons, and the only bus to Dunn Loring Metro station. Frequency isn't terrible, but it's a popular route thus should have even better frequency. Why not run it every 15 minutes? My only complaint is that the route is circuitous. Once I rode from Springfield to Tysons and it took forever. Never again. The bus bays at the Inova Hospital and Dunn Loring Metro made the route much longer because of all the left turns to get into the bays. This was my primary bus from Annandale into Tysons (near the mall) but it took a long time; too long for people who have other transportation choices (i.e., drive) to use. Make it faster!”
- “The Route 401 stop at Greensboro (northbound) and Spring Hill Road is UNSAFE. At a minimum, it needs a paved patch for alighting.”

ROUTE 699

- “Add a stop in Stringfellow park and ride for morning pick up and afternoon drop off.”
- “Route 699 should serve multiple destinations in downtown DC—Metro Center, Gallery Place/Chinatown (to access the Capital One Arena), and other downtown destinations. This would be really helpful in reaching more destinations in the District.”
- “The 699 bus is an essential service for accessing Washington, DC. Please consider increasing frequency and adding additional bus service.”
- “I love the 699 bus route! Makes my commute so much better. It would be nice to have bus service from DC to Fairfax later in the evening on weekdays. Sometimes I work late or get dinner after work but then I can't take the bus home because the last westbound bus departs at 6:45 PM.”



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4. Survey Summary

The public survey for the TSP provided an opportunity to gather information on current travel patterns, service improvement priorities, and open-ended comments from the public. This information will be used to guide public transit and bus service improvements over the next 10 years.

The survey is one of several sources of public input for the TSP. Findings are compared with those of three previous countywide survey efforts: the first round of public outreach for the TSP, the market survey, and the on-board survey. Summarized comparisons between the three surveys are in **Table 13** in **Attachment A**.

The survey was responded to by different amounts of frequent riders (477 respondents), occasional riders (344 respondents), and non-riders (284 respondents)—providing a mix of views and opinions but leaning more towards frequent and occasional riders. In general, the survey yielded similar results to previous survey efforts on Fairfax Connector service, particularly on opportunities for improving the service. The most important service improvements to frequent riders, occasional riders, and non-riders alike were frequency during both rush and non-rush hours and connectivity to different places. Overall, the survey met its purposes of gauging community preferences and priorities for route improvements, which will assist Fairfax County in prioritizing future Fairfax Connector service improvements.

5. Online Community Input Meeting Summary

In addition to the survey, the public could also provide input and ask questions during two online community input meetings. Meetings were held on the following dates, and recordings were posted to Fairfax Connector's website:

- Monday, March 28, 2022 at 7:00 p.m.
- Thursday, March 31, 2022 at 7:00 p.m.

The meetings consisted of a presentation from FCDOT staff and a question and answer session. The presentation provided an overview of:

- The TSP process
- Previous countywide outreach efforts and outreach conducted during development of area service plans
- What was heard from previous outreach and how that was used to develop proposed service plans for the TSP
- Levels of service for the proposed TSP service plans
- Examples of route improvements and new routes proposed in the TSP
- Ways to provide input

The majority of questions that were asked from attendees were clarifications on changes to specific areas or questions/suggestions on particular routes. This included:

- Reston service changes and timing of Silver Line Phase 2 opening



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- McLean service clarifications
- Interest in student passes for Manassas and Manassas Park
- Chantilly, Centreville, and Fair Oaks service clarifications and interest in timed transfers at Monument Drive Garage
- Falls Church service clarification and interest in WMATA coordination and plans for Metrobus improvements
- Interest in increased weekend service so it is more in line with weekday service
- Interest in upgraded bus fleet for more consistency
- Interest in understanding how service changes will be communicated in the future
- Route 101—concern over indirect service
- Route 151—clarification of midday service
- Route 341—request for increased frequency
- Route 401/402/400X—service clarification on how Route 400X will work
- Route 651—request for later service
- Route 681—request to introduce this service sooner
- Route 798—service clarification
- Route 901—interest in connections with Route 983

6. Online Stakeholder Input Meeting Summary

Community stakeholders were also engaged through two meetings that followed a similar format to the online community input meetings. Stakeholder meetings were held on Tuesday March 29, 2022—one with business stakeholder and another with community organizations. A summary of these meetings is included in **Attachment B**.

Input received from stakeholders included:

- The most important types of service improvements of the business and community stakeholders were more frequent buses on weekdays during both rush hour and non-rush hour commute times, earlier or later service hours on weekends, and more direct or express service with fewer stops.
- The most important types of other improvements were better schedule and bus arrival time information, more sidewalks and crosswalks near bus stops, more bus stop shelters, and roadway or traffic signal improvements that help buses stay on schedule.
- Effective communication strategies for sharing future bus service changes with the community included use of multiple social media platforms, communication on the bus or at stations in multiple languages, Board newsletters, and messaging around the benefits of increased travel options.
- The importance of safe sidewalk connectivity to bus stops was emphasized by multiple stakeholders.

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Attachment A

Additional Survey Results Summary



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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Survey Comparison Summary

TABLE 13: HIGH-LEVEL SURVEY COMPARISON

Survey Topic	TSP Spring 2022 Survey	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Current Travel Frequency	<ul style="list-style-type: none"> • 1,114 respondents • 43% frequent riders • 31% occasional riders • 26% non-riders 	<ul style="list-style-type: none"> • 2,901 respondents • 34% frequent riders • 32% occasional riders • 34% non-riders 	<ul style="list-style-type: none"> • 2,624 respondents • 7% frequent riders • 27% occasional riders • 66% non-riders 	<ul style="list-style-type: none"> • 3,672 respondents • 91% frequent riders • 9% occasional riders • 0% non-riders (this survey was conducted on bus trips, making all riders frequent or occasional)
Future Travel Frequency	N/A	<ul style="list-style-type: none"> • 48% will use Fairfax Connector frequently • 36% will use occasionally • 15% will not use it 	<ul style="list-style-type: none"> • 35% will use Fairfax Connector • 8% will ride at least weekly in the future • Out of current riders (those that rode Fairfax Connector in the last 30 days): <ul style="list-style-type: none"> ○ 13% will use it less frequently ○ 60% will use it more frequently 	N/A
Age Demographics¹	<ul style="list-style-type: none"> • 1% - Under 19 Years Old • 4% - 19-24 • 15% - 25-34 • 21% - 35-44 • 19% - 45-54 • 21% - 55-64 • 19% - 65+ 	<ul style="list-style-type: none"> • 1% - Under 18 Years Old • 4% - 18-24 • 13% - 25-34 • 21% - 35-44 • 22% - 45-54 • 21% - 55-64 • 18% - 65+ 	<ul style="list-style-type: none"> • 0% - Under 18 Years Old • 3% - 18-24 • 26% - 25-34 • 19% - 35-44 • 20% - 45-54 • 16% - 55-64 • 16% - 65+ 	<ul style="list-style-type: none"> • 5% - Under 18 Years Old • 13% - 18-24 • 25% - 25-34 • 19% - 35-44 • 18% - 45-54 • 15% - 55-64 • 5% - 65+



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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Survey Topic	TSP Spring 2022 Survey	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Gender Demographics¹	<ul style="list-style-type: none"> • 45% - Female • 54% - Male • 1% - Other 	<ul style="list-style-type: none"> • 44% - Female • 54% - Male • 1% - Other 	<ul style="list-style-type: none"> • 51% - Female • 49% - Male 	<ul style="list-style-type: none"> • 42% - Female • 58% - Male
Household Income Demographics¹	<ul style="list-style-type: none"> • 6% - \$20k or less • 12% - \$20k to \$50k • 23% - \$50k to \$100k • 25% - \$100k to \$150k • 34% - \$150k or more 	<ul style="list-style-type: none"> • 5% - Less than \$25k • 6% - \$25k to less than \$50k • 24% - \$50k to less than \$100k • 27% - \$100k to less than \$150k • 38% - \$150k or more 	<ul style="list-style-type: none"> • 2% - Less than \$25k • 5% - \$25k to less than \$50k • 24% - \$50k to less than \$100k • 24% - \$100k to less than \$150k • 45% - \$150k or more 	<ul style="list-style-type: none"> • 34% - \$30k or less • 37% - \$30k to \$70k • 18% - \$70k to \$125k • 11% - More than \$125k
Race Demographics¹	<ul style="list-style-type: none"> • 68% - White • 7% - Black or African American • 18% - Asian • 1% - Native American or Alaska Native • 1% - Native Hawaiian or Pacific Islander • 32% - <i>Net Minority</i> • 10% Hispanic or Latino • 90% Not Hispanic or Latino 	<ul style="list-style-type: none"> • 74% - White or Caucasian American • 8% - Black or African American • 15% - Asian or Pacific Islander • 1% - American Indian or Alaskan Native • 1% - Native Hawaiian or Other Pacific Islander • 26% - <i>Net Minority</i> • 10% Hispanic or Latino • 90% Not Hispanic or Latino 	<ul style="list-style-type: none"> • 75% - White or Caucasian American • 6% - Black or African American • 16% - Asian • 5% - Spanish, Hispanic, or Latino • 1% - Pacific Islander • 1% - Middle Eastern • 25% - <i>Net Minority</i> • 90% of Fairfax County residents use their car as a primary mode of transportation 	<ul style="list-style-type: none"> • 33% - White or Caucasian American • 14% - Black or African American • 14% - Asian • 12% - Hispanic or Latino • 1% - Native Hawaiian or Other Pacific Islander • 1% - Some other race • 4% - Two or more races • 67% - <i>Net Minority</i> • 24% Hispanic or Latino • 76% Not Hispanic or Latino • 52% of trips are made by riders who have at least one car at their home • 39% of riders had a car available for them to use
Access to a Personal Vehicle	<ul style="list-style-type: none"> • 76% have access to a personal vehicle • 34% of frequent riders do not have access to a personal vehicle 	<ul style="list-style-type: none"> • 86% have access to a personal vehicle • 30% of frequent riders do not have access to a personal vehicle 	<ul style="list-style-type: none"> • 90% of Fairfax County residents use their car as a primary mode of transportation 	<ul style="list-style-type: none"> • 52% of trips are made by riders who have at least one car at their home • 39% of riders had a car available for them to use



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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Survey Topic	TSP Spring 2022 Survey	TSP Winter 2021 Survey	Market Survey	On-Board Survey
			<ul style="list-style-type: none"> • 6% consider public transport their primary mode • Out of current riders: <ul style="list-style-type: none"> ○ 39% consider public transportation their primary mode ○ 13% consider Fairfax Connector as their primary mode 	
Less Frequent Rider Travel Mode	N/A	<ul style="list-style-type: none"> • Out of occasional and non-riders, 63% drive alone in a personal vehicle to make their most frequent trip • The second most common alternative to Fairfax Connector is Metrorail (12% of occasional and non-riders) 	<ul style="list-style-type: none"> • 90% of Fairfax County residents consider their primary mode of transportation to be a personal vehicle 	<ul style="list-style-type: none"> • Almost 50% of riders would use a car when their Fairfax Connector routes are not available • 23% would get a ride from someone else who has a vehicle • 21% would use an app-based transit service • 21% would use their own vehicle



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Survey Topic	TSP Spring 2022 Survey	TSP Winter 2021 Survey	Market Survey	On-Board Survey
Less Frequent Rider Reasons for Not Riding Fairfax Connector	N/A	<ul style="list-style-type: none"> • Top reasons for why occasional or non-riders do not ride the Fairfax Connector: <ul style="list-style-type: none"> ○ Bus does not come frequently enough ○ Preference of other travel modes ○ Bus does not travel when they want ○ Not having bus service where they start or end their trips 	<ul style="list-style-type: none"> • Respondent's primary mode of transportation (90% personal vehicle use) rated higher than the Fairfax connector because of: <ul style="list-style-type: none"> ○ Fits into lifestyle ○ Available when you need it ○ Goes to the places you need to go ○ Is a fast way to travel ○ Is easy to use ○ Reliability 	N/A
Frequent Rider Satisfaction	<ul style="list-style-type: none"> • 82% of frequent riders rated the Fairfax connector service at least a 3 on a scale of 1 (poor) to 5 (excellent) in the area they travel most and in the area they live • 69% of frequent riders rated the Fairfax connector service at least a 3 on a scale of 1 (poor) to 5 (excellent) in the area they travel most 	<ul style="list-style-type: none"> • 75% of respondents identified as being satisfied or very satisfied with Fairfax Connector service • 9% were dissatisfied 	<ul style="list-style-type: none"> • Current riders are generally satisfied with Fairfax Connector • 65% of current riders rated the Fairfax Connector favorably on a scale of 0 to 10, rating the service 8 to 10 range • 8% of current riders rated the system in the 0 to 3 range 	N/A
Frequent Rider Needs for Improvements	<ul style="list-style-type: none"> • Frequent riders' top service priorities: <ol style="list-style-type: none"> 1. More frequent buses on WEEKDAYS during 	<ul style="list-style-type: none"> • Frequent riders' top areas needing improvement: <ul style="list-style-type: none"> ○ More service when I want 	<ul style="list-style-type: none"> • Current riders noted that the most appealing incentives to increase ridership are: 	<ul style="list-style-type: none"> • Top priorities that would make riders ride more frequently: <ul style="list-style-type: none"> ○ More frequent service



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Spring 2022 Public Outreach Summary

Survey Topic	TSP Spring 2022 Survey	TSP Winter 2021 Survey	Market Survey	On-Board Survey
	<ul style="list-style-type: none"> rush hours commute times 2. Adjust route to connect to different places • Frequent riders' top 3 areas of improvement: <ol style="list-style-type: none"> 1. Better schedule and bus arrival time information 2. More bus stop shelters 3. More sidewalks and crosswalks near bus stops 	<ul style="list-style-type: none"> ○ Information about the bus ○ More stops where I want to get picked up or dropped off ○ Bus stops that are easier to get to 	<ul style="list-style-type: none"> ○ Providing accurate real-time information ○ More frequent service ○ Having stops closer to where you like or where you are going 	<ul style="list-style-type: none"> ○ Operating later or earlier in the day ○ Offer express bus service ○ Have stops closer to origins and
Opportunities for Improvements	<ul style="list-style-type: none"> • All respondents top service priorities: <ol style="list-style-type: none"> 1. More frequent buses on WEEKDAYS during rush hours commute times 2. Adjust route to connect to different places 3. More frequent buses on WEEKDAYS outside of rush hour commute times 	<ul style="list-style-type: none"> • Top needs for making Fairfax Connector a more appealing travel choice: <ul style="list-style-type: none"> ○ Having the bus available when needed ○ Getting to the destination on time ○ Being A fast way to travel ○ Going to more places you need to go 	<ul style="list-style-type: none"> • See above for current rider incentives • What would make drivers consider using the Fairfax Connector: <ul style="list-style-type: none"> ○ Having more stops close to where they live or go ○ Having faster and more direct service ○ Having more frequent service, especially during off-peak hours and weekends, ○ Reduced cost or adding rebates 	<ul style="list-style-type: none"> • Top priorities for improvement: <ul style="list-style-type: none"> ○ More frequent service ○ Operating later or earlier in the day ○ Offer express bus service ○ Have stops closer to origins and destinations

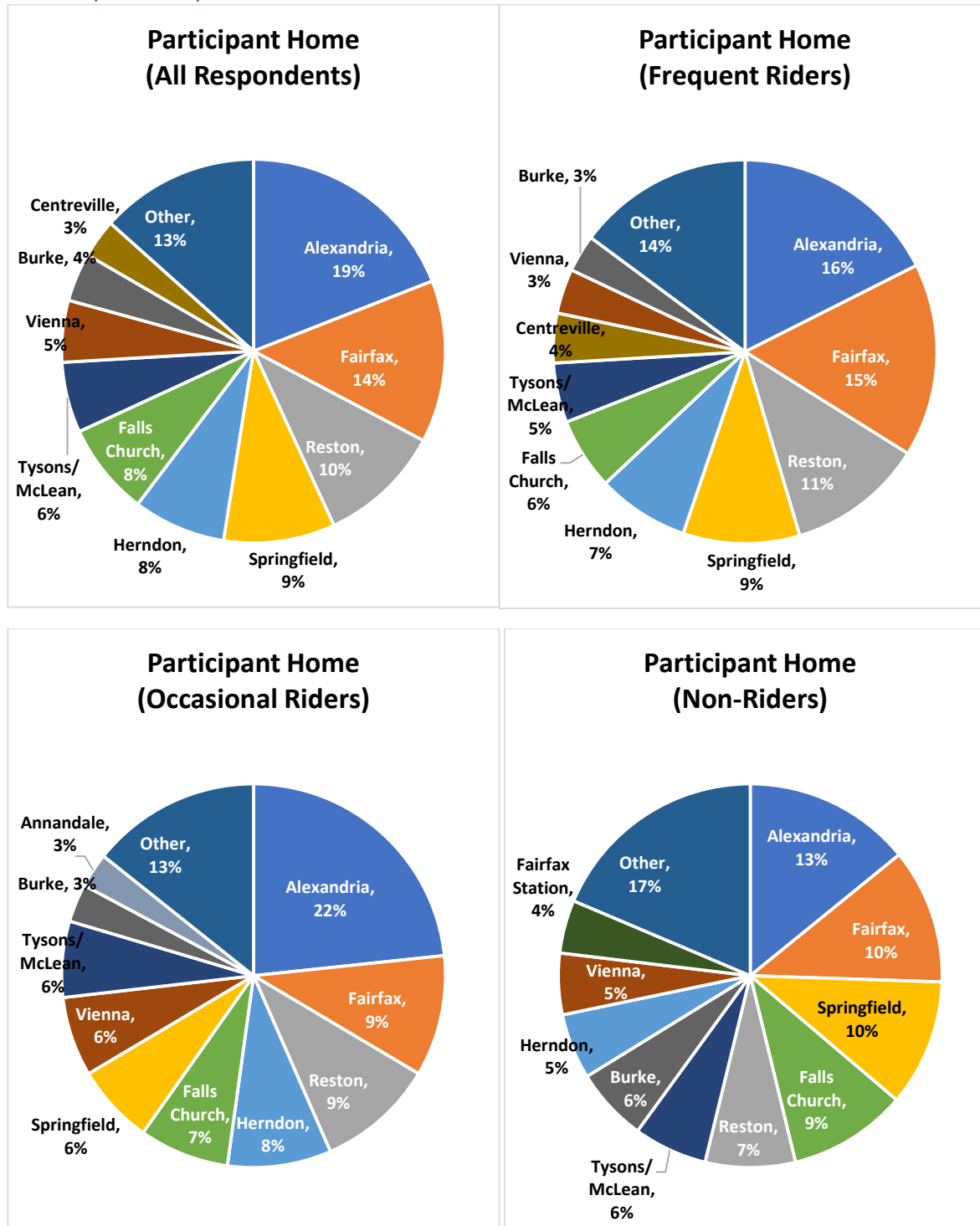
¹Demographic percentages based only those respondents answering

FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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Participants by Home Location—Additional Tabulation

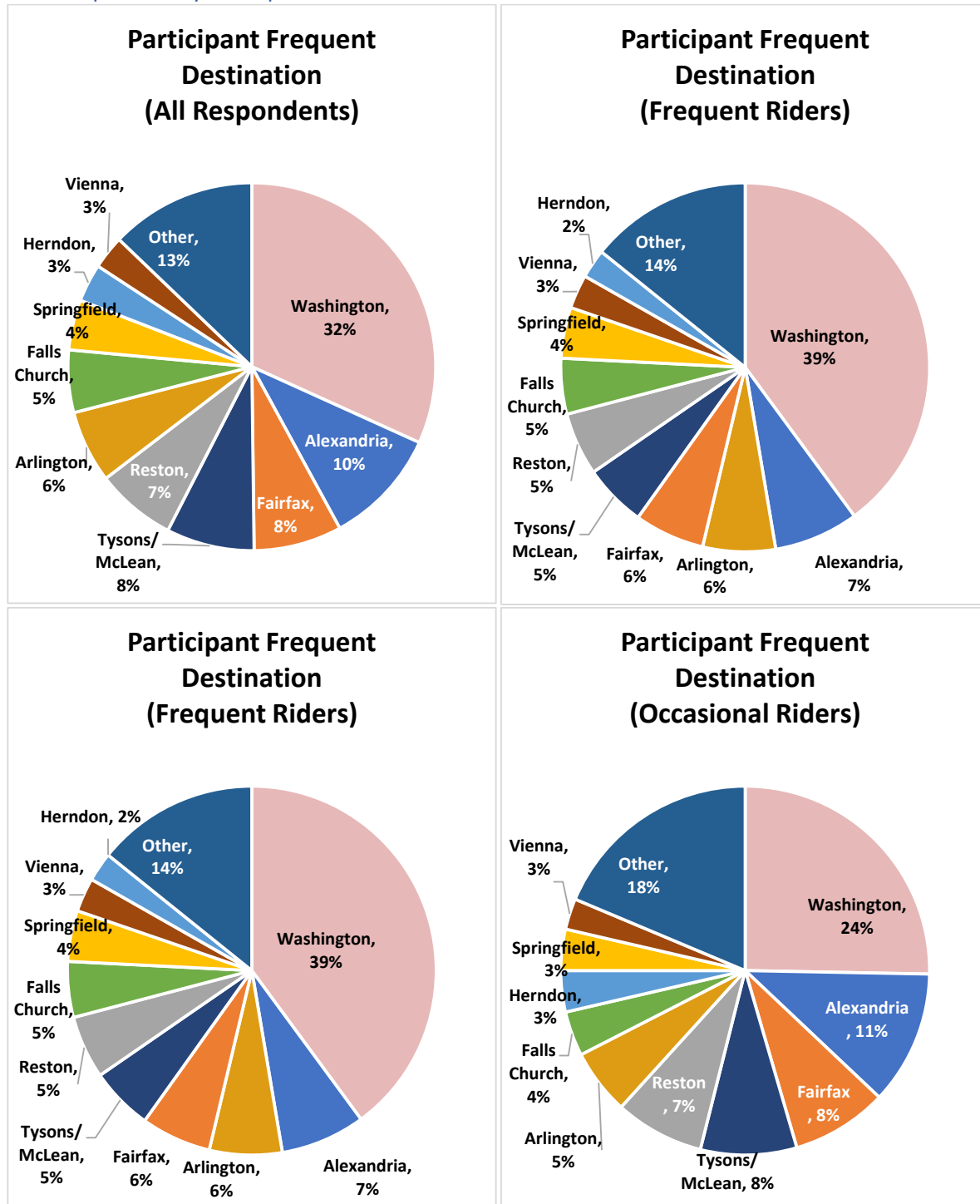


FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

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Participants by Frequent Destination—Additional Tabulation



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Spring 2022 Public Outreach Summary



Attachment B

Business and Community Stakeholder Meetings Summary



FAIRFAX COUNTY TRANSIT STRATEGIC PLAN

Spring 2022 Public Outreach Summary

Meeting Summary

SUBJECT: Business and Community Stakeholder Meetings
DATE/TIME: *Business Stakeholders:* Tuesday, Marcy 29, 2022, 10:00 a.m.
Community Stakeholders: Tuesday, Marcy 29, 2022, 1:00 p.m.
LOCATION: Virtual Microsoft Teams Meetings
ATTENDEES:

Organization	Attendees	
Fairfax County Project Team	Michael Felschow (PM) Hejun Kang Christian Soughe Bissai Ed Reid Stuart Boggs Kyla Davis	Fairfax County Department of Transportation
	Kala Quintana Nicole Daly	Fairfax County Marketing and Communications
Business Stakeholders	Colin Horner	The Rotunda Condominium
	Joan Clark	Transportation Association of Greater Springfield
	John Boylan	Dulles Chamber of Commerce
	Deena Gordon Parla	
Community Stakeholders	Tracy McCarty	Cunningham Park PTA
	Jane Materna	Fairfax County Commission for Women
	Steve Lee	Korean American Association of Greater Washington
	Carey Galloway	Friend of Guest House
Kimley-Horn Project Team	Tyler Beduhn (PM) Sina Musie	Project Consultants

1. TSP Background

- Stakeholder meetings are essential to identify challenges and opportunities for improvement. Feedback and input are appreciated and encouraged to develop a successful Transit Strategic Plan.
- Fairfax County currently has about 100 different routes. These are a mix of routes that operate on weekdays as well as Saturdays and Sundays. Some routes offer rush hour only service, and other routes provide several limited-stop or express services.
- There is also Metrorail service in Fairfax County, with Connector routes serving all of these stations, as well as several Metrobus routes that operate in Fairfax County.
- The TSP is a 10-year plan that acts as a blueprint outlining desired changes that will improve transit services. It is a living document that can adapt to changes in the community in the coming years.
- Inputs to the TSP include market surveys, on-board surveys, bus service reviews, stakeholder input such as this, and public meetings which are also occurring this week.
- Service recommendations for the TSP have been gathered from the Bus Service Reviews.
- Fairfax County has identified planned improvements and modifications, and through the public outreach we want to gather input to help us prioritize the implementation of these improvements.



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- Next steps are the implementation plan and financial plan, approval of the plan by the Board anticipated in mid-FY 2023 and implementation throughout the life of the planning document.

2. Input Received in Previous Public Outreach

- Last year we conducted an initial survey for the TSP, which included preferences of frequent, occasional, and non-riders. This information was used to verify the vision and goals for Fairfax County bus service
- In 2019 there was an onboard survey conducted to hear from existing riders. One piece of that survey was origin and destination, or travel pattern, information that is very helpful in planning for a more effective bus service.
- The year before that in 2018 there was a market survey conducted to better understand why residents do or do not use Fairfax Connector bus service.
- During the bus service reviews, over 3,500 comments were received from the public, which were very helpful for developing the service plans we are asking for input on now.
- What we heard
 - The community wants increased frequency of buses, especially during non-rush hours.
 - The community wants greater span or hours of service such as during midday, on weekends, or later into the night.
 - The community wants faster travel from point A to point B using the bus
 - The community wants improved connectivity so that the bus is a more viable travel option.
 - The community wants Fairfax Connector to provide the more accurate, reliable and user-friendly information about the service as possible.

3. Proposed Service Plans

- Input received from stakeholders and the public will help prioritize different types of service changes
- Near-term (budget neutral) and mid-term to long-term service plans (would require additional resources) have been developed. Details of the improvements can be found on the TSP website www.fairfaxcounty.gov/connector/tsp.
- The proposed service plans will result in increased total population, minority population, and low-income households within reach of the system. They will also increase the number of routes operating with 15- or 20-minute frequency, and the number of routes that operate all-day on weekdays and weekends.

4. Discussion and Polling

Following the presentation slides on the TSP, the project team facilitated discussions with the stakeholders. This section captures results from both Business and Community Stakeholder meetings. A virtual polling system was used to initiate dialog. Each question is shown in the following section, along with an overview of response and follow-up discussion. These responses were used to understand the communities each stakeholder represented.

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QUESTION 1: What types of service improvement are most important to you? (Select up to 2)

- More frequent buses on WEEKDAYS during rush hours commute times
- More frequent buses on WEEKDAYS outside of rush hour commute times
- More frequent buses on WEEKENDS
- Earlier or later service hours on WEEKDAYS
- Earlier or later service hours on WEEKENDS
- More direct or express service with fewer stops
- Adjust route to connect to different places
- Other

QUESTION 1 RESULTS

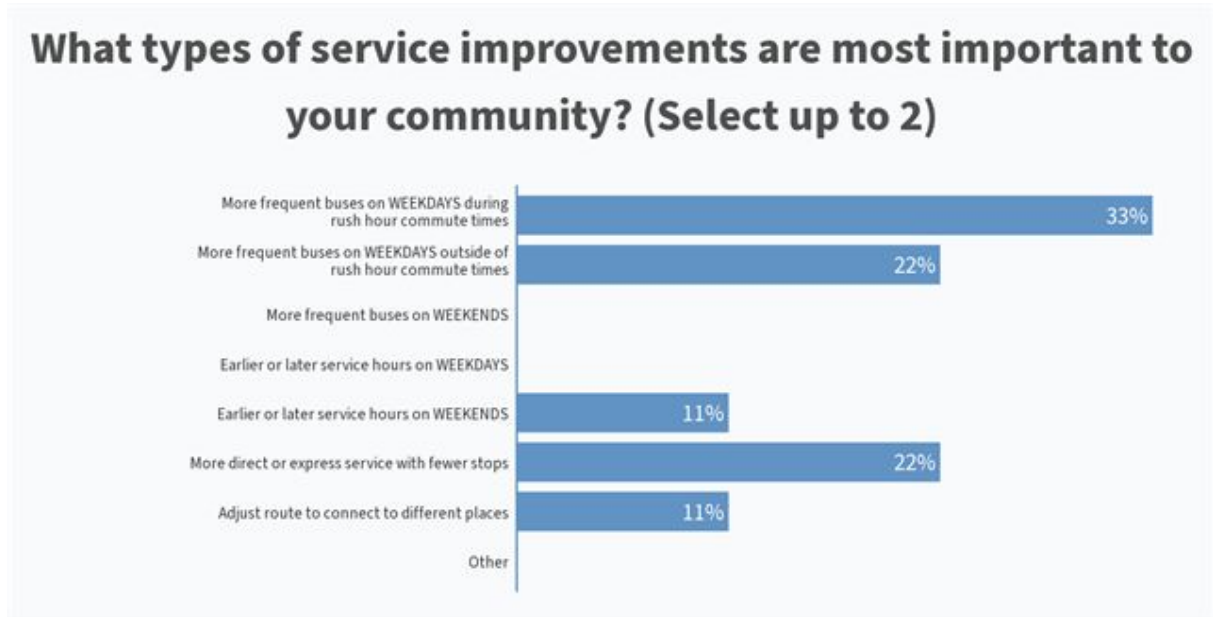
The most important service improvements to business stakeholders were:

1. More frequent buses on WEEKDAYS during rush hours commute times
2. More frequent buses on WEEKDAYS outside of rush hour commute times
3. More direct or express service with fewer stops

The most important service improvements to community stakeholders were:

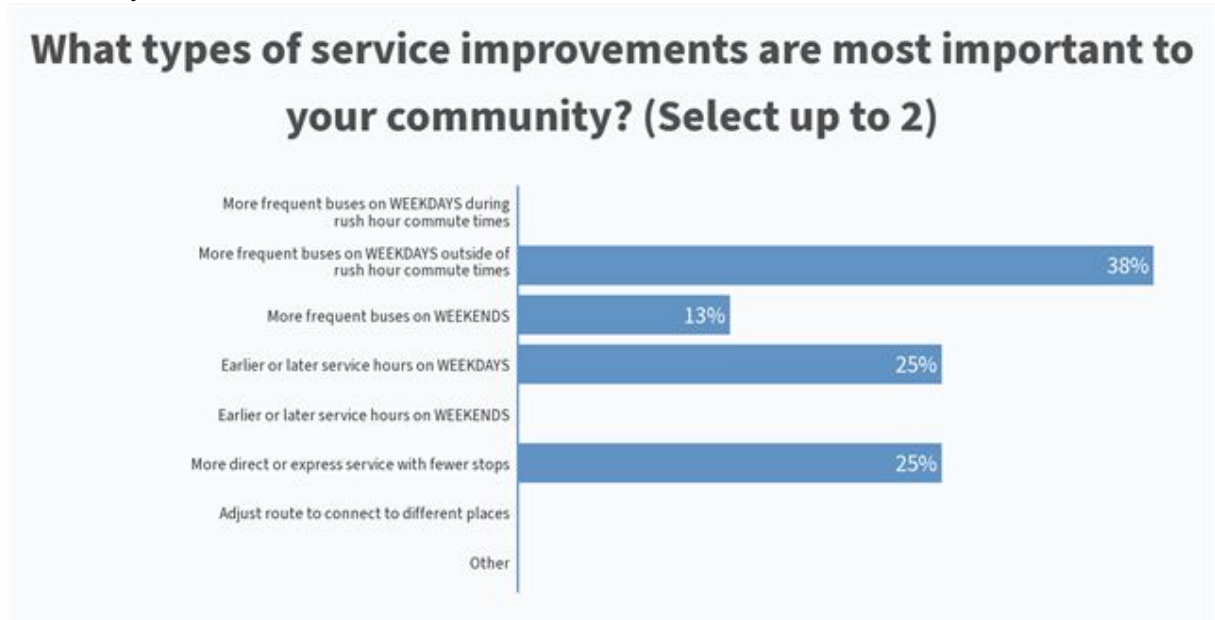
1. More frequent buses on WEEKDAYS outside of rush hour commute times
2. Earlier or later service hours on WEEKENDS
3. More direct or express service with fewer stops

Business Stakeholders:





Community Stakeholders:



A summary of discussion points around this question is shown below for each meeting, as applicable.

Community Stakeholder Discussion

- Retails hours end at 10 or 11 at night and people have schedules outside the typical 8 to 5 period. Women will tend to need flexible working hours which may not be covered well by typical peak service hours. Very often hourly jobs will require punctuality as well, occurring outside the typical "commuting" period.

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QUESTION 2: What other types of improvements are most important to your community? (Select up to 3)

- Better bus stop lighting
- Better schedule and bus arrival time information
- Better wheelchair or stroller access to bus stops
- More bus stop shelters
- More bus stop benches
- More sidewalks and crosswalks near bus stops
- Roadway or traffic signal improvements that help buses stay on schedule
- Dedicated bus lanes (lanes on the road that can only be used by buses)
- Other

QUESTION 2 RESULTS

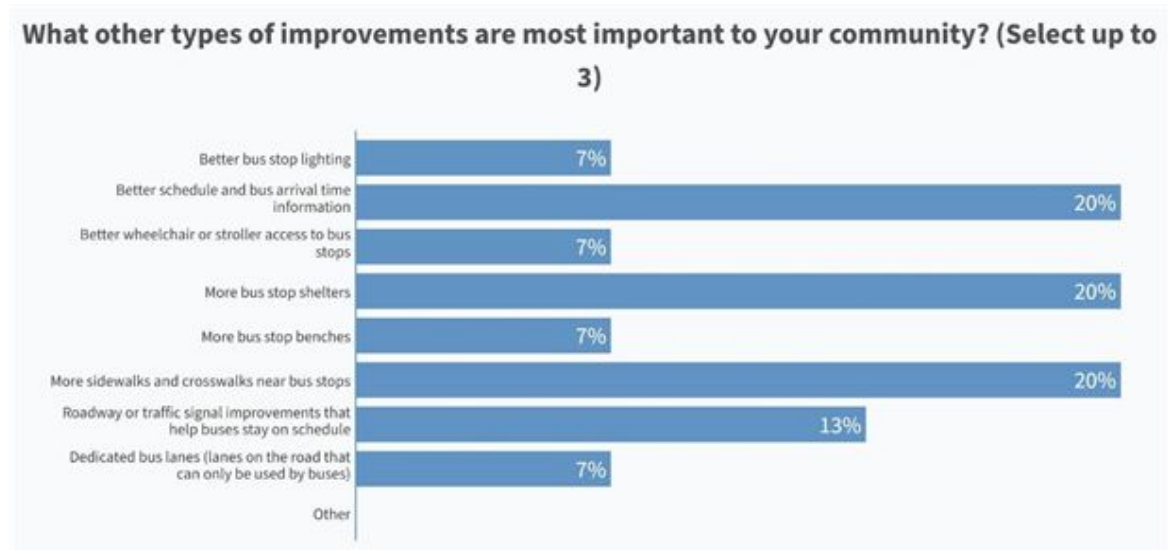
The most important other types of improvements to business stakeholders were:

1. Better schedule and bus arrival time information
2. More bus stop shelters
3. More sidewalks and crosswalks near bus stops

The most important other types of improvements to community stakeholders were:

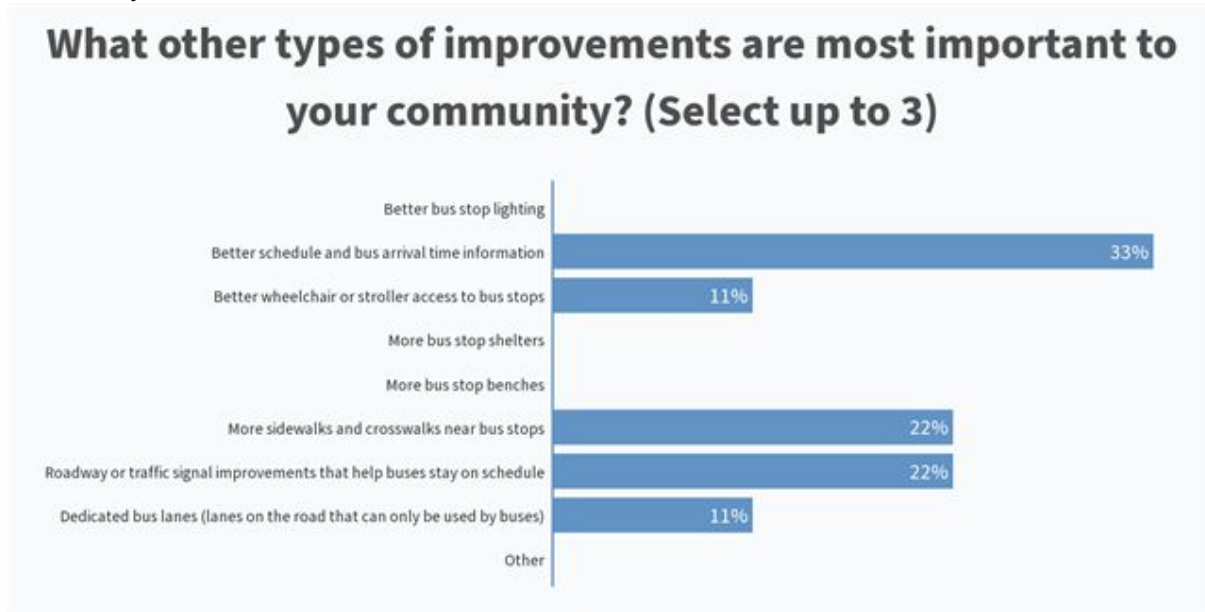
1. Better schedule and bus arrival time information
2. More sidewalks and crosswalks near bus stops
3. Roadway or traffic signal improvements that help buses stay on schedule

Business Stakeholders:





Community Stakeholders:



A summary of discussion points around this question is shown below for each meeting, as applicable.

Business Stakeholder Discussion

- What are behaviors post pandemic and how are we driving them back to buses?
- People in some cases need to stand on the side of the road with no shelter or lighting.
- No crosswalks are a challenge in some areas.

Community Stakeholder Discussion

- Wheelchair and stroller access are important to emphasize. If it isn't available, people won't be able to use it. If it is available, continuing to advertise and indicate its availability will reinforce community use of the service. New stops are being constructed; however, the sidewalks have not necessarily accompanied the new stops, leaving those locations inaccessible for the time being.
- Stakeholders emphasized the use of traffic signals and roadway improvements to help transit.

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QUESTION 3: As the bus service changes are implemented in the future, what is the most effective way to communicate these changes to your community?

QUESTION 3 RESULTS

Business Stakeholder Discussion

- Social media (multiple platforms)
- More messaging around existence/benefits of increased options and links between Metro Station and bus lines.
- Connecting with HOA management and local management of real estate
- Public meetings
- It is difficult to reach everyone

Community Stakeholder Discussion

- Interviews with local media and Q&A sessions
- Communication on the bus in multiple written and verbal languages
- Board newsletters
- Pamphlets and signage on buses and at transit stations

QUESTION 4: What are potential concerns your community may have about proposed bus service improvements?

QUESTION 4 RESULTS

Business Stakeholder Discussion

- Hard to reach out to everyone in the community—proud of Fairfax for how they are trying to reach out to the community.
- The improvements will be beneficial. The problem in Tysons is that often we cannot safely walk to bus stops/Metro. There are missing sidewalks.
- What provides the most bang for the buck?

Community Stakeholder Discussion

- In general, my perception is that the county buses are a safe zone. I would like riders and drivers to feel safe while on the bus.
- I haven't seen Mason District or Annandale specific improvement plans to be able to comment on this.

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QUESTION 5: What other thoughts or ideas can you share with us to improve Fairfax Connector bus service for your community?

Business Stakeholder Discussion

- Routes need to be reliable. Too frequent changes in routes make them hard to rely on and understand.
- Buses take twice as long than driving—is there a way to say what the average time a bus takes to get to destinations? This may help with selling bus services vs people driving individual vehicles.
- How are we getting large employers involved and giving them info to give to their employees?

Community Stakeholder Discussion

- In Korea, especially crowded downtown area, traffic is crazy. The subway used to be the only way to get around the city but recent years, bus services are getting the best use. This is because bus stops are set up with computerized schedule notification system and get to destination closer than subway.
- Is bus service improvement gear toward creating transportation to and from residence area to business areas or just navigating around the community?
- Consider revising routes to not only focus on home to work, but focuses on all services, including community services, schools, retail, food.

5. Public Outreach

- Current Public Survey is open until April 16, 2022
- Additional comments and questions can be submitted through the following:
 - Email: fairfaxconnector@fairfaxcounty.gov
 - Call 703-339-7200, TTY 703-339-1608
 - Mail to:
Fairfax County Department of Transportation
C/O Transit Planning – Public Comment TSP 2022
4050 Legato Road, Suite 400
Fairfax, VA 22033

Board Agenda Item
December 5, 2023

ACTION – 5

Endorsement of Projects for Submission to the National Capital Region Transportation Planning Board Long-Range Transportation Plan, Visualize 2050

ISSUE:

Board authorization for the Fairfax County Department of Transportation (FCDOT) to submit County projects to the region's long-range plan, Visualize 2050, and the Transportation Improvement Plan (TIP) for FY 2025 – FY 2028 (Attachment 1).

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors authorize the submission of transportation projects located in Fairfax County, as provided in Attachment 1, to the region's long-range transportation plan (Visualize 2050) and the FY 2025 – FY 2028 TIP.

TIMING:

The Board of Supervisors' endorsement is requested on December 5, 2023, to meet the Transportation Planning Board's project submission deadline of December 29, 2023.

BACKGROUND:

The National Capital Region Transportation Planning Board (TPB) is the designated Metropolitan Planning Organization (MPO) for the Washington, D.C. region. As the region's MPO, the TPB is responsible for conducting the federally mandated transportation planning process, which includes developing and updating the region's long-range transportation plan and the TIP. The TPB also works with state and local jurisdictions to resolve transportation-related challenges and strategizes with regional partners to advance projects, policies, and programs toward obtaining the region's goals.

The two main requirements of the region's long-range plan are: (1) the plan must demonstrate "financial constraint," meaning that there is a reasonable expectation that revenues needed to build, maintain, and operate the region's transportation system will be available through 2050; and (2) it must demonstrate that these projects and programs together comply with regional air quality improvement goals. In short, the long-range plan identifies all the regionally significant capital improvements to the region's highways and transit systems that transportation agencies expect to make and to be able to afford.

Board Agenda Item
December 5, 2023

Any project that might affect future air quality by adding or removing highway or transit capacity is included in the constrained element of the plan. Amendments to the Clean Air Act in 1977 mandated that an MPO may not approve any transportation project that does not conform to the approved state implementation plan (SIP) to attain clean air standards. This establishes the responsibility on the part of the TPB to review transportation plans and programs and affirm that they conform to the region's air quality state implementation plans.

In 2007, the Metropolitan Washington Council of Governments (COG) set ambitious goals for reducing regional greenhouse gas (GHG) emissions across all sectors to 50% below the 2005 level by 2030 and 80% below the 2005 level by 2050. Transportation contributes a large share of regional GHG emissions, with on-road mobile sources contributing about 34% of total regional GHG emissions in 2018. Consequently, the TPB adopted the same goals as part of Visualize 2045 for voluntary, on-road GHG reduction goals. As a part of Visualize 2045, the TPB also adopted seven GHG strategies that have the potential to reduce on-road transportation GHG and another seven strategies that merit further coordinated discussion.

“Zero-based Budget” Approach:

The TPB approved the current Visualize 2045 plan and the TIP on June 15, 2022. Federal agencies, including the Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), approved the air quality conformity determination for the plan and TIP on August 25, 2022. The approved plan and TIP were based on project submissions approved for inclusion in the plan and TIP analysis in June 2021. As part of approval of the current plan, the TPB further directed its staff to initiate an update to the 2022 plan, with a targeted completion date of 2024. Per the TPB, the updated plan “will be based on the concept of ‘zero-based budgeting’ where all projects - including those currently included in the Plan - must be removed from the plan and resubmitted for consideration.” In previous updates, all County projects in the region's long-range plan were carried forward, and changes only occurred when projects were complete or new projects were submitted.

County staff worked with the TPB staff to examine the Visualize 2045 Constrained Element project list to organize the projects into two groups: (1) projects that will be exempt from the ‘zero-based budgeting’ concept, which are projects that are either under construction OR have received local, state, federal, or private funding; and (2) projects that will not be exempt from the ‘zero-based budgeting’ concept, which are projects that are planned, or still in the developmental phase with no funding committed. This approach intends to develop a list of projects for implementation by the member agencies that would better advance the TPB's regional goals and policy priorities, and that would better reflect the findings from various scenario studies conducted by the

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TPB. At its meeting on February 15, 2023, the TPB approved the issuance of the Call for Projects for Visualize 2050 and the FY 2025 – FY 2028 TIP.

In the winter and spring of 2023, County staff briefed the Fairfax County Board Transportation Committee on the TPB's approach to developing Visualize 2050 and the projects currently in the plan located in the County. Fairfax County has 55 projects in the region's long-range plan: 34 roadway expansion projects and 4 transit projects are exempt from the TPB's zero-based budget approach, and 17 roadway expansion projects are not exempt.

Public Outreach:

The TPB staff launched a public comment period with an initial schedule of February 15, 2023, until May 31, 2023. The TPB added six months to the Visualize 2050 schedule, which extended the public comment period to conclude on November 30, 2023. In September 2023, County staff held two public meetings to receive input from County residents on the projects in the current plan. To date, 252 project-specific comments have been received on projects located in Fairfax County. Several overarching themes emerged, regardless of project location in the County or region, including:

- Comments noting opposition or concern about road widening and expansion projects: Many of these comments expressed concern with induced demand, increased carbon emissions, and undermining policies to advance walkable, bikeable, and transit-friendly communities.
- Comments noting support for mass transit projects, including BRT, heavy/light rail, and local bus systems: Many projects focused on improving regional or local transit systems received positive feedback, citing these projects as cost-effective, environmentally sustainable solutions to congestion. Some comments focused on the importance of improving frequency to ensure that transit was a competitive transportation mode.
- Positive sentiments for projects that improve regional connectivity: Several projects received positive feedback because of their perceived ability to connect the region through different transportation modes.

Based on discussions with the Board, staff evaluation, and public input, County staff is recommending submission of the projects included in Attachment 1. The list includes the following new projects located in the County that are recommended for submission:

- Route 7 Bus Rapid Transit (BRT): West Falls Church Metrorail Station to Spring Hill Metrorail Station
- Orange Line Metrorail Extension: Vienna Metrorail Station to Prince William County
- Yellow Line Metrorail Extension: Huntington Metrorail Station to Hybla Valley

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- I-495 Southside Project: Springfield Interchange to MD 210 (Indian Head Highway)
- I-95 Counter Flow Express Lanes: Franconia Springfield Interchange to Opitz Boulevard Interchange
- Seven Corners Ring Road: West Side of Interchange of Route 50 to East Side of Interchange of Route 50
- The Cleveland Ramp: Dulles Toll Road Ramp 19A to Scotts Run Crossing/Route 123
- Fairbrook Drive Extension (*Requested by Town of Herndon*): Herndon Parkway to Spring Street
- Sterling Road Multimodal Improvements (*Requested by Town of Herndon*): Elden Street to Rock Hill Road

These new projects are not exempt from the TPB's zero-based budget approach and; therefore, will have to be justified against the TPB's planning priorities and goals.

The projects listed below and in Attachment 2 were included in previous plan iterations but are not being considered for submission for this plan update:

- US 29 Widening Project: East of City Limit - City of Fairfax (vic. Nutley Street) to Capital Beltway
- New Braddock Road: Construct/widen New Braddock Road from its intersection with VA 28 to an intersection with US 29 opposite VA 662 (Stone Road)
- New Guinea Road: Construct a new 4-lane facility, north of CSX railroad tracks
- Stringfellow Roadway Improvements: Widen Stringfellow Road to 4 lanes, from Route 50 to the Fairfax County Parkway
- Magarity Road Widening: Widen the roadway to 4 lanes from Route 7 (Leesburg Pike) to Great Falls Street

EQUITY IMPACT:

An Equity Impact Assessment (EIA) is not required for the exempt projects in Visualize 2050, as many of these projects have been in the region's long-range plan for many years and were previously approved in the Board's adopted Transportation Priorities Plan or the Fairfax County Comprehensive Plan.

Regarding the new projects being recommended for submission into Visualize 2050, an EIA is not required for the I-495 Southside project, the I-95 Counter Flow Express Lanes project, or the Orange and Yellow Line Metrorail Extensions, as the Virginia Department of Transportation and the Washington Metropolitan Area Transit Authority will submit these projects, thus the County has no direct control over them. An EIA is also not required for the Seven Corners project or the Cleveland Ramp project, as they both

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were previously approved in the Board's adopted Transportation Priorities Plan. The Route 7 Bus Rapid Transit project will be submitted as a study, which the Northern Virginia Transportation Commission is currently conducting. A decision on which jurisdiction will take the lead on constructing the Route 7 BRT has not been determined.

FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment 1: List of Projects Recommended for Submission into Visualize 2050

Attachment 2: List of Projects Recommended for Removal from the Region's Long-Range Plan

STAFF:

Rachel Flynn, Deputy County Executive

Gregg Steverson, Acting Director, Fairfax County Department of Transportation (FCDOT)

Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT

Brent Riddle, Chief, Coordination Section, FCDOT

Malcolm Watson, Transportation Planner, FCDOT

Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

This is a list of Visualize 2045 projects that are intended to be included into the fiscally-constrained Visualize 2050 project list. These projects are active, are funded, and/or are under construction.

*"Multiple segments" refers to projects with multiple records that may be located along different segments of roadway.

**Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Project Title	From/Near/Interchange	To/Interchange	Primary Project Type
Boone Boulevard Extension	Chain Bridge Road	Ashgrove Lane	Road - Other Improvement
Braddock Road Improvements	Fairfax County Parkway	Ox Road	Road - Other Improvement
Braddock Road Improvements	I-495	Burke Lake Road	Intersection and Bike/Ped Improvements -
Davis Drive Extension	Multiple Segments	Multiple Segments	Bridge Improvements
Fairfax County Parkway Improvements	Ox Road	VA Dulles Toll Road	Road - Add Capacity/Widening
Franconia-Springfield Parkway (and SOV)	Fairfax County Parkway	Frontier Drive	Road - Other Improvement
Frontier Drive Extension	Franconia -Springfield Transportation Center	Loisdale Road	Bridge - Rehab + Add Capacity - Bike/Ped
Greensboro Drive Extension	Spring Hill Road	Tyco Road	Road - Other Improvement
Herndon Metrorail Intermodal Access Improvements	Van Buren Street	Spring Street	Road - Other Improvement
Herndon Metrorail Intermodal Access Improvements - Phase 2	Van Buren Street	Herndon Parkway	Transit - Other
Herndon Parkway Improvements	at Worldgate Extension		Road - Other Improvement
I-95 Reversible Ramp (EPG Southern Loop Road)	EPG Southern Loop Road	HOV/BUS/HOT Lanes	Road - Other Improvement
I-495 Improvements	Multiple Segments	Multiple Segments	Road - Other Improvement
Lee Highway Widening	Multiple Segments	Multiple Segments	Roadway Improvements
New Herndon Station Park and Ride Garage			Transit - Other
Richmond Highway Corridor Improvements	Jeff Todd Way	Sherwood Lane	Road - Add Capacity/Widening
Rolling Road	Fairfax County Parkway (0.369 miles North of the Parkway)	Old Keene Mill Road	Road - Add Capacity/Widening
Route 7 Corridor Improvements - Phase 2	Reston Avenue	500 ft. East of Colvin Forest Drive	Road - Add Capacity/Widening
Springfield CBD Commuter Parking			
Shirley Gate Road Improvements	Multiple Segments	Multiple Segments	Road - Other Improvement
Soapstone Drive Connector	Multiple Segments	Multiple Segments	Roadway Improvements

Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - Virginia

This is a list of Visualize 2045 projects that are intended to be included into the fiscally-constrained Visualize 2050 project list. These projects are active, are funded, and/or are under construction.

*"Multiple segments" refers to projects with multiple records that may be located along different segments of roadway.

**Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.

Town Center Parkway (Dulles Toll Road Underpass)	Sunrise Valley Drive	Sunset Hills Road	Road - Other Improvement
Richmond Highway Bus Rapid Transit	Multiple Segments	Multiple Segments	Transit - BRT
Route 7	Multiple Segments	Multiple Segments	Roadway Improvements
Route 28 Widening (Prince William County Line to Route 29)	Prince William County Line	Old Centreville Road	Road - Add Capacity/Widening
Route 123 Widening (Fairfax)	Multiple Segments	Multiple Segments	Road - Add Capacity/Widening
Popes Head Road Interchange	Popes Head Road		Road - Interchange improvement
Widen East Spring Street	Herndon Parkway	Fairfax County Parkway	Road - Other Improvement

Part B: Zero-Based Budgeting "Developmental/Non-exempt" Project List - Virginia

This is a list of Visualize 2045 projects that will be reexamined for inclusion into the fiscally-constrained Visualize 2050 project list. All projects must be re-evaluated using TPB's resources identified in the Technical Inputs Solicitation document and will be resubmitted for TPB's consideration.

*Note: "Multiple segments" refers to projects with multiple records that may be located along different segments of roadway.

Row	Project Title	From/Near/Interchange	To/Interchange	Primary Project Type
	Dulles Airport Access Road Project	Dulles Airport	Dolly Madison Boulevard	Road - Other Improvement
	Dulles Toll Road Collector	Multiple Segments	Multiple Segments	Road - Other Improvement
	Frying Pan Road Widening	Sully Road	Centreville Road	Road - Other Improvement
	Hooes Road Improvements	Fairfax County Parkway	Silverbrook Road	Road - Other Improvement
	I-95/Van Dorn Interchange	Van Dorn Interchange		Road - Other Improvement
	I-95 SB Ramp Improvements	SB I-95	NB Fairfax County Parkway/EPG Southern Loop Road	Road - Other Improvement
	Reston Parkway Improvements	Sunrise Valley Drive	Baron Cameron Avenue	Road - Other Improvement
	Rolling Road widening project	DeLong Road	.01mi. North of Fullerton Road	Road - Other Improvement
	Telegraph Road widening	Route 1	Franconia Road	Road - Add Capacity/Widening
	Route 50 Improvements	City of Fairfax	Arlington County Line	Road - Other Improvement
	Van Dorn Interchange at Franconia Road	at Franconia Road		Road - Other Improvement
NEW	Seven Corners	West side of interchange on Route 50	East side of interchange of Route 50	Road - Other Improvement
NEW	Route 7 Bus Rapid Transit	West Falls Church Metrorail Station	Spring Hill Metrorail Station	Transit - Bus Rapid Transit
NEW	Orange Line Metrorail Extension	Vienna Metrorail Station	Prince William County	Transit - Rail
NEW	Yellow Line Metrorail Extension	Huntington Metrorail Station	Hybla Valley	Transit - Rail
NEW	I-495 Southside Project	Springfield Interchange	MD 210 Indian Head Highway	Road - Other Improvement
NEW	I-95 Counter Flow Express Lanes			Road - Other Improvement
NEW	Cleveland Ramp	Dulles Toll Road ramp 19A	Scotts Run Crossing/ Route 123	Road - Other Improvement
NEW	Fairbrook Extension	Herndon Parkway	Spring Street	Road - Other Improvement
NEW	Sterling Road Multimodal Improvements	Elden Street	Rock Hill Road	Road - Other Improvement

List of Projects Recommended for Removal from the Region's Long-Range Plan				
Row	Project Title	From/Near/Interchange	To/Interchange	Primary Project Type
	US 29 Widening Project	East of City Limit - City of Fairfax (vic. Nutley Street)	Capital Beltway	Road - Other Improvement
	New Braddock Road - Construct/Widen	VA 28	US 29 opposite VA 662 (Stone Road.)	Road - Other Improvement
	New Guinea Road - Construct	Ox Road	Roberts Road	Road - Other Improvement
	Stringfellow Road Widening	Fairfax County Parkway	US 50	Road - Other Improvement
	Magarity Road Widening	Leesburg Pike	Great Falls Street	Road - Other Improvement

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ACTION - 6

Approval of a Memorandum of Agreement (MOA) Between the Northern Virginia Transportation Commission and the County of Fairfax Regarding Coordination of Technical Analysis and Funding for Phase IV-1 of the Envision Route 7 Bus Rapid Transit Project (Dranesville, Hunter Mill, Mason, and Providence Districts)

ISSUE:

Board of Supervisors' approval of, and authorization for the Director of the Fairfax County Department of Transportation (FCDOT) to execute, a Memorandum of Agreement (MOA) with the Northern Virginia Transportation Commission (NVTC) regarding the Envision Route 7 Bus Rapid Transit Project. The agreement also includes the Cities of Alexandria and Falls Church, as well as Arlington County, and documents the parties' understanding regarding funding for final planning and National Environmental Policy Act (NEPA) Analysis of the Envision Route 7 Bus Rapid Transit Project.

RECOMMENDATION:

The County Executive recommends that the Board approve the MOA, substantially in the form of Attachment 1, and authorize the Director of the Fairfax County Department of Transportation to execute the agreement.

TIMING:

The Board of Supervisors should act on this item on December 5, 2023, so that NVTC can proceed with final planning and NEPA Analysis of the Envision Route 7 Bus Rapid Transit Project.

BACKGROUND:

The Route 7 corridor is an important arterial roadway linking many Northern Virginia communities. These communities include Tysons; the neighborhoods of eastern Fairfax County; the City of Falls Church; the areas of Seven Corners, Bailey's Crossroads, and Skyline; and the City of Alexandria. The corridor has a diversity of land uses, including urban areas, suburban/strip commercial centers, a downtown area, mixed use centers, and residential neighborhoods. It has grown organically over time, with the roadway being adjusted as developments were built.

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In 2013, NVTC commissioned a Route 7 Corridor Transit Study team to analyze transit services along the corridor. In April 2014, NVTC authorized its Executive Director to execute a project funding agreement with the Northern Virginia Transportation Authority (NVTA) for the Phase 2 Transit Alternative Analysis Study in the Route 7 corridor. The resulting Envision Route 7 Corridor Transit Study Final Report identified a 12.5-mile BRT system linking Tysons with the Mark Center in Alexandria, providing a connection to the East Falls Church Metrorail Station, as the recommended alternative to advance for environmental review, engineering, and design. This recommendation was endorsed by NVTC on July 7, 2016.

On December 5, 2017, the Board authorized the Director of the Fairfax County Department of Transportation (FCDOT) to execute an MOA with NVTC to fund the Envision Route 7 Phase III Planning Level Conceptual Engineering Study. The conceptual engineering study helped to refine the project cost, identified potential areas of concern, developed a potential staging strategy, and provided guidance on preserving the required right-of way.

On February 23, 2021, the Board authorized the Director of FCDOT to execute an MOA with NVTC to fund the Envision Route 7 Phase IV Mobility Analysis study. The objective of this study was to evaluate and document the mobility benefits and impacts of the proposed BRT from Falls Church to Seven Corners. This effort required the development of a traffic microsimulation model. The County has already developed a model from Tysons to the City of Falls Church.

This new MOA (Attachment 1) demonstrates the commitment of NVTC and participating localities to funding the next step in the Envision Route 7 Project, the Final Planning and NEPA Analysis, which may be implemented in multiple phases and via multiple procurements. This planning level conceptual engineering study will continue progress on the Project and identify right-of-way concerns and other high-level engineering concerns along the proposed Project corridor that need to be integrated into future subarea and sector planning activities. This stage will include completion of traffic and BRT modeling impacts; completion of NEPA documentation in coordination with the Federal Transit Administration (FTA); extensive public outreach along the entire corridor; and re-concurrence of the locally preferred alternative (LPA) with each Entity along the project corridor.

EQUITY IMPACT:

An Equity Impact Assessment (EIA) is not required for this item, as the analysis related to the Route 7 Bus Rapid Transit Project is being conducted by a non-County entity (NVTC). A decision on which jurisdiction will take the lead on constructing the Route 7 BRT has not been determined.

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FISCAL IMPACT:

The total budget for work provided for in this MOA is \$3 million. NVTC was awarded \$2 million in federal Community Project Funding (CPF) funds, requiring a \$500,000 non-federal match, to advance the final planning stages. NVTC was also awarded a FY 2024 DRPT Technical Assistance (TA) Grant in the amount of \$1,000,000 (\$500,000 state share with a \$500,000 required local match shared between the City of Alexandria, Arlington County, Fairfax County, and the City of Falls Church) for the final phase of the project. The DRPT grant will serve as the required non-federal match to the federal CPF grant. Fairfax County's share of the local match for the DRPT grant is \$250,000, which will be paid with State Aid held in trust at NVTC. There will be no fiscal impact to the General Fund if this item is approved.

ENCLOSED DOCUMENTS:

Attachment 1 — Memorandum of Agreement: Final Planning and NEPA Analysis for the Envision Route 7 Project

STAFF:

Rachel Flynn, Deputy County Executive
Christina Jackson, Deputy County Executive/Chief Financial Officer
Gregg Steverson, Acting Director, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT
Brent Riddle, Chief, Coordination Section, FCDOT
Malcolm Watson, Transportation Planner, FCDOT

ASSIGNED COUNSEL:

John Dorsey, Assistant County Attorney

**MEMORANDUM OF AGREEMENT
REGARDING COORDINATION OF THE FINAL PLANNING AND NEPA ANALYSIS FOR THE
ENVISION ROUTE 7 PROJECT**

This Memorandum of Agreement (MOA) is entered into effective the __ day of _____, 2023, between and among the Northern Virginia Transportation Commission (NVTC) and the City of Alexandria, City of Falls Church, Arlington County, and Fairfax County (collectively, the Entities, and individually, an Entity) as a means of demonstrating their joint commitment to the funding of the Final Planning and NEPA Analysis for the Envision Route 7 Project, as is fully described below.

WITNESSETH:

WHEREAS, this MOA addresses an immediate need to fund a planning level conceptual engineering study to continue progress on the Envision Route 7 Project and identify right-of-way concerns and other high-level engineering concerns along the proposed Project corridor that needs to be integrated into future subarea and sector planning activities;

WHEREAS, NVTC has applied to the Virginia Department of Rail and Public Transportation (DRPT) for a Technical Assistance (TA) grant in the amount of \$1,000,000 (\$500,000 state share with a \$500,00 required local match) for the Envision Route 7 Final Planning and NEPA Analysis described below; and

WHEREAS, the Entities have agreed to each provide to NVTC their respective share, which totals \$500,000 and is the 50% local match required for the aforesaid DRPT grant; and

WHEREAS, upon receipt of the DRPT grant and the local match, NVTC has agreed to coordinate and administer the Entities' participation in the development and implementation of the Envision Route 7 Final Planning and NEPA Analysis; and

WHEREAS, this MOA sets forth the principles agreed upon by NVTC and the Entities, which will be used in continuing the Envision Route 7 Project during the Final Planning and NEPA Analysis and for Entity participation.

NOW, THEREFORE, in consideration of the foregoing recitals, each of which are incorporated in this MOA, and other good and valuable consideration, the sufficiency and receipt of which is hereby acknowledged, NVTC and the Entities agree as follows:

1.0 PURPOSE

NVTC and the Entities mutually desire, and with the assistance of grant funding agencies, including DRPT, to advance the final planning stages for the continuation of the Envision Route 7 Project. Accordingly, in accordance with the terms of this MOA, NVTC is authorized to act on

behalf of the Entities as the contracting and coordinating agent for the Final Planning and NEPA Analysis.

2.0 BACKGROUND AND GOALS

The Envision Route 7 project, which is generally described in the Route 7 Corridor Transit Study Final Report (January 2017), incorporated herein by reference, recently completed the Envision Route 7 Phase III Conceptual Engineering Study. The key findings from the study to date are that a Bus Rapid Transit (“BRT”) along Route 7 from Mark Center to Tysons, via the East Falls Church Metro Station, is a viable transit solution for the corridor, (Corridor), providing added connectivity and multimodal choices. The key activities in the preceding efforts were to estimate the potential demand and forecast the ridership, compare possible alternative modes, determine possible funding mechanisms and strategies, define the right of way, identify guideway needs, and provide a cost estimate for both capital and operating cost. The BRT showed high demand across all trip purposes. The service would benefit not only commuters with key connections to Mark Center, Tysons, and Metro, but serve other trip purposes including shopping and recreational trips. The travel demand forecast showed approximately two-thirds of the new riders traveling for non-work purposes. The Phase II Study focused on determining which mode best serves the Corridor, and if, and where, the BRT should deviate from Route 7.

Following the Phase II study, NVTC conducted a conceptual engineering study (the “Envision Route 7 Phase III Planning Level Conceptual Engineering Study”). The conceptual engineering study helped to refine the Project cost, identified potential areas of concern, developed a potential staging strategy, and provided guidance on preserving the required right-of-way. This study identified the right-of-way that could be utilized by the BRT and provides a guide for the Entities in their subarea and sector planning.

During the Phase IV-1 Mobility Analysis Study, NVTC evaluated and determined the mobility benefits and impacts resulting from the proposed BRT from Tysons to Seven Corners. This effort required the development of a traffic micro-simulation model, one in which the Fairfax County Department of Transportation (FCDOT) had previously developed from Tysons to the City of Falls Church. This effort took those model files and added approximately 3.5 miles onto the network.

The next step on the Envision Route 7 Project will be the Final Planning and National Environmental Policy Act (NEPA) Analysis, which may be implemented in multiple phases and via multiple procurements. This stage would include completion of traffic and BRT modeling impacts; completion of NEPA documentation in coordination with the Federal Transit Administration (FTA); extensive public outreach along the entire Corridor; and re-concurrence of the locally preferred alternative (LPA) with each Entity along the Project Corridor.

3.0 TECHNICAL SUPPORT

Each Entity authorizes NVTC to enter into a contract, subject to the availability of funds, to provide technical support for executing the Envision Route 7 Final Planning and NEPA Analysis

scope of work and to work with the Entities in identifying sources of funding to achieve the goals set forth in this MOA. NVTC will provide management and technical support on behalf of the Entities. Support work in this task will include but not be limited to:

- Program, contract, and grant management for the Final Planning and NEPA Analysis efforts; and
- Coordination with the Envision Route 7 Technical Advisory Committee (TAC).

4.0 BUDGET AND FUNDING

NVTC was awarded \$2 million in federal Community Project Funding (CPF) funds (\$2 million federal funds requiring \$500,000 non-federal match) to advance the final planning stages which would include: completion of traffic and BRT modeling impacts; completion of NEPA documentation in coordination with FTA; extensive public outreach along the entire Corridor; and re-concurrence of the LPA with each Entity along the Project Corridor.

NVTC was also awarded a FY 2024 DRPT Technical Assistance (TA) Grant in the amount of \$1,000,000 (\$500,000 state share with a \$500,000 required local match) for the Envision Route 7 Final Planning and NEPA Analysis, which will serve as the required local match to the federal CPF grant and provide funding for Project management.

Summary of Budget and Funding for Route 7 BRT Planning and NEPA Analysis					
	Total	80%	50%		Total
	Costs	Federal	State	Local	Funding
Consulting	\$ 2,500,000	\$ 2,000,000	\$ 250,000	\$ 250,000	\$ 2,500,000
Project Management	500,000	-	250,000	250,000	500,000
Total	\$ 3,000,000	\$ 2,000,000	\$ 500,000	\$ 500,000	\$ 3,000,000

Since the timeline of this phase of work will take place over multiple fiscal years, the required local match to be provided by each Entity has been broken down over the next two fiscal years as follows:

Local Match to FY 2024 DRPT Technical Assistance for Route 7 BRT Planning and NEPA Analysis			
Jurisdiction	Total Match Contribution	Due FY 2024	Due FY 2025
City of Alexandria	\$ 100,000	\$ 50,000	\$ 50,000
City of Falls Church	\$ 80,000	\$ 40,000	\$ 40,000
Fairfax County	\$ 250,000	\$ 125,000	\$ 125,000
Arlington County	\$ 70,000	\$ 35,000	\$ 35,000
TOTAL	\$ 500,000	\$ 250,000	\$ 250,000

5.0 COORDINATION AND ADMINISTRATION

NVTC will coordinate and administer the Entities’ participation in the development and implementation of the Envision Route 7 Final Planning and NEPA Analysis. NVTC will convene regular meetings among the Entities and other regional stakeholders to discuss and seek agreement on all aspects of the final planning stage.

6.0 PARTICIPANT ROLES AND RESPONSIBILITIES

Entities executing this MOA agree to maintain coordination and collaboration with NVTC regarding the Envision Route 7 project.

NVTC will invoice the jurisdictions for the FY 2024 local match upon execution of this MOA, and for the FY 2025 local match in July 2024.

7.0 DURATION AND TERMINATION

This MOA shall be effective as of the date set forth above and upon the signature of NVTC and each of the Entities, and shall last for the duration of the Final Planning and NEPA Analysis.

This MOA may be terminated, in whole or in part, if a majority of the Entities determine that such a termination is in their best interest. Any such termination shall be affected by delivering to NVTC a written notice of termination signed by the majority of the Entities specifying the extent to which performance shall be terminated and the date upon which termination becomes effective, which date shall not be less than sixty (60) days from the date of the notice. If this MOA is terminated, in whole or in part, the Entities and NVTC shall use the sixty (60) calendar day period prior to the expiration of the MOA for the orderly termination of the final planning stage. To the extent NVTC is required to refund grant funds to DRPT, NVTC shall return to DRPT grant funds not spent or obligated to be spent. The remainder owed to DRPT shall be divided equally among the Entities, each of which shall provide their share not less than thirty (30) days from the date of notice from NVTC of the amount owed by each Entity. Once DRPT receives all grant funds required to be returned, any unexpended local match funds provided by the Entities shall then be returned to the Entities.

8.0 AMENDMENTS

Any signatory to this MOA may propose an amendment at any time. Any such amendment shall be in writing and shall become effective upon the signature of NVTC and each of the Entities.

9.0 APPROPRIATIONS REQUIREMENTS

All requirements for funding by any signatory party to this MOA are subject to annual or other appropriations by their respective governing body or the Virginia General Assembly, as may be applicable. The Entities shall not be expected to provide any funding beyond the amount set forth in Section 4.0 without an amendment of this MOA.

10.0 ASSIGNMENTS

No Entity shall have the power to assign either their rights or obligations under this MOA without an amendment to this MOA.

11.0 NO PERSONAL LIABILITY

Nothing herein shall be deemed or construed to impose upon or give rise to any personal liability on behalf of any official, employee or individual who was acting in his or her authorized official capacity in the execution and/or implementation of the terms or conditions of this MOA.

12.0 NO THIRD PARTY BENEFICIARY RIGHTS CREATED

Nothing herein shall be deemed or construed to create or vest any rights in any party which is not a signatory to this MOA.

13.0 NO WAIVER OF SOVEREIGN IMMUNITY

Nothing herein shall be deemed a waiver of the sovereign immunity of any signatory party to this MOA.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Agreement by their duly authorized representative.

This space intentionally left blank.

City of Alexandria

By: _____

Name: James F. Parajon

Title: City Manager

_____ Date

City of Falls Church

By: _____

Name: Wyatt Shields

Title: City Manager

_____ Date

Arlington County

By: _____
Name: Mark Schwartz
Title: County Manager

_____ Date

Fairfax County

By: _____

Name: Gregg Steverson

Title: Acting Director (FCDOT)

_____ Date

Northern Virginia Transportation Commission

By:

Name: Katherine A. Mattice

Title: Executive Director

Date

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ACTION – 7

Authorization for the County Executive or Designee to Negotiate and Execute an Agreement with Virginia Electric and Power Company (Dominion) for the Crediting of Electricity Generated by the I-95 Landfill Solar Project to Certain Fairfax County Metered Accounts

ISSUE:

The Board of Supervisors' authorization to negotiate and execute an agreement between Fairfax County, Virginia and Virginia Electric and Power Company (Dominion) for the purpose of directing Dominion to credit certain County electrical bills based on the generation of energy output from the solar-powered generation facility at the I-95 Landfill Complex.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors authorize the County Executive or his designee to negotiate and execute an agreement with Dominion.

TIMING:

Board action is requested on December 5, 2023, to allow for the negotiation and execution of the agreement with Dominion.

BACKGROUND:

The Board of Supervisors is the owner of the I-95 Landfill Complex, identified by Tax Map Number 113-1((1))14. The I-95 Landfill Complex includes a recycling and waste collection site for county residents and commercial customers. The complex contains both an active and closed landfill. The closed landfill portion of the complex is an ideal location to site ground-mount solar photovoltaic panels. In addition to installation of the solar panels, the site is being considered for the development of a major recreational facility. The solar panel installation is not expected to impede existing operations or the proposed recreational facility.

Sun Tribe Solar, LLC designs and installs solar photovoltaic (PV) panels and is a solar power purchase agreement (PPA) service provider. In 2019, Fairfax County solicited bids from PPA service providers on property owned by Fairfax County Government. Sun Tribe Solar was selected as one of the primary service providers and awarded Contract No. 4400009516 to design, install, and operate solar panels at County-owned

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locations that participate in the PPA program and sell the electricity generated therefrom to the participating Fairfax Entity. The contract with Sun Tribe Solar allows the County to purchase renewable energy generated on-site with little or no upfront or operational costs, thereby reducing the County's greenhouse gas emissions and long-term electricity costs.

The solar facility at the landfill is unique due to authority granted in the 2020 session of the Virginia General Assembly. Pursuant to that authority, codified at *Virginia Code § 56-594.K*, Fairfax County is permitted to install an on-site solar facility with a capacity of up to five megawatts on any locality-owned site and credit the electricity to any one or more of the County's metered accounts of buildings or other facilities. The I-95 Landfill Complex has been identified as the locality-owned site that will host this solar installation.

The PPA and lease were executed in fall 2022, and Sun Tribe is progressing with the interconnect to Dominion's grid, project design, and permitting. Energy production is anticipated to begin in late 2024. Once the facility is operational, Sun Tribe will invoice the County monthly for the solar electricity generated at the landfill and sent back to the Dominion grid. This crediting will then be realized as a cost reduction on monthly Dominion invoices for accounts selected by County staff.

The County is a member of the Virginia Energy Purchasing Governmental Association (VEPGA), a joint powers association representing member units of political subdivisions of the Commonwealth of Virginia. Dominion provides service to VEPGA members through an agreement entered into by VEPGA on behalf of all its members (VEPGA Agreement).

Staff have begun discussions with Dominion for a separate agreement between the County and Dominion to supplement the VEPGA Agreement. The supplemental agreement would provide the terms by which the solar facility at the landfill would be constructed and maintained, how the settlement of net electrical energy output would be accomplished, how the environmental attributes generated would be handled, and how Dominion would credit the selected County accounts.

Pursuant to *Virginia Code § 56-594.K*, the Board of Supervisors must direct staff to take action to identify the metered accounts to receive the financial bill credits. Staff therefore requests that the Board authorize staff to finalize negotiations of a supplemental agreement with Dominion to memorialize the terms by which Dominion and the County will carry out the bill credits generated from the production of solar energy at the landfill. Staff further requests that the County Executive or his designee be authorized to execute the agreement with Dominion upon approval of the material terms by staff and the Office of the County Attorney.

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EQUITY IMPACT:

The electricity generated by the I-95 Landfill Complex solar installation is a benefit to Fairfax County with the potential to advance equity by reducing our carbon footprint and providing resiliency to the electric utility grid.

FISCAL IMPACT:

The electricity generated by the I-95 Landfill Complex solar installation, will be applied as a credit to numerous County electric accounts, thereby reducing the County's electric utility costs. The amount credited will vary depending on the production of the solar installation.

ENCLOSED DOCUMENTS:

None.

STAFF:

Rachel Flynn, Deputy County Executive
Ellicia Seard-McCormick, Deputy County Executive
Christina Jackson, Deputy County Executive/Chief Financial Officer
John Morrill, Director, Office of Environmental and Energy Coordination
Christopher S. Herrington, Director, Department of Public Works and Environmental Services (DPWES)
Eric Forbes, Deputy Director, Solid Waste Management Program. DPWES

ASSIGNED COUNSEL:

Joanna Faust, Assistant County Attorney

ACTION – 8

Approval of Funding Allocations for Pedestrian and Bicycle Improvement Projects and Maintenance

ISSUE:

Board approval of new funding allocations for pedestrian and bicycle improvement projects and infrastructure maintenance.

RECOMMENDATION:

The County Executive recommends that the Board approve \$23,403,177 in funding for active transportation capital and maintenance projects to improve the County's pedestrian and bicycle infrastructure (Attachment 1, supplemented by Attachments 2 and 3). The proposed breakdown of the funding is summarized below:

- \$18,990,000 for priority active transportation projects
- \$500,000 for an active transportation interim improvements pilot program
- \$95,000 for a "Stop for Pedestrian" sign conversion program
- \$975,000 for consultant support with project prioritization and scoping, the ActiveFairfax Transportation Plan update, and road diet studies
- \$1,020,000 for the Department of Public Works and Environmental Services (DPWES) to conduct trail and sidewalk maintenance (see Attachment 2)
- \$1,000,000 for the Fairfax County Park Authority (FCPA) to conduct trail maintenance (see Attachment 3)
- \$50,384 for speed display signs and traffic data collectors for the Fairfax County Police Department (FCPD)
- \$772,793 in contingency for project increases and/or future local cash matches for grant applications

TIMING:

The Board should act on this item on December 5, 2023, so that staff can implement these capital and maintenance projects as expeditiously as possible.

BACKGROUND:

On October 5, 2021, the Board of Supervisors directed staff to identify funding and projects to improve pedestrian and bicycle access and safety. The Board set a goal to identify \$100 million over a six-year period and directed staff to compile a list of potential

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projects and develop a prioritization process. The Board also asked staff to consider maintenance needs in addition to new projects. The Board previously approved allocations of \$5,000,000 on November 1, 2022, and \$25,208,830 on April 11, 2023.

The Board has now approved an additional \$26,483,177 as part of the FY 2023 Carryover Review. Included in this amount is \$4,000,000 that has already been authorized for a local cash match for a Safe Streets and Roads for All grant application (approved by the Board on June 27, 2023). It should be noted, however, that the improvement project at the intersection of Columbia Pike and Tyler Street, which was included in the grant application, already was fully funded in the amount of \$920,000 approved in a separate action by the Board on April 11, 2023. Thus, the \$920,000 for the Columbia Pike and Tyler Street project can be applied to the local cash match for the grant, meaning only \$3,080,000 in additional funds will be set aside. This leaves \$23,403,177 in funds available for projects and maintenance. Attachment 1 includes a detailed list and funding allocation breakdown, which is summarized as follows:

\$18,990,000 for Priority Active Transportation Projects (District in Parentheses):

- Carrleigh Parkway and Donset Drive (Braddock)
- Grantham Street from Victoria Road to Cromwell Drive (Braddock)
- Lake Braddock Drive and Raintree Road (Braddock)
- Olley Lane and Eastwood Court (Braddock)
- Georgetown Pike and Walker Road (Dranesville)
- Leesburg Pike and Shreve Road/Haycock Road (Dranesville, Providence)
- Birch Road from Birch Grove Court to Kirby Road (Dranesville)
- Buckman Road from Martha Washington Street/Martha Street to Bianca Place (Franconia)
- Cumberland Road from Amherst Avenue to Backlick Road (Franconia)
- North Kings Highway at Mount Eagle Elementary School (Franconia, Mount Vernon)
- Frying Pan Road and Greg Roy Lane/Dakota Lakes Drive (Hunter Mill)
- Glade Drive and Charterhouse Circle (Hunter Mill)
- Lawyers Road and Blue Spruce Road (Hunter Mill)
- Colts Neck Road from Reston Parkway to Jackstay Terrace Study (Hunter Mill)
- Columbia Pike from Blair Road to Gordon Street (Mason)
- Leesburg Pike From Seminary Road to Carlin Springs Road (Mason)
- Patrick Henry Drive and Patrick Henry Drive (Mason)
- Fort Hunt Road from Belle Haven Country Club Entrance to Woodmont Road (Mount Vernon)
- Fort Hunt Road and Westgrove Road/Rollins Drive (Mount Vernon)
- Huntington Avenue and Fenwick Drive (Mount Vernon)

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- Newington Road between Telegraph Road and Ona Drive/Dupell Park (Mount Vernon)
- Westpark Drive from International Drive to Existing Sidewalk (Providence)
- Prosperity Avenue and Halstead II Lane (Providence)
- Route 29, East of Nutley Street (Providence)
- Eskridge Road from Strawberry Lane to Merrifield Town Center Drive Study (Providence)
- Gambrill Road from Gambrill Woods Way to Kings Ridge Court (Springfield)
- Monument Drive and Monument Court (Springfield)
- Stringfellow Road and Greenbriar Park/Big Rocky Run Trail (Springfield, Sully)
- Braddock Road from Newton Patent Drive to Cedar Break Drive (Sully)
- Poplar Tree Road and Walney Road (Sully)

\$500,000 for an Active Transportation Interim Improvements Pilot Program:

- Pilot program to implement turn calming and possible other improvements
- Includes maintenance funds for approximately 3-5 years

\$95,000 for a “Stop for Pedestrian” Sign Conversion Program:

- Program to convert existing county-maintained “Yield to Pedestrians” signs to “Stop for Pedestrians” signs at unsignalized crosswalks

\$975,000 for Consultant Support:

- Project prioritization process assistance
- Project scoping for funded projects
- Additional funding for the ActiveFairfax Transportation Plan update
- Road diet studies for summer 2025 repaving cycle

\$1,020,000 for DPWES Trail and Sidewalk Maintenance (Attachment 2):

- Existing active transportation infrastructure maintenance

\$1,000,000 for FCPA Trail Maintenance (Attachment 3):

- Existing trail maintenance projects
- The list includes alternate projects if there are remaining funds

\$50,384 for FCPD Equipment:

- Speed display signs and traffic data collectors

\$772,793 Contingency:

- Contingency for project cost increases and future local cash matches for grant applications

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On October 5, 2021, the Board of Supervisors also directed staff to develop a prioritization methodology to help prioritize active transportation projects being considered for funding. Fairfax County Department of Transportation (FCDOT) staff developed the prioritization methodology, which was applied to approximately 2,800 unfunded projects and project requests. The results of this analysis and prioritization review were presented in two virtual public meetings on October 3 and October 5, 2023, and feedback was obtained via a public survey on over 300 prioritized projects to consider for funding. Feedback on these recommendations was also provided by each of the Board offices.

EQUITY IMPACT:

An Equity Impact Assessment was completed for this Board Item. As part of the project prioritization process, a needs analysis tool was used, and the highest scoring projects were advanced to ensure that projects with a high equity need are considered for funding. This methodology also helps prioritize projects in areas where residents are less likely to request improvements and, as a result, may have been underrepresented in previous funding allocations. The equity impact of the proposed projects was evaluated by looking at the potential effects of the projects on different segments of the population, especially those who may be disproportionately impacted by these projects.

Staff conducted a geospatial analysis by examining the Vulnerability Index (VI) on a census block group level to ensure that geographic areas and populations are not excluded from the use of the proposed facilities based on various factors such as educational attainment, language, household vehicle ownership, home ownership, median household income, and uninsured population. Looking at the total number of new capital projects and the highest VI area served, 20% serve high areas (VI High and Very High categories), 20% serve average areas (VI Average category), and 60% serve low areas (VI Low and Very Low categories). For monetary distributions of new proposed capital project allocations, the analysis shows that 20% (\$3.708 million) of the total allocations fall within the high VI areas, 13% (\$2.470 million) of allocations fall within the average VI areas, and 67% (\$12.811 million) of allocations fall within the low VI areas. Looking at all the VI areas in the county, 21% of census blocks are high areas, 28% are average areas, and 51% are low areas. It should be noted that staff also purposefully made certain to provide projects in every magisterial district, which may have an impact on the VI distributions. However, as noted above, a needs analysis tool was used to ensure that projects with a high equity need were considered for funding in each district. Understanding these vulnerability levels is critical to identifying and addressing potential risks and challenges associated with these projects, enabling successful implementation where the needs of those affected by these projects are met and any negative impacts are mitigated as much as possible. To enhance the analysis, the equity emphasis areas were examined. Overall, \$4.325 million or 23% of

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total funds will be allocated towards these areas. Countywide, 16% of all the census tracts in the county are equity emphasis areas. This allocation is part of the larger program funding. With future funding allocations to projects, the equity impact will continue to be evaluated to ensure equity is considered.

FCDOT also ensures inclusive community engagement for new projects by conducting community meetings, public hearings, using social media and online platforms, and providing ongoing updates. To address barriers such as language and transportation, FCDOT reaches out to diverse community groups and utilizes digital communication channels. FCDOT conducted two virtual meetings on active transportation projects and shared district project lists through surveys and an interactive map. To provide greater access, one meeting was held in the evening and one was held during the day. Public notifications included a news release on the Fairfax County Transportation News webpage, collaboration with Neighborhood Community Services, outreach at the Mosaic District Farmer's Market, communication with the Place-Based Initiative Neighborhood Livability Committee, engagement with Fairfax Families for Safer Streets, Facebook posts, a boosted post reaching 3,148 Fairfax County residents, and an announcement on Fairfax Alerts, reaching more than 6,700 subscribers.

FISCAL IMPACT:

Funding in the amount of \$23,403,177 for these projects is available in Fund 30050, Transportation Improvements in Projects 2G40-197-000, Bicycle and Pedestrian Access – DOT, ST-000053, Bicycle and Pedestrian Access – DOT, ST-000055, Bicycle and Pedestrian Access – DPWES, ST-000054, Bicycle and Pedestrian Access – Police, and 2G51-052-000, Bicycle and Pedestrian Access – Parks. There is no additional impact to the General Fund at this time.

ATTACHMENTS:

- Attachment 1 – List of Proposed Funding Allocations
- Attachment 2 – List of DPWES Maintenance Projects
- Attachment 3 – List of FCPA Maintenance Projects

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STAFF:

Rachel Flynn, Deputy County Executive

Gregg L. Steverson, Acting Director, Fairfax County Department of Transportation
(FCDOT)

Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT

Eric M. Teitelman, Chief, Capital Projects and Traffic Engineering Division (CPTED),
FCDOT

Michael J. Guarino, Chief, Capital Projects Section (CPS), CPTED, FCDOT

Lauren Delmare, Chief, Active Transportation Section (ATS), CPTED, FCDOT

Nicole Wynands, Transportation Planner IV, ATS, CPTED, FCDOT

Negin Askarzadeh, Transportation Planner III, CPS, CPTED, FCDOT

Active Transportation Safety and Access Funding: Proposed Allocations

Project / Line Item	Fall 2023 Outreach Map ID No.	Scope/Notes	District	Funding Allocation
Carrleigh Parkway and Donset Drive	4	Add new marked crosswalk and pedestrian refuge island crossing Carrleigh Parkway.	Braddock	\$375,000
Grantham Street from Victoria Road to Cromwell Drive	25	Construct approximately 270 linear feet of missing active-transportation link on the west side.	Braddock	\$875,000
Lake Braddock Drive and Raintree Road	14	Upgrade existing crosswalk with pedestrian refuge island and curb ramps.	Braddock	\$320,000
Olley Lane and Eastwood Court	10	Upgrade existing crosswalk with pedestrian refuge island and/or Rectangular Rapid-Flashing Beacons.	Braddock	\$500,000
Georgetown Pike and Walker Road	71	Add signalized crosswalks on east and north legs of intersection.	Dranesville	\$775,000
Leesburg Pike and Shreve Road/Haycock Road	86	Improve existing signalized crosswalks by reducing crossing distance at Shreve Road and Haycock Road by removing the additional southbound through lane on Haycock Road and reducing Shreve Road to one lane at the intersection. Improvements identified in West Falls Church Metrorail Area Active Transportation Study. Developer proffer of \$500k available for project.	Dranesville, Providence	\$700,000
Birch Road from Birch Grove Court to Kirby Road	111	Construct approximately 470 linear feet of missing active-transportation link on east or west side. Funding for preliminary engineering and partial funding for land acquisition and utilities.	Dranesville	\$800,000
Buckman Road from Martha Washington Street/Martha Street to Bianca Place	154	Construct approximately 130 feet of missing active-transportation link on the south side. Add new marked crosswalks crossing Buckman Road and Martha Street.	Franconia	\$850,000
Cumberland Road from Amherst Avenue to Backlick Road	133	Construct approximately 220 feet of missing active-transportation link on north side.	Franconia	\$700,000
North Kings Highway at Mount Eagle Elementary School	363	Consolidate two crosswalks across North Kings Highway at Mount Eagle Elementary School to one crossing with a Pedestrian Hybrid Beacon.	Franconia, Mount Vernon	\$1,000,000
Frying Pan Road and Greg Roy Lane/Dakota Lakes Drive	184	Upgrade existing marked crosswalk with pedestrian refuge island and/or Rectangular Rapid-Flashing Beacons.	Hunter Mill	\$700,000
Glade Drive and Charterhouse Circle	185	Upgrade existing marked crosswalk with pedestrian refuge island and/or curb extension(s).	Hunter Mill	\$450,000
Lawyers Road and Blue Spruce Road	183	Add new marked crosswalk with pedestrian refuge island, curb ramps. Possible curb extension or channelized right-turn island.	Hunter Mill	\$650,000
Colts Neck Road from Reston Parkway to Jackstay Terrace Study	189	Study for approximately 2,400 linear of trail along Colts Neck Road from Reston Parkway to approximately 200 feet south of Jackstay Terrace.	Hunter Mill	\$150,000
Columbia Pike from Blair Road to Gordon Street	233	Construct approximately 300 linear feet of missing active-transportation link on north side.	Mason	\$900,000
Leesburg Pike From Seminary Road to Carlin Springs Road	273	Construct approximately 150 linear feet of missing active-transportation link path link on south side.	Mason	\$725,000
Patrick Henry Drive and Patrick Henry Drive	294	Add new marked crosswalk with pedestrian refuge island and bus stop relocation(s).	Mason	\$500,000
Fort Hunt Road from Belle Haven Country Club Entrance to Woodmont Road	N/A	Widen pavement to add climbing (uphill) bike lane for approximately 850 linear feet. Project will create a bicycle lane connection from Richmond Highway to Belle View Boulevard.	Mount Vernon	\$500,000
Fort Hunt Road and Westgrove Road/Rollins Drive	N/A	Upgrade crosswalk with Rectangular Rapid-Flashing Beacons.	Mount Vernon	\$100,000
Huntington Avenue and Fenwick Drive	365	Add missing signalized crosswalk on west leg.	Mount Vernon	\$420,000

Active Transportation Safety and Access Funding: Proposed Allocations

Project / Line Item	Fall 2023 Outreach Map ID No.	Scope/Notes	District	Funding Allocation
Newington Road between Telegraph Road and Ona Drive (Dupell Park)	620	Construct 2,200 LF of missing active-transportation link on the north side of Newington Road. Funding for preliminary engineering.	Mount Vernon	\$700,000
Westpark Drive from International Drive to Existing Sidewalk	476	Construct approximately 200 linear feet of missing active-transportation link on north side.	Providence	\$850,000
Prosperity Avenue and Halstead II Lane	N/A	Upgrade existing crosswalk with Rectangular Rapid-Flashing Beacons.	Providence	\$350,000
Route 29, East of Nutley Street	487	Construct approximately 150 linear feet of missing active-transportation link on north side.	Providence	\$650,000
Eskridge Road from Strawberry Lane to Merrifield Town Center Drive Study	447	Study to "Road Diet" Eskridge Road with signage and striping changes that reduce vehicular lane(s) and add bicycle lanes. Study may include potential to expand project limits, depending on traffic analysis.	Providence	\$50,000
Gambrill Road from Gambrill Woods Way to Kings Ridge Court	N/A	Construct approximately 200 linear feet of missing active-transportation link on east side. Add new marked crosswalk crossing Gambrill Road at Gambrill Woods Way.	Springfield	\$1,250,000
Monument Drive and Monument Court	563	Add new marked crosswalk with pedestrian refuge island and curb ramps.	Springfield	\$500,000
Stringfellow Road and Greenbriar Park/Big Rocky Run Trail	571	Upgrade existing crosswalk with Pedestrian Hybrid Beacon.	Springfield, Sully	\$1,000,000
Braddock Road from Newton Patent Drive to Cedar Break Drive	587	Construct approximately 900 linear feet of missing active-transportation link on north side, including bridge over Big Rocky Run. Funding for preliminary engineering.	Sully	\$800,000
Poplar Tree Road and Walney Road	570	Construct missing active-transportation links and add missing signalized crossings on north, west, and south legs.	Sully	\$850,000
Active Transportation Interim Improvements Pilot Program		Pilot program to implement turn calming and possible other improvements. Includes maintenance funds for approximately 3-5 years.	Countywide	\$500,000
Sign Conversion Program for "Stop for Pedestrian" Signs		Converting existing county-maintained "Yield to Pedestrians" signs to "Stop for Pedestrians" signs at unsignalized crosswalks.	Countywide	\$95,000
Prioritization Process - Consultant Contracts		Continued consultant support for prioritization process for calendar year 2024.	Countywide	\$200,000
Consultant Support for Project Scoping		Consultant assistance in cost estimating and preparing project scopes.	Countywide	\$225,000
ActiveFairfax Transportation Plan		Additional funds required to complete plan update.	Countywide	\$270,000
Road Diet Studies for Summer 2025 VDOT Repaving Program		Consultant contract for road diet study and striping plans for up to five candidate roads.	Countywide	\$280,000
Additional DPWES Trail Maintenance		Trail and sidewalk maintenance projects.	Countywide	\$1,020,000
Additional FCPA Trail Maintenance		Trail maintenance projects.	Countywide	\$1,000,000
Speed Feedback Signs and Traffic Data Collectors		Two portable speed feedback signs and two portable traffic data collectors for the Fairfax County Police Department.	Countywide	\$50,384

Active Transportation Safety and Access Funding: Proposed Allocations

Project / Line Item	Fall 2023 Outreach Map ID No.	Scope/Notes	District	Funding Allocation
Contingency		Contingency for potential cost increases on planning level estimates and future local cash match funds for grant applications.		\$772,793

Total = \$23,403,177

Department of Public Works and Environmental Services Maintenance Projects

FY 24

No.	Project Name	Estimated Cost	District
1	Aristotle Dr. (Regional Pond D-47 Trail)	\$57,000	SP
2	Braddock Rd (11901 Braddock to 1st Rd)	\$20,600	SP
3	Braddock Rd (Cedar Breaks to Westfields)	\$110,000.00	SU
4	Braddock Rd (Entrance to 11901 Braddock)	\$4,000	SP
5	Compton Road (Centreville Rd to Old Centreville Rd)	\$30,000	SU
6	Franconia Rd (4528 Franconia Rd to Clermont Dr)	\$31,500	FR
7	Hooes Rd @ Southern Oaks Pl	\$14,500	SP
8	Hooes Rd. (Copper Leaf Way to Silverbrook)	\$28,600	MV
9	Huntsman Blvd (Sabine Hill Rd to FCPA Trail)	\$38,000	SP
10	Kristina Ct (5009 KRISTINA CT)	\$7,500	SP
11	Lee Hwy (12716 Lee HWY)	\$4,000	SP
12	Lee Hwy (Buckhorn Rdg)	\$23,110	BR
13	Lee Hwy (Dixie Hill Rd to Forum Dr)	\$54,515	BR
14	Lee Jackson Memorial Hwy (Dorforth Dr)	\$16,000	SP
15	Mount Vernon HWY (8317 Mt Vernon HWY to Ashton St)	\$32,000	MV
16	Oakton Rd (Sweetberry Ct to Jermantown Rd)	\$31,000	SP
17	Old Keene Mill Rd (8200 Keene Mill Rd)	\$6,000	SP
18	Prosperity Ave (3100 Prosperity to Crestview Dr.)	\$28,000	PR
19	Queens Rd (between South Kings Hwy and Groveton St)	\$31,798.00	FR
20	Roberts Pkwy (Burke Center Pkwy to Burnside landing Dr)	\$27,002	BR
21	Round Lick Ln (Westfields BLVD to Braddock Ridge Dr)	\$48,500.00	SU
22	Silverbrook Rd (Crosspointe Dr @ 9351 Silverbrook)	\$21,500	SP
23	Silverbrook Rd (Oak Chase Cir to 9121 Silverbrook)	\$10,000	SP
24	Spring Hill rd (Greenwich Woods Dr to 983 Spring Hill Rd)	\$37,200	DR
25	Sunrise Valley Dr (Edmund Hally Dr to Glader Dr)	\$112,300	HM
26	Sunrise Valley Dr (Oldfield Dr to Robert Fulton Dr)	\$22,389	HM
27	Sydenstricker Rd (Keene Dr to Field Master Dr)	\$46,000	SP
28	Sydenstricker Rd (Keene Dr to Mainsail Dr)	\$30,000	SP
29	Utterback Store Dr, (From Loran Rd to Leesburg Pike)	\$96,200	DR

\$1,019,214

Trail Maintenance Priority Projects

<i>Location</i>	<i>District</i>	<i>Notes</i>	<i>Total Cost</i>
South Run SV Improvements Hooes Rd to South Run Rd - Susquehanna	Mount Vernon	Renovate 3,000 LF of asphalt trail. Connects Sesequhanna to stream valley trail	\$ 100,000
Cub Run SV	Sully	Renovate 3,500 LF of stream valley trail	\$ 120,000
Lake Mercer	Springfield	Renovate 5,900 LF of asphalt trail	\$ 225,000
Peterson Lane	Hunter Mill	Renovate 2,300 LF of asphalt trail	\$ 90,000
Nottoway	Hunter Mill	Renovate 1,300 LF of gravel to asphalt trail	\$ 40,000
Mount Eagle Park	Mount Vernon	Renovate 1000 LF of gravel to asphalt trail, connection to Metro	\$ 35,000
Foxstone/Waverly/Wolf Trap SV	Hunter Mill	Renovate 4,000 LF of asphalt trail	\$ 149,000
Tysons Woods	Providence	Renovate 1,300 LF of asphalt trail	\$ 51,000
Munson Hill	Mason	Renovate 300 LF of asphalt trail	\$ 13,000
Huntsman	Springfield	Renovate 4,000 LF of asphalt trail	\$ 149,000
Brookfield Park to Lake Accotink & CCT	Franconia, Braddock	Renovate 3,500 LF of natural surface trail connecting Brookfield Park to CCT in Lake Accotink Stream Valley Park.	\$ 28,000
Number of Projects			Total Cost
11 (approx. 30,100 LF)			\$ 1,000,000

Alternate Trail Maintenance Projects

<i>Location</i>	<i>District</i>	<i>Notes</i>	<i>Total Cost</i>
Middleridge	Braddock	Renovate 270 LF of asphalt trail	\$ 10,720
Oak Marr-CCT	Providence	Renovate 500 LF of asphalt trail	\$ 22,500
West Springfield	Springfield, Mount Vernon	Renovate 1,000 LF of asphalt trail. School connection.	\$ 45,000
Loisdale off Layton	Springfield	Renovate 800 LF of asphalt trail	\$ 36,000
Rocky Run SV	Springfield, Sully	Renovate 2,800 LF of stream valley trail	\$ 125,910
Pohick Stream Valley	Springfield, Mount Vernon	Renovate 1,400 LF of stream valley trail	\$ 63,000
Mount Vernon Manor	Mount Vernon	Renovate 600 LF of asphalt trail	\$ 24,360
Groveton Heights	Mount Vernon	Renovate 700 LF of asphalt trail	\$ 26,960
Pimmit View	Dranesville	Renovate 2,900 LF of asphalt trail	\$ 128,295
Rocky Run SV in Greenbriar	Sully	Renovate 7,800 LF of stream valley trail	\$ 312,000
Willow Pond Trail Improvements	Springfield	Renovate 4,300 LF of asphalt trail	\$ 171,800
Flatlick SV Braddock to Stonecroft Completed Stonecroft to SWM dam.	Sully	Renovate 2,400 LF of stream valley trail	\$ 108,000
Frog Branch - Stringfellow to Lees Corner	Sully	Renovate 4,000 LF of stream valley trail	\$ 180,000
Number of Projects			Total Cost
13 (approx. 29,470 LF)			\$ 951,415

<i>Number of Projects</i>	<i>Total Cost</i>
11 (approx. 30,100 LF)	\$ 1,000,000
13 (approx. 19,550 LF)	\$ 951,415
TOTAL	\$ 1,951,415

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ACTION - 9

Resolution Specifying the Board of Supervisors Good Faith Commitment to Appropriate Funding Necessary for the County to Meet Its Obligations Under the Tentative Agreement with Southern States Police Benevolent Association as Set Forth in Department of Management and Budget's Fiscal Impact Study

ISSUE:

Board adoption of the attached Resolution (Attachment 1) indicating its good faith commitment to appropriate funding in FY 2025 for the County to meet its obligations under the tentative agreement (TA) reached between Fairfax County and Fairfax Chapter of the Southern States Police Benevolent Association (SSPBA).

RECOMMENDATION:

The County Executive recommends that the Board adopt the attached Resolution.

TIMING:

Pursuant to *Section 3-10-13 of the Collective Bargaining Ordinance* adopted by the Board, the Board must specify by resolution no later than December 31, 2023, its good faith commitment to appropriate funding necessary in FY 2025 for the County to meet its obligations under the tentative agreement as set forth in the fiscal impact study from the Department of Management and Budget (DMB).

BACKGROUND:

On October 19, 2021, the Board adopted an ordinance to amend *Chapter 3 of the Code of the County of Fairfax, County Employees, by adding Article 10, Collective Bargaining, Sections 3-10-1 through 3-10-18*, to allow specific bargaining units of County employees to engage in collective bargaining with the County.

The County issued a Request for Quote (RFQ) for labor relations services and on May 10, 2022, FordHarrison Solutions Group (F&H Solutions) was selected. F&H Solutions was responsible for facilitating collective bargaining training for Fairfax County employees. On October 5, 2022, F&H Solutions was selected to serve as a consultant to Fairfax County and as the County Executive's Chief Negotiator during contract negotiations and as a subject matter expert to advise the County on labor relations matters. Additionally, the Department of Human Resources (DHR) formed a Labor

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Relations section to develop and implement administrative policies and processes for a unionized workforce.

On or about October 10, 2022, SSPBA filed a petition with the Fairfax County Labor Relations Administrator (LRA) to serve as the exclusive representative for the Police bargaining unit. Pursuant to *Section 3-10-9*, a vote was held among the Police bargaining unit employees of the County resulting in the election of SSPBA as the exclusive bargaining representative for the Police bargaining unit. The LRA certified SSPBA as the exclusive bargaining representative of the Police bargaining unit on January 27, 2023, as provided in *Section 3-10-7(j)(1)*.

On March 16, 2023, SSPBA made a written request for bargaining to the County Executive as required by *Section 3-10-12(a)*. A negotiating committee for the County was formed led by the County Executive's Chief Negotiator from F&H Solutions, Jerry Glass, along with representatives from DHR, DMB, Office of the County Attorney, and the Police Department (FCPD).

Representatives of the County's negotiating committee and SSPBA met for 16 negotiating sessions from April 7, 2023, through September 6, 2023, and negotiated many TAs. Because the parties failed to reach a TA on two articles by September 1, 2023, the impasse resolution procedures in *Section 3-10-14* were automatically triggered pursuant to *Section 3-10-12*. The parties participated in Arbitration/Impasse Proceedings on October 9, 2023, as permitted by *Section 3-10-14(b)(2)*, regarding the two articles that were in dispute, Article 18, Internal Investigative Procedures and Article 20, Dispute Resolution Procedures Under the Contract. SSPBA and the County submitted their respective "Last Best Final Offers (LBFOs)" to the arbitrator in accordance with the LRA's Procedures and Rules. On October 23, 2023, the Arbitrator issued a 40-page opinion and award finding for the SSPBA on its LBFO for Article 18 and for the County on its LBFO on Article 20.

Once the exclusive bargaining agent and the County Executive's representative reach a tentative agreement, reduce it to writing, and execute it, *Section 3-10-13* requires a fiscal impact study be prepared by DMB and submitted to the Board; that the Board adopt a resolution no later than the last day of December specifying "its good faith commitment to appropriate funding necessary for the County to meet its obligations under the tentative agreement as set forth in the fiscal impact study"; and the tentative agreement is ratified by the exclusive bargaining agent. *Section 3-10-13(2)* specifically states that the Resolution remains subject to actual appropriation.

Pursuant to *Section 3-10-13(1)*, DMB prepared a fiscal impact study of the TA dated November 6, 2023 (Attachment 2).

Board Agenda Item
December 5, 2023

On November 9, 2023, SSPBA President Steve Monahan notified the County's Chief Negotiator that the members of SSPBA had ratified the tentative agreement. There were 433 ballots cast and 97% of those ballots were in favor of ratifying the tentative agreement.

EQUITY IMPACT:

There is a lack of sufficient data and information to provide an objective analysis of the Collective Bargaining Agreement's equity impact.

FISCAL IMPACT:

Total fiscal impact for the three-year Collective Bargaining Agreement between Fairfax County and the Fairfax Chapter of the Southern States Police Benevolent Association is \$67.5 million dollars. Year One impact totals \$33.0 million dollars. Attachment 2 provides details on fiscal items included in this agreement. Due to the timing of step increases throughout the year, \$29.6 million of the Year One cost will impact the FY 2025 budget and the remaining \$3.4 represents the full-year impact of Year One compensation increases that will require funding in the FY 2026 budget.

In order to provide equity in pay and benefits for those uniformed employees not included in the bargaining unit, there is an additional fiscal impact of \$5.6 million dollars over the three-year period of this agreement. Year One fiscal impact for non-union uniformed employees is \$3.5 million dollars. Due to the timing of step increases throughout the year, \$3.4 million of the Year One cost will impact the FY 2025 budget and the remaining \$83,550 represents the full-year impact of Year One compensation increases that will require funding in the FY 2026 budget.

Assuming approval of the contract by the Board of Supervisors, the FY 2025 Advertised Budget Plan will include funding of \$33.1 million to support all costs associated with the contract.

CREATION OF POSITIONS:

There are 4/4.0 FTE new merit positions associated with the Collective Bargaining Agreement. The contract stipulates the SSPBA shall be granted 2/2.0 FTE positions, one for the purposes of performing full-time duties as the President of the Fairfax Chapter of SSPBA and the second to assist the President.

The other 2/2.0 FTE positions will provide administrative support to the Police Department as a result of increased workload and new reporting requirements included

Board Agenda Item
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in the agreement. These positions will be presented to the Board of Supervisors for approval as part of the FY 2024 Third Quarter Review.

ENCLOSED DOCUMENTS:

Attachment 1 – Resolution
Attachment 2 – Fiscal Impact Study
Attachment 3 – Tentative Collective Bargaining Agreement (CBA)
Attachment 4 – Arbitrator Award dated October 23, 2023
Attachment 5 – Contract Summary

STAFF:

Thomas Arnold, Deputy County Executive
Christina Jackson, Deputy County Executive/Chief Financial Officer
Ellicia Seard-McCormick, Deputy County Executive and Acting Director of Human Resources
Patricia Richter, Senior Labor Relations Consultant, Department of Human Resources

ASSIGNED COUNSEL:

Karen L. Gibbons, Deputy County Attorney
Marin B. Greene, Assistant County Attorney

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Fairfax County Government Center at Fairfax, Virginia, on Tuesday, December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, on October 19, 2021, the Board of Supervisors adopted an ordinance to amend Chapter 3 of the Code of the County of Fairfax, County Employees, by adding Article 10, Collective Bargaining, Sections 3-10-1 through 3-10-18, to allow specific bargaining units of County employees to engage in collective bargaining with the County;

WHEREAS, pursuant to Section 3-10-9, a vote was held among the police bargaining unit employees of the County resulting in the election of the Southern States Police Benevolent Association (SSPBA) as the exclusive bargaining representative for the Police bargaining unit employees in the County;

WHEREAS, the Labor Relations Administrator appointed by the County Executive and confirmed by the Board of Supervisors pursuant to Section 3-10-7 certified SSPBA as the exclusive bargaining representative of the police bargaining unit on January 27, 2023, as provided in Section 3-10-7(j)(1);

WHEREAS, SSPBA made a written request for bargaining to the County Executive on March 16, 2023, as required by Section 3-10-12(a);

WHEREAS, representatives of the County and SSPBA met in good faith from April 7, 2023, through September 6, 2023, and came to agreement on all but two articles;

WHEREAS, because the parties failed to reach a tentative agreement on all articles by September 1, 2023, the impasse resolution procedures in Section 3-10-14 were automatically triggered pursuant to Section 3-10-12;

WHEREAS, the parties participated in arbitration over the two remaining articles on October 9, 2023;

WHEREAS, on October 23, 2023, the Arbitrator issued an Arbitration Opinion and Award on the two remaining articles, finding for SSPBA on one article and for the County on the second article;

WHEREAS, pursuant to Section 3-10-13(1), the County's Department of Management and Budget (DMB) prepared a fiscal impact study of the tentative agreement dated November 6, 2023;

WHEREAS, pursuant to Section 3-10-13(2), the Board of Supervisors must be asked, no later than the last day of December, whether it wishes to express a good faith commitment to appropriate funding necessary to meet the obligations imposed by a tentative agreement, "with the understanding that any such resolution remains subject to actual appropriation" as the Board of Supervisors exercises its plenary authority to determine the budget and tax levies each fiscal year after extensive public engagement,

including three days of public hearings in which competing budgetary demands are presented to the Board of Supervisors;

WHEREAS, pursuant to Section 3-10-13(3), the tentative agreement was ratified by the SSPBA in accordance with its governing procedures;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors for Fairfax County, Virginia that it hereby expresses a good faith commitment to appropriate funding necessary for the County to meet the obligations under the tentative agreement and Arbitration Opinion and Award with SSPBA as set forth in DMB's fiscal impact study, **with the understanding that all funding remains subject to actual appropriation and is contingent upon budget adoption as the Board exercises its plenary authority to determine the budget following extensive budget hearings, and further that each fiscal year's financial commitments are subject to, and contingent upon, budget adoption and appropriation by the Board for that fiscal year.**

This resolution is effective immediately upon its adoption by the County Board of Supervisors.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

Collective Bargaining Agreement (CBA) Fiscal Impact - Southern States Police Benevolent Association (SSPBA)

CBA Article	CBA Article Title	CBA Section	FY 2025 CBA Positions/FTE	Year 1 Contract Impact (net Increase)	Year 2 Contract Impact (net Increase)	Year 3 Contract Impact (net Increase)	3-Year Contract
Article 8	Labor Management Committee (LMC)	8	0.00	\$3,891	\$225	\$188	\$4,304
Article 9	Employee and SSPBA Rights and Responsibilities/Organizational Security	Negotiation time	0.00	\$0	\$75,463	\$3,442	\$78,905
		9.4 - 9.7	0.00	\$29,185	\$1,686	\$1,408	\$32,279
		9.8	0.00	\$41,346	\$2,388	\$1,995	\$45,729
		9.9	2.00	\$399,258	\$25,374	\$17,548	\$442,180
		9.13	0.00	\$486	\$29	\$23	\$538
Article 13	Dispute Resolution Procedures Under the Contract	13.41	0.00	\$29,185	\$1,686	\$1,408	\$32,279
		13.8	0.00	\$7,800	\$0	\$0	\$7,800
Article 17	Internal Investigative Procedures	17.5	0.00	\$7,783	\$449	\$376	\$8,608
Article 21	Constant Standby and Vehicle Use for Officers on Standby and Callback	21.2	0.00	\$5,837	\$337	\$282	\$6,456
Article 22	Off-Duty Take Home Personal Patrol Vehicle Program	22	0.00	\$5,837	\$337	\$282	\$6,456
Article 29	Animal Protection Police Officers	29.1	0.00	\$2,594	\$150	\$125	\$2,869
Article 30	Canine Handlers	30.2	0.00	\$476,685	\$25,462	\$18,630	\$520,777
Article 34	Pay	34	0.00	\$27,732,341	\$18,305,019	\$15,854,829	\$61,892,189
Article 37	Acting Pay	37	0.00				
Article 44	Detective Stipend	44	0.00	\$1,684,108	\$0	\$0	\$1,684,108
Article 46	Education Incentive Plan	46	0.00	\$230,022	\$19,162	\$14,404	\$263,588
Article 47	Police Foreign Language Skill Stipend	47	0.00	\$888,381	\$4,950	\$3,724	\$897,055
Article 48	Operational Hazard Stipend	48	0.00	\$677,333	\$0	\$0	\$677,333
Article 51	Fitness Incentive Program	51	0.00				
Article 58	Holidays, Holiday Leave and Holiday Pay	58	0.00	\$533,296	\$43,531	\$32,907	\$609,734
Article 63	Bereavement Leave	63	0.00	\$211,117	\$18,001	\$13,238	\$242,356
Article 64	Volunteer Leave	64	0.00	\$80,681	\$6,882	\$5,057	\$92,620
Article 73	Selection Advisory Committee (SAC)	73	0.00	\$284	\$0	\$0	\$284
	Total Contract Cost		2.00	\$33,047,450	\$18,531,131	\$15,969,866	\$67,548,447

**COLLECTIVE BARGAINING
AGREEMENT**

between

FAIRFAX COUNTY, VIRGINIA

and

**FAIRFAX CHAPTER OF THE SOUTHERN
STATES POLICE BENEVOLENT
ASSOCIATION**

Effective From

July 1, 2024 through June 30, 2027

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GENERAL PROVISIONS

Article 1: Preamble

This Collective Bargaining Agreement is entered into between the County of Fairfax (the “County”) and the Fairfax County Chapter of the Southern States Police Benevolent Association (the “SSPBA”). Collectively the County and the SSPBA will be referred to as the “Parties.”

The purpose of this Agreement is to promote harmonious relations between the County and the employees covered hereby and set the rates of pay, hours, and the terms and conditions of employment for these employees.

This Agreement sets forth conditions of employment with the intent and purpose of promoting and improving relations between the Parties, as well as promoting a level of employee performance consistent with safety, good health, and sustained effort. The Parties agree to establish and promote a sound and effective labor management relationship in order to achieve mutual cooperation with respect to practices, procedures, and matters affecting conditions of employment and to continue working toward this goal.

Article 2: Recognition

Pursuant to and in accordance with all applicable provisions of the Collective Bargaining Ordinance, Fairfax County Code Section 3-10-8 (the “CBO”), the County recognizes the SSPBA as the exclusive bargaining agent for the sworn uniformed employees of the Fairfax County Police Department (“FCPD” or the “Department”) as defined by CBO Sec. 3-10-6(a).

Definition of Sworn Uniformed Employee:

Employees who have taken the oath of office to uphold all laws of the United States, Commonwealth of Virginia, and Fairfax County. While such employees typically wear uniforms, a sworn employee on a plainclothes assignment will not for that reason be excluded from the definition of a sworn uniformed employee under this Agreement or CBO Sec. 3-10-6(a).

Article 3: Approval of Bargaining Agreement

All formal negotiations or bargaining with respect to the terms and conditions of this Agreement shall be conducted by authorized representatives of the SSPBA and by authorized representatives of the County.

Agreements reached as a result of such negotiations shall become effective only in accordance with CBO Sec. 3-10-13.

Article 4: Probation and Promotional Probationary Period

Section 4.1: Probationary Period

- A. The probationary period is defined as the first 12 months in active service starting with the date the employee graduates from the Fairfax County Criminal Justice Academy (“Academy”) and/or is sworn in as a law enforcement officer.
- B. All new hire employees will be considered at-will during their time in the pre-Academy period, during their time at the Academy, and during their probationary period.
- C. The County shall have the sole right to discipline, terminate, or lay off employees defined in paragraphs (a) and (b) of this Article, above, without any reason or notice. Such employees shall not have access to either the dispute resolution procedure contained in this Agreement or Chapter 17 under the Fairfax County Personnel Regulations, except for allegations of discrimination as defined in Section 17.3-2d and 17.3-2e, as may be amended; allegations of violation of CBO Sec. 3-10-16(c); or allegations of violations of the Equal Employment Opportunity Article of this Agreement.

Section 4.2: Promotional Probationary Period

- A. All employees in FCPD promoted to a higher rank will serve a promotional probationary period of 12 months in active service following their promotion.
- B. During this period, the employee shall maintain all other rights, privileges, and responsibilities of this Agreement except that the employee may be returned to their prior rank (classification) as described herein:
 - 1. For unsatisfactory performance. Involuntary demotions are grievable under the County grievance procedure or the negotiated Dispute Resolution procedure in this Agreement at the employee’s option.
 - 2. If the employee fails to meet required minimum position qualifications or performance requirements in the higher class. In such cases, the County will return the employee to their prior rank and pay. Such employees will not serve another initial probationary period when returned to their prior rank and pay unless they have not already completed their initial probationary period.
- C. Nothing in this section precludes an employee from requesting voluntary demotion.
- D. The Department typically provides a six-month evaluation for employees who are in their promotional probationary period. The Department shall provide at least one evaluation during the first nine months of the promotional probationary period.
- E. The probationary and/or promotional probationary period may be extended in writing by the Chief of Police or designee for a period not to exceed 120 days in active service. The Chief of

Police or designee will notify the employee of an extension at least 10 days before the extension.

- F. If there is a layoff or reduction in force that results in an employee being placed in a lower rank during their probationary period or promotional probationary period and such employee is subsequently reemployed by FCPD, the employee will be given credit for the portion of the probationary or promotional probationary period previously completed.

Article 5: Management Rights

The provisions of the CBO Sec. 3-10-4 prescribe the rights reserved by management. This agreement is not intended to, and does not, waive SSPBA's right to negotiate topics listed as negotiable in Sec. 3-10-4 (A), subsections 3, 4, and 5.

Article 6: Nondiscrimination

The provisions of this Agreement shall be applied equally to all employees without discrimination on the basis of race; color; creed; national origin; age; religion; person(s) with a disability; sex; pregnancy, childbirth, or related medical conditions; gender identity; sexual orientation; genetic information; marital status; military or veteran status; union or political affiliation.

Article 7: Procedural Guarantee

The parties agree the bargaining unit employees are covered by the Virginia Law-Enforcement Officers Procedural Guarantee Act (Va. Code § 9.1-500 et seq.) and will be subject to the protections and conditions of those rights. It is understood by the parties that the Virginia Law-Enforcement Officers Procedural Guarantee Act provides the "floor" and that the provisions of this Agreement may provide additional rights for bargaining unit employees.

Article 8: Labor Management Committee

Section 8.1: Purpose

The purpose of the Labor Management Committee ("LMC") shall be to study and discuss possible solutions to matters of mutual concern affecting labor-management relations. Informal resolutions of matters of concern are encouraged when possible and the LMC is one such channel for that purpose.

Section 8.2: Representation

The LMC shall consist of three members as selected by the SSPBA and three members as selected by the Deputy County Executive for Safety & Security or designee. The SSPBA or the County may substitute members where necessary, but it is recognized that continuity of membership is preferred. Members may serve for the term of this Agreement, unless substitution is necessary. Two voting members from the SSPBA and two voting members from the County will be required to establish a quorum. Failure to have a quorum will result in the rescheduling of the LMC.

1. The SSPBA voting representatives on the LMC shall be considered on duty during these meetings. Attendance of an LMC meeting shall be considered on-duty time.
2. Each side may have up to two additional non-voting participants attend each meeting. If SSPBA representatives are not on-duty, they will not be paid for attending these meetings.
3. The responsibility for chairing meetings shall alternate each meeting between the SSPBA and the County. Each party will determine whether their chair assignment will be permanent or will rotate among their members.

Section 8.3: Authority

Matters of mutual concern, including conditions tending to cause misunderstandings, shall be considered and recommendations may be made to either the County or the SSPBA, or to both, by the persons present at any LMC. This Committee shall have the authority to make nonbinding recommendations to the SSPBA and the Chief of Police, Deputy County Executive for Safety & Security, or their designee. This committee shall have no power to add to or amend any existing collective bargaining agreement between the parties or to discuss or adjust any grievances or contract disputes. The LMC may establish sub-committees for specific subject matters.

Section 8.4: Reporting

Topics will be documented as they are discussed. Any procedures or recommendations developed from these meetings will be communicated to the proper group, e.g., Negotiating Committee, etc. Method of documentation shall be approved by both parties.

Section 8.5: Date and Time of Meetings

Meetings will be held once a quarter, and they shall be limited to no more than four hours. At the first meeting, a specific day and time shall be selected for future meetings. Every attempt shall be made to keep to such a schedule, realizing that some flexibility is necessary.

Section 8.6: Agenda

An agenda shall be provided to members within a reasonable timeframe prior to the meeting. The party chairing the meeting, or their designee, shall be responsible for creating and distributing the agenda. Non-emergency topics not on the agenda shall not be discussed but rather shall be placed on the agenda for the next meeting. The agenda shall include a brief description of each item to be discussed. Emergency items may be added to the agenda by mutual consent. Discussion of agenda topics will be alternated, with the party occupying the chair exercising the right to designate the first topic.

ORGANIZATIONAL SECURITY PROVISIONS

Article 9: Employee and SSPBA Rights and Responsibilities/Organizational Security

Section 9.1: Employee Rights

Each employee of the bargaining unit shall have the rights guaranteed under the CBO Sec. 3-10-3(a). The County agrees not to enter into any other agreement, written or verbal, with any employee organization which conflicts with the provisions of this Agreement. The County further agrees not to discriminate against any employee for activity on behalf of, or membership in the SSPBA.

Section 9.2: Voluntary Membership

Nothing in this Agreement shall require an employee to become or to remain a member of a labor organization, or to pay money to the organization except pursuant to a voluntary, written authorization by a member for the payment of dues through payroll deductions. Membership in an organization shall not be a condition of employment in the Department.

Section 9.3: Employee Concerns and Complaints

This Agreement does not preclude any employee from bringing matters of personal concern to the attention of the SSPBA or the County without fear of reprisal or intimidation. Pursuant to CBO Sec. 3-10-11(h), at any such meeting held to adjust a matter subject to collective bargaining or this Agreement, the SSPBA has the right to present its views at that meeting.

Section 9.4: SSPBA Representatives

The SSPBA will provide to the Department, with a copy to the County Labor Relations Division, a list of elected executive board members and officials authorized and appointed by the executive board to represent the SSPBA or do work on behalf of the SSPBA ("SSPBA Representative"). SSPBA Representatives shall be Department employees unless designated by the SSPBA otherwise. Unless other individuals are previously approved, SSPBA Executive Board Members and SSPBA Representatives are the only individuals authorized to represent the SSPBA in dealing with County officials. The SSPBA may also appoint stewards to represent individual employees such as in grievances or disciplinary matters ("SSPBA Steward"). The SSPBA shall notify the Department in writing, with a copy to the County Labor Relations Division, of the name, rank, shift, and work location of such Stewards.

Section 9.5: Employee Access to Representation

An Employee will be allowed reasonable official time to visit a (a) supervisor; (b) SSPBA Representative/Steward at his or her duty station; or (c) on-site official concerning a complaint or work-related issue. The timing of such visits is subject to the demands of work responsibilities and shall not interfere with operations of the Department, but the right to ultimately be allowed such visits shall not be denied.

Even if under a confidentiality order from the Department, an employee may engage an SSPBA Representative/Steward. If under such a confidentiality order, the employee shall have an obligation to inform the SSPBA Representative/Steward of the confidentiality order and the SSPBA Representative/Steward shall treat the matter as confidential and only discuss the matter with the employee and/or legal counsel. Confidentiality memoranda or orders shall include the designated SSPBA Representative/Steward as a permitted exception to the confidentiality requirement along with the current and any other appropriate exceptions. If the SSPBA Representative/Steward is present at any interview and the employee is under a confidentiality order, the SSPBA Representative/Steward shall also be required to sign an order of confidentiality at the request of the Department.

Section 9.6: SSPBA Representation

- A. The Executive Board and its authorized SSPBA Representatives may meet with County officials on official time, if appropriate, to comment on County or Departmental practices or proposed changes to County or Departmental regulations that affect bargaining unit employees.
- B. An SSPBA Representative shall be given the opportunity to be present at any formal discussion between one or more representatives of the County and one or more bargaining unit employees or their representatives concerning any matter that is within the scope of collective bargaining as set forth in CBO Sec. 3-10-2.
- C. An SSPBA Representative/Steward may leave his or her work assignment, with approval of a supervisor, for a reasonable amount of time when an employee requests assistance in the prompt and expeditious handling of a complaint, grievance, or matter under Section 9.6(B) of this Agreement. Such approval shall not be unreasonably denied.
- D. Every effort will be made to do representative work in a way that has minimal impact on the SSPBA Representative/Steward's and the Employee's work responsibilities. If representative work cannot occur at a given time due to calls for service or given work demands, the supervisor shall allow it at the next available reasonable time. However, the ultimate right to an SSPBA Representative shall not be denied.
- E. The SSPBA recognizes its responsibility to represent the interests of all bargaining unit employees with respect to bargaining and disputes related to this Agreement, personnel policies and working conditions, without discrimination and without regard to union membership. Nothing in this Agreement is intended to prevent the SSPBA from providing additional membership benefits to SSPBA dues paying members.

Section 9.7: Official Time for Representative Work

Reasonable official time shall be granted to the SSPBA's Representatives/Stewards for the purpose of representing the concerns of bargaining unit employees, including representing the bargaining unit by bargaining with the County, handling labor-management disputes, representing an

employee in a disciplinary matter, or investigating, processing, and assisting in the settlement of grievances filed by bargaining unit employees. Time spent in the processing of grievances shall be limited to a reasonable amount. Time spent on matters representing bargaining unit employees shall not be subtracted from the time bank in Section 9.8. In cases where off-duty SSPBA Representatives/Stewards are requested to assist in a representational matter required by the CBO, they will be compensated for official time at the applicable rate (i.e., overtime or other appropriate rate) for actual hours worked. This will only apply if there are no other SSPBA Representatives or SSPBA Stewards available within a reasonable period of time.

Section 9.8: SSPBA Time Bank

The SSPBA President and his designated representative(s) shall have available a bank of 750 hours maximum per fiscal year to conduct SSPBA business (including but not limited to attending, preparing for, or traveling to meetings, training, conventions, or seminars) which is not covered by or in excess of that which is provided for in Section 9.7 or elsewhere in this Agreement. Once such leave is exceeded, annual leave, compensatory leave, or leave without pay may be used by the SSPBA President and/or designee for such purposes. *De minimis* actions (less than 15 minutes) will not be required to be logged or be counted against the time bank. This time bank shall replace the pre-bargaining 240-hour administrative leave bank.

Section 9.9: Full-time Positions

- A. The President of Fairfax County Chapter of the SSPBA (“SSPBA President”) shall be granted a full-time position out of the Administrative Support Bureau to conduct SSPBA business but shall remain on the payroll of the Department for the purposes of performing full-time duties as President of the Fairfax Chapter of the SSPBA. During such special assignment, the President shall continue to accumulate seniority and shall receive all benefits as if he/she were fully on duty including, but not limited to, pension accruals and fringe benefits.
- B. One additional officer, chosen by the SSPBA President, shall be granted a full-time special assignment in the Administrative Support Bureau to assist the SSPBA President in performing his or her duties (including performing representative functions such as assisting with grievances and disciplinary matters). The same conditions granted above to the President of SSPBA shall be extended to this officer.
- C. If the SSPBA President is absent from normal duties on approved leave for a period of more than three 3 consecutive days, the SSPBA President may designate in writing to the County an SSPBA Board Member or Representative who shall act as SSPBA President and/or who shall fulfill other duties in their absence.

Section 9.10: Communications

- A. The County shall allow the SSPBA access to four bulletin/display boards, marked “SSPBA”, at the headquarters building and at least one bulletin/display board at any Department facility with three or more employees. Bulletin/display boards will be located on each floor at the

agreement of the SSPBA and the Department in locations reasonably viewable by bargaining unit employees but not viewable by the general public.

- B. The Police Department shall allow SSPBA access to post information on the digital platform/intranet that the Police Department uses to send information to the bargaining unit employees (currently “BlueNet”), in accordance with Section 9.10.A.
- C. The bulletin/display boards and digital platforms used by the SSPBA can include the following notices:
 - 1. Recreation and social affairs of the SSPBA;
 - 2. Bargaining unit meetings or social events;
 - 3. Bargaining unit or SSPBA Elections;
 - 4. Reports of bargaining unit committees;
 - 5. Rulings or policies of the State or National Association;
 - 6. Proposed or enacted legislation and Judicial Decisions Affecting Public Employee Labor Relations; and
 - 7. Chapter updates.
- D. Materials posted on the bulletin boards shall be limited to SSPBA postings of interest to employees. With the exception of postings related to internal SSPBA elections, no political postings, or candidate endorsements shall be posted. All postings shall comply with the Standards of Conduct set out in County Personnel Regulations, Chapter 16 (Addendum Number 1). The SSPBA agrees to promptly remove any material in violation of this Section upon notification by County Management.
- E. Access to Email, Mailboxes, and Interoffice Mail. The SSPBA shall be allowed to communicate with employees by utilizing work email, employee mailboxes, or via interoffice mail.
- F. The County shall allow the SSPBA to use available rooms in the HQ or other Department facilities any time such is not in official use, in accordance with the facility reservation policy (such as going through the online reservation system or contacting the appropriate administrator at the location).

Section 9.11: Quarterly List and New Hires

Every quarter, the County shall provide a list of all bargaining unit employees to the SSPBA. The County shall also notify the SSPBA of all new bargaining unit hires within ten days of hire.

Section 9.12. Use of County Property

Employees are permitted to use their work devices to send and receive communications related to representative work including collective bargaining, grievances, concerns regarding subjects of bargaining, and representing officers in disciplinary matters, to the extent that it does not interfere with the employee’s work duties.

Section 9.13. Meeting with New Hires

- A. In accordance with CBO Sec. 3-10-11(f), members of the Executive Board and SSPBA Representatives shall be permitted to meet with newly hired employees, without charge to the pay or leave time of any of the employees, for a period of 30 minutes, within 30 calendar days from the date of hire during new employee orientations or at individual or group meetings if there is no orientation. The Department shall provide ten days written notice to SSPBA in accordance with CBO Sec. 3-10-11(f).
- B. The SSPBA shall also be permitted to meet with an academy class within the final 30 days of the Academy for a period not to exceed one hour.
- C. The SSPBA is the only labor organization to have formal access to the recruits and pre-Academy recruits absent SSPBA's written permission.

Article 10: Check-Off and Dues Deduction

Section 10.1: Dues Deduction

The County shall deduct regular SSPBA dues each pay period from the pay of each employee covered by the agreement, provided that at the time of such deduction there is in the possession of the County a current unrevoked written authorization, executed by the employee.

Section 10.2: Processing of Dues Deductions

The County shall begin deductions in the amount prescribed by SSPBA (including any dues, fees or assessments permitted by law) in the first full payroll period after receipt of written authorization from SSPBA. The County agrees to deduct, once each biweekly paycheck, amounts certified to be current by the President or Secretary of SSPBA from the pay of those employees who individually request in writing that such deductions be made. There will be a reasonable processing fee (which is currently \$0.25 per employee per pay period) set by the County paid by each employee in connection with transmission for dues deduction. Such fee will be the same as the fee charged to any other labor organization/union per employee per pay period for this service. The County shall provide 60 days of notice and the opportunity for SSPBA to comment on any proposed rate change.

Section 10.3: Revocation

Such authorization may only be revoked in writing by the employee. The revocation shall be on a form mutually agreed upon by the SSPBA and the County. Upon receipt of the Revocation of Authorization form, the County will notify SSPBA of the revocation as soon as practicable. Revocations received too late to be processed in a given pay period will be put into effect for the subsequent payroll periods.

Section 10.4: Errors in Deductions

If the County makes an overpayment to the SSPBA, the County will deduct that amount from the next remittance to the SSPBA. If the County inadvertently makes a deduction from an employee who has not authorized said deduction or who has revoked said authorization in accordance with Section 10.3, the SSPBA agrees to refund said deduction to the affected employee.

Section 10.5: Other Dues Deductions

Pursuant to CBO Sec. 3-10-11(g), the County shall not deduct dues from employee paychecks for any other labor organization except for voluntary membership dues payments expressly requested by the employee in writing and after the employee has been advised by the County that such dues are not being transmitted to the exclusive bargaining agent for their bargaining unit.

Section 10.6: Indemnification

SSPBA shall defend, indemnify, and hold harmless the County, its officers, and employees (collectively “County Parties”) from/for (a) any and all claims, demands, suits, or any other cause of action any third party, including employees, arising from deductions made based on representations by SSPBA; and (b) any and all claims, demands, suits, or any other cause of action made by an employee for deductions made based on representations of SSPBA regarding changes or cancellations to the deduction authorization.

Article 11: Copies of Agreement

Within 30 days of ratification of this Agreement, the County, at its cost, shall provide and distribute to the SSPBA one official, signed, hard copy of this Agreement, including all Appendices.

The County will make the Agreement available electronically on the County’s intranet after the approval process as set forth in CBO Sec. 3-10-13.

DISPUTE RESOLUTION AND ARBITRATION

Article 12: Alternative Dispute Resolution

Section 12.1: Alternative Dispute Resolution Services

The County’s Office of Alternative Dispute Resolution (“ADR”) provides Fairfax County Government employees with information, training, and neutral third-party services to prevent, address, and resolve workplace conflicts. Available services include consultations, conflict coaching, mediation, facilitated conversations, and team processes. ADR services are completely voluntary and confidential. Exceptions to confidentiality are allegations of abuse or neglect of children or other vulnerable individuals, criminal activity, gross violation of County policies

(including allegations of discrimination, harassment, and/or retaliation), and threats of future harm to self or others.

Bargaining unit employees covered by this Agreement may request ADR services, subject to ADR's established policies and practices, as may be amended by the ADR program. ADR staff retain the right to determine the appropriateness and availability of ADR Services. Such ADR services are not intended to be the exclusive method of mediation between SSPBA or its bargaining unit employees and the County.

Section 12.2: Confidentiality and ADR

Confidentiality is a core principle of the ADR program. In order to maintain ADR's confidentiality mandates, ADR staff and practitioners shall not be required to notify the County or the SSPBA of a member's request for or participation in ADR services nor matters discussed during any ADR service.

The ADR staff and practitioners are not an investigative body, do not make findings of fact, do not assess discipline, and will not determine the outcome of any Dispute, as defined under the Dispute Resolution Procedure provision of this Agreement. ADR staff and practitioners will not provide neutral third-party services in any cases where a Dispute or prohibited practice charge is currently pending. Therefore, ADR staff and practitioners are not required to provide the Notice of Right to Union Representation Form to employees who request or participate in ADR services.

ADR staff and practitioners cannot be called as witnesses or compelled to testify in any proceeding regarding the request for or receipt of ADR services, nor the matters discussed during any ADR service, except as required by law.

Article 13: Dispute Resolution Procedures Under the Contract

Section 13.1: Purpose and Coverage

The purpose of the dispute resolution procedure is to provide a fair, detailed process whereby merit employees covered under this Agreement, the SSPBA, and the County are entitled to file and seek resolution of disputes under the provisions of this negotiated dispute resolution procedure. The objective is to improve employee management relations through a prompt and fair method of resolving disputes.

A. The term "Dispute" means any disagreement concerning:

1. The administration or interpretation of the terms of this Agreement, including discipline issued pursuant to Article 18 of this Agreement; the County's Personnel Regulations; or any written policy affecting the terms and conditions of bargaining unit members' employment.
2. An action by the County or by SSPBA that contradicts the language of this Agreement.

- B. To the extent a Dispute also meets the definition of a “grievance” under Va. Code § 15.2-1507, the employee must elect to file their Dispute under only one of the following:
1. The County’s grievance procedure, as outlined in County Personnel Regulations Chapter 17 and General Order 311, Grievances, dated September 7, 2022;
 2. General Order 310, Discipline and Appeals, as revised and to be released no later than July 1, 2024; or
 3. The procedures outlined in this Article.

An employee’s initial election and decision to file a Dispute shall be binding and irrevocable. This election shall be made in writing by Step 2. That is, when an employee elects to pursue a Dispute remedy under this Article, the employee is waiving any right the employee may have to pursue the matter under General Order 310 or Chapter 17 of the Personnel Regulations. Nothing in this Article is intended to or shall diminish any rights of Employees under the Law-Enforcement Officers Procedural Guarantee Act, Va. Code § 9.1-500 et seq.

Section 13.2: Policy

It is the policy of the County to review all Disputes of County employees and to resolve them fairly and promptly. Every attempt will be made to resolve Disputes at the lowest level of supervision.

Merit bargaining unit employees covered under this agreement have the right to exercise all rights guaranteed by this Article such as to file grievances or disputes, appear as witnesses in grievance, dispute and arbitration hearings, obtain documents relevant to their grievance or dispute /arbitration hearing, compel witnesses subject to this process to appear as witnesses in grievance or dispute/arbitration hearings, question and cross-examine witnesses, and fully utilize this procedure without fear of harassment, retaliation, discrimination, or reprisal.

Section 13.3: Disputes Initiated by the SSPBA or the County

Any Dispute filed by the County will be filed directly at Step 3 of the procedure below and will be submitted in writing to the SSPBA President or designee. When the SSPBA itself files the Dispute, it will utilize the dispute procedures in this Article except that it will initiate its Dispute at Step 2 within 20 business days of the date the employee(s) knew or should have known of the facts giving rise to the Dispute.

Section 13.4: General Provisions and Procedural Compliance

A. Calculating deadlines

1. The term “business day” as used in this Article shall mean any Monday through Friday that is not a County holiday.
2. The term “calendar day” as used in this Article shall mean any day, including Saturday, Sunday, or a County holiday. If a deadline falls on a Saturday, Sunday, or County holiday, the deadline shall be automatically extended to the next day that is not a Saturday, Sunday, or County holiday.

- B. Meetings required by this Article between the employee and a supervisor or manager are to be face-to-face unless the parties agree to a virtual meeting(s) in writing.
- C. At each step of the procedure established by this Article, the filing party shall provide the following in writing on the appropriate Dispute Form available from the Department of Human Resources:
 - 1. A statement of the facts surrounding the Dispute, including the date of the alleged event(s) giving rise to the Dispute;
 - 2. The provision(s) of this Agreement, the County Personnel Regulations, or any written policy allegedly violated;
 - 3. A statement of the actions or inactions being challenged and the reasons why the filing party contends that they were improper or inappropriate;
 - 4. The remedy sought; and
 - 5. The extent to which the filing party has sought an informal settlement of the Dispute if applicable.
- D. Following the filing of the Dispute Form – Second Step to initiate Step 2 of the procedure established by this Article, a filing party should not generally supplement their Dispute by identifying additional actions or inactions being disputed; provided, however, that a filing party may supplement their Dispute at Step 3 or 4 by stating reasons why he/she contends the actions or inactions being disputed were improper or inappropriate which are not set out in the Dispute Form filed to initiate Step 2 where the filing party first learns of such additional reasons during Step 2 or after. Allegations of retaliation for filing a Dispute may be included by the filing party as an addendum to the original Dispute at any point in the process.
- E. Provision of Requested Remedy: A Dispute shall become moot and shall be dismissed whenever the respondent agrees to and provides the remedial action requested by the filing party in the Dispute Form – Second Step.
- F. Extension of Time Periods: Time periods for filing a Dispute may be extended by written agreement between the filing party and the respective decisionmaker for the County responsible for responding to the Dispute. Failure of the SSPBA or an employee to appeal a Dispute within the specified time limits from the date of receipt of the County's response will result in the Dispute being resolved based upon the County's last written response. Failure of the County to respond within the specified time limits may be treated by the SSPBA or an employee as a denial of the Dispute at the applicable step, and the SSPBA or an employee may invoke the next step in the procedure. Only the SSPBA and the County may appeal a Step 3 decision to Step 4 arbitration. At Step 4, the arbitrator may, with good cause, extend the time periods applicable to Step 4.
- G. Separation from Employment: A Dispute initiated prior to the filing party's separation from employment with the County may, at the filing party's option, continue to be processed through the Dispute procedure. An employee who has resigned may not file a Dispute challenging their separation from County employment.

- H. Distribution of Notices and Findings: Copies of the notices and decision at each step of the Dispute procedure will be furnished to the filing party, the filing party's representative (if any), the Chief (or designee), and the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov . Distribution shall be by personal service or email to the filing party's email address as designated on the appropriate Dispute Form.
- I. Reasonable official time during working hours will be allowed for employees and recognized SSPBA Representatives or SSPBA Stewards to present Disputes, including attendance at meetings with County or Departmental officials, so long as such time does not interfere with Departmental operations. Whenever possible, Disputes will be handled during the regularly scheduled work hours of the parties involved. Step 4 hearings will usually be held during County regular business hours.

Section 13.5: Procedures and Dispute Steps

Step 1: Discussion with Immediate Supervisor and Written Response

A Dispute must be initiated in writing within 20 business days of the date the employee knew or should have known of the facts giving rise to the Dispute. Many employee complaints can be resolved informally through communication between the employee and their immediate supervisor (or designee). Accordingly, an employee desiring to initiate a Dispute shall, within the 20-day period set out above, initiate the Dispute with their immediate supervisor or designee using the Step 1 Dispute Form. The supervisor shall address the Dispute and shall respond in writing within five business days after the discussion. If the Dispute involves two or more employees, it may be presented with not more than three aggrieved employees present. No resolution reached as a result of the Step 1 meeting or discussion shall be a precedent for any purpose. The SSPBA's withdrawal of a dispute at Step 1 shall be in writing.

Step 2: Written Appeal to Bureau Commander or Deputy Chief

If the Dispute is not resolved after the first step meeting, the employee shall reduce the complaint to writing on the Step 2 Dispute Form and submit to their Bureau Commander and Deputy Chief. The employee shall also send a copy of the Step 2 Dispute Form to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. The Dispute Form shall be delivered by the employee to the assigned commander hearing the second step appeal within five business days of the first step meeting or the supervisor's reply, if given at a later date. The assigned commander shall meet with the employee within five business days of receipt of the Step 2 Dispute Form. A written reply by the assigned commander shall be made to the employee, with a copy to the SSPBA, within five business days following the meeting. Any settlement or withdrawal of a Dispute at Step 2 shall not be a precedent for any purpose.

Step 3: Written Appeal to Chief of Police, Meeting and Written Response

If the Dispute is not resolved at Step 2, the filing party may appeal the Dispute to Step 3 by filing a Dispute Form – Third Step with the Chief of Police within five business days of the receipt of the supervisor's Step 2 response. The Dispute Form may be submitted to the Chief via email to FCPDAppealsandGrievances@fairfaxcounty.gov with a copy to the County Labor Relations

Division at hrlaborrelations@fairfaxcounty.gov. A meeting shall be held involving the Chief (or designee) and the filing party at a mutually agreeable time within five business days of the Chief's receipt of the Complaint Form. In the event the Chief elects a designee to perform this function, that designee shall not be from the direct line of supervision of the filing party. The Chief of Police retains ultimate responsibility for the Step 3 decision and the written response. The Chief (or designee) shall provide a written response to the filing party within five business days of the meeting. Any settlement or withdrawal of a Dispute at Step 3 shall not be a precedent for any purpose, unless the parties specifically agree or develop an agreement to dispose of future similar or related Disputes.

The parties to the Dispute may by mutual agreement waive Step 1 and/or Step 2 and their meetings, however the initial written dispute form cannot be waived. Upon written request from the filing party to the Department head, County management shall waive the first and second step Dispute meetings in cases of termination, suspension, or demotion.

Step 4: Hearing before Arbitrator

If the Dispute is not resolved at Step 3, SSPBA may take the Dispute to Step 4 and a final determination in accordance with the provisions in the next section. Only the County or SSPBA shall have the ability to appeal a Dispute to Arbitration.

Section 13.6: Step 4 Arbitration

- A. SSPBA shall initiate Step 4 by filing an appropriate request in writing to the County DHR Labor Relations Division within 14 calendar days after receipt of the Step 3 decision. This request shall contain SSPBA's election of arbitration (if eligible). Requests should be sent to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov.
- B. **Selecting an Arbitrator.** A request for arbitration shall be submitted within the specified time limit for appeal. If a Dispute is submitted to arbitration, the arbitrator will be selected from a standing panel composed of persons agreed upon by the parties using a strikethrough method. The SSPBA and the County will each initially submit 12 names for the panel. The final panel will consist of 12 panel members and will be comprised only of members of the National Academy of Arbitrators. At least 60 days prior to the expiration of this Agreement, one or both parties may provide written notice to the other that it no longer consents to retaining a particular member(s) of the arbitration panel. The parties shall fill the panel vacancy by mutual consent. Panel members cannot be removed if they are actively involved in an arbitration. All arbitrators shall serve for the term of this Agreement and shall continue to serve for up to six months thereafter, unless the parties otherwise mutually agree.

In order to avoid loss of available hearing time, alternate cases should be scheduled to be heard in the event of late settlement or withdrawal of Disputes before a hearing. In the case of disciplinary or adverse actions, up to three cases should be scheduled. In the case of contractual disputes, up to five cases should be scheduled. The number of cases scheduled is done by mutual agreement. If all the cases are not able to be completed at the arbitration hearing, they should be scheduled with the next available arbitrator at the earliest available date. If a case

cannot be completed on the date of hearing, then a continuance date shall be scheduled with the same arbitrator at the earliest possible date.

In the event that either party withdraws a case less than five business days prior to the scheduled arbitration date, and the parties are unable to agree on scheduling another case on that date, the party withdrawing the case shall pay the full costs of the arbitrator for that date if no cases are scheduled to be heard. In the event that the parties settle a case or either party withdraws a case five or more business days prior to the scheduled arbitration date, the alternate case on the appropriate arbitration list shall be scheduled. If the parties settle a case less than five business days prior to the scheduled arbitration date and are unable to agree to schedule another case, the parties shall equally share the costs of the arbitrator for that date.

All disputes appealed to arbitration will be placed on the pending arbitration list in the order in which appealed. The County, in consultation with the SSPBA, will be responsible for maintaining appropriate dockets of disputes (discipline and contract), as appealed, and for administrative functions necessary to ensure efficient scheduling and hearing of cases by arbitrators. The County will establish a numbering system for Disputes that are received at Step 2, and such number will identify the dispute at Step 2 through Arbitration. The arbitrators shall be scheduled to hear cases on a rotating system basis, unless otherwise agreed by the parties.

The arbitrator in any given case should render an award no later than 45 days of the close of the record in the case.

C. Step 4 Hearing Procedures

1. The County and the filing party may have a representative of their choice present.
2. Powers of Step 4 Decisionmaker. The Arbitrator shall have no authority to amend, add to, or subtract from the provisions of this Agreement, the County Code, the County's Personnel Regulations, or any written policy affecting the terms and conditions of bargaining unit members' employment.. The arbitrator shall have no power to award fees, costs, expenses, or damages, including attorneys' fees.
3. The decision of the arbitrator shall be considered an award pursuant to the Virginia Uniform Arbitration Act. The arbitrator's decision shall be final and binding on all parties, except as provided for in Virginia Code §§ 8.01-581.010 and 8.01-581.011.
4. Either party may petition the Fairfax County Circuit Court for an order requiring implementation of the hearing decision in accordance with this Article and applicable law.
5. The arbitrator shall set a mutually agreeable time and date for a hearing as soon as the arbitrator can reasonably be available. The parties may offer any relevant evidence at

the hearing and shall produce such additional evidence as the arbitrator may deem necessary for understanding and determining the Dispute. The arbitrator shall be the judge as to the relevance and materiality of the evidence offered. All evidence shall be taken in the presence of the arbitrator and both parties. There shall be no communication by the filing party or the County with the arbitrator outside of the hearing (*ex parte* communication), except as may be otherwise provided for in the procedures in this Article. The arbitrator shall render a decision in writing no later than 45 calendar days after the arbitrator has declared the hearing record closed.

6. Unless otherwise agreed to by the parties in writing, a witness and exhibit list must be exchanged electronically between the parties and provided electronically to the arbitrator at least ten business days prior to the scheduled hearing. The non-filing party to the Dispute shall be required to raise any procedural and/or arbitrability defenses no later than 30 days prior to the scheduled arbitration hearing.
7. If either party requests a prehearing conference, and the arbitrator deems one appropriate, the arbitrator shall hold a conference call prior to the hearing date with the parties and/or representatives to resolve any prehearing issues.
8. The moving party shall proceed first in Step 4 hearings. The County shall be considered as the moving party in Disputes appealing disciplinary action taken by the County. In all other cases, the filing party shall be considered to be the moving party. For purposes of this Article, the County shall be considered the moving party and bear the burden of proof by preponderance when an employee challenges an unsatisfactory service separation.
9. In Disputes involving discipline, the County shall have the burden to establish, by a preponderance of the evidence, that the employee committed the alleged misconduct or violated the alleged standard(s). When the County has established that the employee committed the alleged misconduct or violated the alleged standard(s), the filing party has the burden to show by a preponderance of the evidence that the level of discipline imposed was unreasonable or improper under this Agreement and the applicable County standards.
10. When the filing party challenges matters allowed by this Article other than discipline, the filing party shall have the burden of proof by preponderance of the evidence.

Section 13.7. Documentation Relating to a Dispute

- A. When initiating a dispute, and after initiation, an employee may request from the County documents directly related to the actions or omissions challenged in a Dispute, provided that the scope of the request is reasonable and in proportion to the matter in Dispute. Any dispute over the non-release of documents can be brought up at each step of the dispute resolution procedure.

- B. Absent just cause, all documents relating to the management actions or omissions in a Dispute shall be made available by the County, upon request from a party to the dispute. Once a dispute has been initiated, an employee's request for documents directly relating to their dispute, pursuant to the Freedom of Information Act ("FOIA"), shall also be treated by the agency as a request for documents under the dispute procedure, provided that the employee indicate in the FOIA request that there is a related dispute pending. Upon receipt of such a request, a party shall have a duty to search its records to ensure that, absent just cause, all such directly relevant documents are provided. All such documents must be provided within ten business days of receipt of the request. If it is not possible to provide the requested documents within the ten-business day period, the party must, within ten business days of receiving the request, explain in writing why such a response is not possible, and produce the documents no later than 15 business days from the receipt of the document request. In discipline cases, relevant documents that may be sought by the filing party include the administrative investigation and related documents for the employee for the present disciplinary matter and any other discipline of that employee.
- C. If responsive documents are withheld due to a claim of irrelevance and/or just cause ("just cause" may include, but is not limited to, undue burden and legal privilege), the withholding party must provide the requesting party with a written explanation of each claim, no later than ten business day from the receipt of the document request. If a document does not exist, the requesting party shall be informed of its nonexistence. The party requesting the documents has the option of demanding, in writing, that the dispute resolution process temporarily halt until the documents are provided. (An employee's demand shall be presented to the County's Human Resources Office or the current member of management with whom the dispute is pending (for example, a step-respondent).)
- D. In disciplinary cases, employees will be provided investigative summaries that are sufficient to apprise them of any sustained violations and the factual basis for those violations. The Department may redact information when necessary to protect the privacy of the individuals not personally involved in the dispute. A party shall not be required to create a document if the document does not exist. The party requesting the documents may be charged a reasonable amount not to exceed the actual cost to retrieve and duplicate the documents.
- E. If a party's document request is denied by the County prior to the appointment of a Step 4 Decisionmaker, then the requesting party may seek relief from the Deputy County Executive for Safety and Security. A copy of the party's document request dispute must also be sent to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. The denial may also be appealed at Step 4, in which case the Step 4 Decisionmaker may require the documents to be provided in advance of the Step 4 hearing.

Section 13.8: Costs and Fees

With respect to Step 4 arbitration, the fees and expenses of any person called by the filing party as a witness shall be the sole responsibility of the filing party. However, at any arbitration, any time spent by bargaining unit employees serving as witnesses or representatives shall be without loss of pay or leave. All expenses involved in the arbitration proceedings (i.e., arbitrator fees and

arbitrator hearing transcripts) shall be equally shared between both parties, unless indicated otherwise in this Agreement. Except as set forth above, the parties shall bear their own fees and costs and the arbitrator will not be permitted to render an award of fees to either party.

Section 13.9: Exclusions

The SSPBA or employees may not file Disputes over the items listed in County Personnel Regulations Chapter 17.3-3 and 17.4, last revised July 1, 2021, except that written reprimands may be disputed. In addition, as set forth in Article 4 of this Agreement, probationary employees do not have access to the procedures set forth in this Article.

GENERAL EMPLOYMENT PROVISIONS

Article 14: Personnel Files

Section 14.1: Employee Access

An employee shall have access to their personnel files. Personnel files include files kept about an employee by the County (the official personnel file), the Department, or a supervisor. Employees shall have the right to obtain copies of the materials in their individual personnel files. Personnel files may be electronic or hard copy, but both may be accessed by the employee. An employee may schedule an appointment with the appropriate record holder at the convenience of the parties, but the County shall not unreasonably restrict employees from access. A delay of more than five business days shall be considered unreasonable absent extenuating circumstances. Hiring background investigation files are not subject to review by employees except when required by applicable law.

Personnel files shall not be released to individuals outside of the County without the employee's consent, unless required by applicable law.

Section 14.2: Rebuttals

An employee may elect to submit a rebuttal, if desired, to any contents of their official personnel file or their Department file.

Article 15: Promotions

Section 15.1: Applicable SOP

The Department's competitive processes for promotions and lateral transfers for bargaining unit employees will be governed by SOP 04-007, Competitive Processes for Promotions and Lateral Transfers, dated September 22, 2022, except as modified below.

Section 15.2: Administration of Promotional Processes

- A. The Administrative Support Bureau (“ASB”) shall be responsible for staffing each Test Development Committee with subject matter experts (“SME”), to include one SSPBA member designated by the SSPBA President and assigning a Committee chairperson. SMEs are identified and selected by the Committee chairperson. SMEs must be serving in the current or higher rank of the target promotional rank. SMEs are responsible for providing expertise to develop test content. Department of Human Resources (“DHR”) project staff shall be responsible for performing relevancy reviews of applicable job analysis information and for developing examination materials.
- B. **Examination.** All relevant study materials for promotional examinations shall be made available to employees at least 60 days prior to the written examination. The study material scope and content shall be locked at this time.
- C. **Selection.** Upon completion of the examination process and in accordance with County Personnel Regulations, Chapter 5, candidates who meet or exceed the passing score or standard will be placed on an eligibility list that is either numerically ranked or banded with categories approved by the ASB Commander. The County shall establish each eligibility list for promotions no later than 20 business days after the issuance of any final appeal decisions.

Article 16: Department Transfers and Administration of Non-Promotional Processes

Section 16.1: Vacancy Announcement Protocols

Position vacancy announcements are not always necessary since lateral transfers may be conducted without the use of a selection process. Whenever a process is conducted, the position announcement shall be provided to the Human Resources Division Director (the “DHR Director”) at least two weeks prior to advertisement to allow adequate review time prior to distribution. If the vacancy is to be advertised only for personnel within the respective station/division, the announcement shall be made through the division/station commander. If the vacancy is to be advertised Department-wide, then the announcement shall be made through the division/station commander through a command staff memorandum and on the Department’s BlueNET website. Vacancy announcements shall include the following sections:

1. **Duties.** This section shall include a comprehensive description of the job duties as provided in the current position description. Prior to the announcement being made, the DHR Director will provide the requesting commander/supervisor with the position description currently listed for the position, along with the job class specifications. The commander/supervisor shall make any revisions or updates to the position description and return it to the director. If there are any suggested changes to the job class specifications, these should be forwarded to the DHR Director, who will discuss the changes with the DHR staff.
2. **Eligibility Qualifications.** This section shall describe who is eligible to apply for the position, including rank and/or position title, and any work, educational, or certification

requirements. Eligibility requirements for each position vacancy shall be determined by the bureau commander of the entity where the vacancy exists and reviewed by the DHR Director. New patrol Sergeants are required to complete one year as a district station patrol Sergeant before a transfer request to a specialty unit can be honored. This policy may be waived only by the Chief of Police based on the needs of the Department on a case-by-case basis.

3. **Selection Procedure.** This section shall describe the selection procedure chosen by the commander of the entity where the vacancy exists.
4. **References Used for the Selection Process.** This optional section of the announcement may include a comprehensive listing of all published materials used in the development of the selection process if applicable.
5. **Eligibility List.** This section shall describe the announcement and duration of the eligibility list. A brief explanation should be provided on whether candidates will be placed on an eligibility list that is numerically ranked or banded.
6. **Closing Date.** This section shall establish the date, time, and location that all applications for the position should be submitted. All position vacancies for which a process is to be conducted shall be announced via command staff memorandum and on the Department's BlueNET at least 14 calendar days prior to the established closing date. Applications received after the closing date and time shall not be accepted. Any exception will be made by the Chief of Police or their designee.

With the approval of the DHR Director, commanders conducting a process for a position vacancy may extend the closing date beyond the originally established deadline, if the number or quality of applicants who have applied do not meet the requirements of the position. An extension of the deadline must be for a minimum of 14 calendar days and must be announced via a command staff memorandum and on the Department's BlueNET. Any changes to criteria for a position vacancy that have already been announced must be approved by the DHR Director. The position, with the new criteria, must be re-announced via command staff memorandum and posted on the Department's BlueNET for a minimum of 14 calendar days. All candidates for lateral transfers shall be vetted through and be deemed free of any potential disciplinary violations that might negate their eligibility for transfer, by the Internal Affairs Bureau.

Section 16.2: Process Development

Commanders responsible for developing the lateral transfer process should identify any skills, competencies, and behaviors required for the position, then develop job-related, open-ended questions based on position competencies. Behavioral-based questions that request specific examples of past job behaviors are recommended. Depending upon the type of position to be filled, the following knowledge, skills and abilities may be considered in the development of the selection process:

1. **Knowledge of the position to be filled.** The knowledge of the position description and organization in which the position is assigned, to include FCPD General Orders, Standard Operating Procedures, laws and regulations, policies, and procedures.
2. **Oral Communication Ability.** The ability to understand and respond meaningfully to the spoken word and organize ideas in order to present them orally in an effective manner.

3. **Supervisory Knowledge and Ability.** Where applicable to the position, knowledge of the techniques and practices of police supervision and the ability to supervise. This includes assigning work to subordinates, inspecting and reviewing work for quality and quantity, evaluating and rating the work performance of subordinates, making supervisory decisions, maintaining proper professional relationships with subordinates, establishing and maintaining communications with subordinates, evaluating the need for training of subordinates and providing that training, determining the need for disciplinary action, and counseling subordinates in personal or work-related matters.
4. **Written Communication Ability.** The ability to communicate effectively in writing, convey ideas in a logical and understandable manner, and compose acceptable letters, reports, and other narrative documents with correct grammar and spelling.
5. **Selection Process Exercises.** Selection process exercises shall be developed under the direction of the supervisor and/or division/station commander to which the position is assigned. It is recommended that a workgroup comprised of employees familiar with the duties and responsibilities of the position be used to develop the process exercises. For each of the exercises developed, a list of expected effective actions should also be developed to guide scoring by the selection panel members.
6. **Review of Selection Process Exercises.** Once completed, the exercises shall be reviewed by the respective station/division commander. The DHR Director shall also review the selection process to ensure compliance with this procedure, personnel rules and regulations, and applicable Virginia and federal laws.

Section 16.3: Selection

The administration of the selection process shall include the following:

1. **Candidate Notifications.** The date, time, and location as well as any other specific information for the exercises will be specified in the job announcement or disseminated through specific memoranda or other appropriate written communication to the candidates. This information will be provided to all of the candidates as soon as possible to ensure prompt notification.
2. **Panel Members.** Panels should consist of at least three SMEs approved by the station/division commander. Panel members shall include persons who are at a higher organizational level or rank than the position to be filled and who are knowledgeable about the job. There may be instances where it is desirable to include some panel member(s) who are at the same level. For example, during the selection of a supervisor position or when filling a team member position, managers may want the input of other team members in making the hiring decision. If the position often interacts with certain customers or members of the public, it may be desirable to have those customers/organizations represented on the panel. Similarly, if the candidate list includes departmental retirees, it may be desirable to include a panel member from another organization for an outside perspective on candidates' performances. Panel members shall meet prior to the start of the selection process to review the overall process, the daily agenda, position requirements, and the list of candidates. Panel members should be aware that the purpose of the selection process is to obtain a fair and accurate assessment of a candidate's knowledge, skills, and abilities. This is accomplished by raters being attentive and impartial throughout the

process. Panel members should rate each candidate's response separately; however, they may discuss the ratings as a group and resolve any significant differences during the rating process. Panel members are not obligated to change their ratings. Ratings shall be recorded on the scoring sheet for each candidate. Once a candidate's final score is determined on the scoring sheet, it shall not be altered or changed without the approval of the Human Resources Division Director.

3. **Establishment of an Eligibility List.** An eligibility list will be established after the selection process and will remain in effect until the expiration date, or until the list is deemed exhausted by the division commander responsible for the position. Candidates may be placed on an eligibility list that is numerically ranked or banded, with categories approved by the DHR Director. When filling a vacant position from a banded eligibility list, commanders may select a candidate from any of the categories, even if there are still additional candidates in a higher category. The selection of individuals from a lower category must be articulable and should include the needs of the position as they correlate to the selected candidate knowledge, skills, and abilities. Prior to candidates' notification, the DHR Director will review the results to ensure proper scoring and placement of candidates. Candidates shall be notified in writing of their standing on the list.
4. The SSPBA shall be informed in writing of transfers of all sworn officers within the Department as soon as practicable prior to the release of any transfer list.
5. For all non-disciplinary, non-process transfers, employees shall be given at least one pay period of notice before being reassigned unless waived by the employee.

Section 16.4: General

The provisions of this Article shall be administered in accordance with County Personnel Regulations, Chapters 5 – 8, as in effect on May 16, 2023.

Article 17: Internal Investigative Procedures

Section 17.1: Investigation Policy and Authority

The Police Department's internal investigations are governed by General Order 301, Internal Investigations, dated May 4, 2022, to the extent not inconsistent with this Agreement. The Police Chief and the Department's Internal Affairs Bureau ("IAB") reporting directly to the Chief shall be the only authority authorized by the County to conduct administrative investigations for bargaining unit employees (except under a proper OHREP or Internal Audit Office fraud audit). Nothing in this Article shall preclude the parties from resolving Disputes as outlined in Article 13 of this Agreement.

Section 17.2: Compelled Statements

When a bargaining unit employee is the subject of a criminal investigation, the employee shall not be compelled to make a statement until the criminal investigation has concluded (meaning the investigation has been reviewed by the Office of the Commonwealth's Attorney and a determination has been made not to prosecute or any prosecution has been concluded) unless the employee requests, in writing, to proceed with the administrative investigation. Only the Internal Affairs Bureau or the Chief shall have the power to compel statements by bargaining unit employees. The County will, at a minimum, afford bargaining unit employees all protections

required by law, such as but not limited to, the rights recognized in *Garrity v. New Jersey* and its progeny.

Section 17.3: Confidentiality Orders

When placed under a confidentiality order, the employee shall retain the right to discuss the matter with their SSPBA steward or the SSPBA President (or their designee in their absence). Nothing precludes the employee from speaking to their own legal counsel, notwithstanding any confidentiality order. Should an SSPBA representative attend a discussion or interview, such representative shall be required by FCPD to sign a confidentiality order. Nothing in this Article shall be interpreted to confer the right on bargaining unit employees to have an attorney present during any step of the process outlined in this Article.

Confidentiality orders shall be considered rescinded once final discipline has been issued, unless stated otherwise. If the employee is exonerated or there is no discipline issued, the employee shall be notified as soon as practicable when the investigation is complete, at which time the confidentiality order shall be considered rescinded.

Section. 17.4: Alternative Work Status

If an employee is reassigned, or placed on restricted duty, modified restricted duty, or administrative leave, due to an investigation, the Department shall endeavor to provide the employee with an update when the Administrative Investigation closes and at each step in the review process. Should the alternative work status exceed 180 days, the Department shall provide a detailed written explanation of the reason for the extended time frame along with a projected time frame the alternative work status or investigation will continue.

Section. 17.5: Interviewee Protections and Representation

1. Employees who are the subject of the investigation have a right to representation by SSPBA in any Administrative Investigation. Prior to commencing the first formal discussion of any Administrative Investigation, the employee shall be provided with the Notice of Right to Union Representation Form.
2. In critical incidents, involved employees shall be afforded representation unless or until they have expressly disclaimed representation.
3. An assigned SSPBA Steward shall be permitted to be present for any interview conducted by the IAB if requested by the employee and to review any evidence or exhibits provided to the interviewee.
4. IAB interviews shall be audio recorded or audio/video recorded. The interviewee is entitled to a copy of their own transcript upon their written request. The interviewee may share their transcript with an assigned SSPBA Representative/Steward and/or their attorney, if applicable.
5. The interviewee and their SSPBA Representative/Steward shall be allowed to meet privately before an interview. Additionally, the interviewee and the SSPBA Representative/Steward may request to take reasonable breaks during the interview to speak privately, unless there is a pending question. If a question is pending, the interviewee

needs to respond to the question first, after which the SSPBA Representative/Steward and interviewee may take a break. These private meetings shall not be recorded or observed by the County. The interviewer may not require the interviewee to disclose what was discussed during the break, however, if the interviewee changes an answer, the interviewer may ask why the interviewee changed their answer.

6. SSPBA Representatives/Stewards will not be allowed to answer questions for the employee or direct the employee not to answer any question unless the questioning is in violation of law, this Agreement, or County policies. SSPBA Representatives/Stewards may ask the interviewer to clarify a question that is being asked. Neither employees nor SSPBA Representatives/Stewards shall be permitted to take notes.

Article 18: Discipline

Employee discipline shall be governed in accordance with General Order 310, as revised and to be released no later than July 1, 2024. Only the Chief, commanders, or supervisors as indicated in General Order 310 may issue discipline to police bargaining unit employees. Nothing in this Article shall preclude a respondent from making appropriate determinations as outlined in the County's grievance procedures or in the Dispute Resolution procedures established in this Agreement.

Article 19: Relief from Duty and Criminal Investigations

- A. The Department shall exercise its power to relieve employees of duty pursuant to the Department's current procedures in General Order 302, Relief of Duty, dated May 4, 2022, to the extent that General Order is not inconsistent with this Agreement.
- B. The Department shall exercise its power to investigate criminal allegations against a bargaining unit employee subject to the Department's current procedures in General Order 303, Criminal Investigations of Department Employees, dated April 21, 2023, to the extent that General Order is not inconsistent with this Agreement.
- C. Any change to this Article shall be made in compliance with the process in Article 20 Rules and Regulations, or as required by a change in law.

Article 20: Rules and Regulations/Compliance and Working Conditions

Section 20.1: Entire Agreement

This instrument constitutes the entire Agreement as between the County and SSPBA and may be amended only by mutual agreement which shall be reduced to writing and signed by the parties. During the term of this Agreement, and to the extent not inconsistent with this Agreement, and subject to the procedure outlined in section 20.2, to the extent they directly impact bargaining unit employees' terms and conditions of employment, including wages, salaries, benefits, working conditions, and hours and scheduling of work ("Bargainable Matters") the following written documents shall remain in effect: any written Policy, Rule, Regulation, or Procedural Memoranda

(excluding County Personnel Regulations, which are subject to a separate process), General Order, Command Staff Memoranda, or Standard Operating Procedure that was issued by FCPD or the County on or before July 1, 2024.

The documents listed above will be available electronically to all members of the bargaining unit. If a document listed above conflicts with a provision of this Agreement, the Agreement prevails except where the provision of the Agreement conflicts with applicable (a) federal law or regulation; (b) Virginia law or regulation; or (c) County ordinance.

Section 20.2: Changes to Bargainable Matters

If the County desires to implement a change(s) to any of the above written documents and such change(s) directly impacts Bargainable Matters of bargaining unit employees, the County shall serve SSPBA with advanced notice of the proposed change(s) at least 14 business days prior to any proposed implementation date for such change(s). Upon request by SSPBA, the Parties shall bargain over the change(s), consistent with the CBO as it applies to bargaining unit employees. Should SSPBA fail to request to bargain over the change within ten business days of receipt of the advanced notice, the County can implement the proposed change without bargaining.

The provisions of this section shall not apply to any change in the above written documents that does not impact bargaining unit employees' Bargainable Matters.

Except as otherwise provided for in this Article, unless the parties reach agreement in bargaining on a provision that: (a) the County has agreed is negotiable or (b) the LRA has ruled is negotiable, the status quo shall remain until the matter can be fully bargained at the next round of bargaining authorized by the ordinance.

Section 20.3: Notices

Each party shall, in writing, designate at least one representative to email notices as described in this Article.

Section 20.4: Other Processes

Nothing in this Article shall forbid a party from utilizing other processes for grievance, arbitration, or prohibited practice charge to the extent applicable.

Article 21: Constant Standby and Vehicle Use for Officers on Standby and Callback

Section 21.1: Applicable General Order

When operating a take home vehicle, while on-call, standby, or callback employees will follow General Order 350, Standby and Take-Home Vehicles, dated January 9, 2023, except to the extent modified by this Agreement and the implementation of any recommendations from the working group established in this Article.

Section 21.2: Workgroup

The parties agree to create a workgroup by January 1, 2024, to review General Order 350 and recommend any necessary changes. Members of the working group will consist of SSPBA and management representatives.

Article 22: Off-Duty Take Home Personal Patrol Vehicle Program

The County agrees to create a workgroup by January 1, 2024, to investigate the off duty take home personal patrol vehicle program to include vehicle cost, maintenance cost, etc. Members of the working group will consist of SSPBA and management representatives.

Article 23: Body-Worn Cameras

This Article adopts the FCPD's body-worn camera policy set forth in General Order 509, Body-Worn Camera and In-Car Video Systems, dated April 11, 2022, except as modified below:

When accidental and sensitive recordings occur, such as during an officer's use of a restroom or during a meal break, videos of bargaining unit employees shall be restricted upon request from an officer with a copy to their supervisor or upon request from a supervisor to the Manager of the Field Operations Support Section of ITB at ITServiceDesk@fairfaxcounty.gov. Accidental recordings classified as "No Evidentiary Value" shall be deleted 30 days after event or such time as is consistent with the Library of Virginia Records Retention and Disposition Schedule (General Schedule No. GS-17, Series Number 100796) then in effect.

If the body-worn camera ("BWC") footage BWC footage cannot be deleted, then accidental and sensitive portions of the BWC footage shall be obscured with redaction technology.

When not involved in official police business, employees may remove or disengage their BWC when conferring with legal counsel, Peer Support, SSPBA Representatives/Stewards, or engaging in other legally privileged conversations. If portions of BWC footage contain information covered by legal privilege, it shall be redacted from the footage prior to release outside of the Department.

Article 24: Training

Section 24.1: Mandatory Training

The Department shall continue to provide the proper mandated and in-service training to its employees which shall meet or exceed minimum training standards prescribed by the Commonwealth of Virginia Department of Criminal Justice Services ("DCJS"). The Department shall continue utilizing the standards set forth in SOP 13-050, Mandatory & Specialized Training, dated July 28, 2022.

Section 24.2: Voluntary Training

Employees are encouraged to take advantage of training and educational opportunities needed to increase their efficiency in the performance of their duties and for possible advancement in the Department.

Section 24.3: Cancellation of Training

Mandatory in-service training or other training offered at the Academy shall not be denied or canceled without due cause.

Section 24.4: Training Scheduling and Pay

- A. An employee attending an approved training that is scheduled for less than a full day, shall be paid hour-for-hour. Employees who attend such training off-duty, are eligible for overtime.
- B. An employee attending an approved one-day, two-day, three-day, or four-day course that does not exceed 40 hours shall be able to record their normal regularly scheduled (non-overtime) hours for each day of training (“day-for-day”).
- C. An employee attending training of five days or more shall be permitted to record forty (40) hours or the actual amount of training hours, whichever is greater.

Nothing in this Agreement shall prohibit Department approval of overtime for training when the training hours exceed the employee’s regularly scheduled hours in a day or when operational need would otherwise inhibit an employee's access to training.

Article 25: Seniority

Seniority is determined for Department purposes, except as otherwise noted in County Personnel Regulations:

1. First by rank with the Department.
2. Second by continuous service within the rank with the Department. An employee just promoted has a lower seniority level than an employee of the same rank or grade with an earlier date of promotion. Prior service in another rank or grade within the Police Department, or prior service of any type with another County agency has no bearing on seniority within a given rank.
3. Third by total continuous service with the Department. If there is a break in service (voluntary or involuntary) the employee’s seniority suspends with the last payroll. Seniority resumes when the employee returns to work in a paid status in the same position.
4. Fourth by total continuous service with the County.

For the purposes of specialty teams, specialty teams can create their own specialty-specific seniority.

Article 26: Job Description/Classification/Reclassification

- A. Employees shall have access to bargaining unit FCPD position descriptions and all County class specifications.
- B. Classification/reclassification of positions, position descriptions, and class specifications are exclusively management rights. For encumbered positions, classification/reclassification decisions and changes to position descriptions and updates to class specifications are subject to effects bargaining.
- C. The County or Department shall notify the SSPBA when any position held by a member of the bargaining unit is under a classification or reclassification review. The SSPBA shall be permitted to provide input during the review process.
- D. The County will share any changes to bargaining unit FCPD position descriptions or class specifications with the SSPBA at least ten business days prior to implementation of the changes made to position descriptions or class specifications. This does not remove the County's obligation to engage in effects bargaining.

Article 27: Evaluations

Bargaining unit members will have access to any "360" evaluation tool implemented by the County.

Article 28: Release of Audio, Video, or Images of Fallen/Injured Officers

- A. Out of respect for fallen officers and their families, when a police officer dies in the line of duty, the portions of any photograph(s), audio, or video in the custody and control of FCPD which directly depicts the officer's death shall be redacted prior to any release to the public, unless such redaction: (1) is waived by the officer's next of kin; or (2) is prohibited by law or court order. This Article in no way obligates the Chief of Police to release any video or images.
- B. FCPD has discretion within the bounds of the law with regard to release of audio, video, and images in the custody and control of FCPD. The FCPD, however, will endeavor not to release graphic photographs, audio, or video of any officer with life-threatening injuries incurred in the line of duty.

Article 29: Animal Protection Police Officers

The current rules and regulations covering Animal Protection Police Officers ("APPOs") shall remain in effect except as modified by this Agreement.

Section 29.1: Animal Protection Police Labor Management Committee

The County shall implement a Labor-Management sub-committee for Animal Protection (the "Animal Protection LMC") which shall be co-chaired by one SSPBA Representative who is also an APPO.

The Animal Protection Police LMC shall meet once a quarter, or as needed, in order to streamline communication between bargaining unit APPOs and County/ Department management.

Section 29.2: Non-Standing Units/Special Assignments

The Department shall allow qualified APPOs to apply for positions in non-standing units in the Department or special assignments as determined by the Department.

Section 29.3: Changes to Animal Protection Police Positions

In the event the County makes changes to the Animal Protection Police subject to the County's management rights, the parties shall engage in effects bargaining.

In the event the County chooses not to exercise management rights to make changes to the Animal Protection Police by January 1, 2025, SSPBA shall notify the County of its intent to bargain no later than January 15, 2025, regarding Article 29 of this Agreement. Negotiations shall be in accordance with Article 20 of this Agreement.

Article 30: Canine Handlers

Section 30.1: Applicable SOP

The Department shall continue utilizing the standards set forth for employees assigned to the Canine Section in Internal Canine Section SOP, dated July 15, 2022, unless otherwise provided in this Article. This Article also applies to any employee ("handler"), who is assigned a canine that performs a function or service for the Department. These canines include, but are not limited to: Police Service Dogs, Gun Dogs, EOD Dogs, Peer Support Dogs, Electronic Detection Dogs, and Narcotics Dogs.

Nothing in this Article prohibits the Department from providing benefits to canine handlers in addition to those provided below.

Section 30.2: Compensation

Canine handlers shall be compensated in addition to their regular hours for the care of their canines. Canine Handlers shall be compensated at a rate of one hour of overtime or compensatory time, if eligible for compensatory time, per dog, per day. This applies to both working days and days off.

In the event the canine is kenneled, the handler will receive compensation as described above, the day the dog is dropped off at the kennel and the day it is picked up.

If another handler or other employee is charged with caring for the canine while the primary handler is on leave, the primary officer and the caretaker must determine who will receive the daily compensation as described above, the day of the exchange.

Section 30.3: Equipment

Any employee assigned a canine shall be provided with the necessary equipment and supplies to care for the animal and perform their duties.

Additional supplies may be required depending on the assignment of the canine and handler. Any reasonable supplies or equipment that is needed for the canine and handler, as determined by the Department, to perform their duties or for the handler to provide care for their assigned canine shall be provided by the Department.

Section 30.4: Veterinary Care

The Department shall pay for veterinary care, medications, and other routine husbandry services and supplies as needed for the canine. The handler shall be compensated for the time spent at veterinary or other appointments for the canine.

Section 30.5: Training

The Department shall pay for the training and all training related expenses of Department canines unless provided for otherwise.

Section 30.6: Retirement of Canine

When the decision to retire a Department canine is made, the handler will be given the opportunity to adopt the dog. If the handler chooses not to adopt the dog, the offer will then go to other handlers within the section the canine is assigned. If no one in the section would like to adopt the dog, the offer will be extended to the rest of the Department.

In the event a handler leaves their assignment due to retirement, promotion, or transfer on good terms, they will be offered the opportunity to adopt their canine. If the dog is under the age of five at the time, compensation to the county for the dog will be factored on a case-by-case basis. This will be conducted via consultation with Division Commanders and the Section Supervisors.

The County shall provide for a thorough veterinary exam prior to the dog being officially adopted by an employee.

If the handler is either seriously injured or killed in the line of duty, the dog shall be offered to the family of the employee for adoption at no cost provided the family has the ability to properly care for the dog.

Section 30.7: Peer Support Canine Program

First responders witness and experience various types of traumatic events throughout their careers. Many of these events can have a negative impact on employees over time. Service dogs can play an essential role in assisting first responders and citizens in helping reduce the long-term effects of trauma.

The Department shall work with SSPBA to establish an official Peer Support Canine Program.

HOURS OF WORK

Article 31: Work Shifts and Schedules

Section 31.1: Core Hours

For the purposes of this Agreement, “core hours” shall be equivalent to “regularly scheduled hours” or “regularly scheduled workday” which is defined as the hours in a day an employee is scheduled to work at their regular hourly rate; provided such schedule is routine or known in advance.

Section 31.2: Regular Work Period

Regular work periods consist of 14 days and of regularly scheduled non-overtime hours for bargaining unit employees which vary from 80 hours to 87.5 hours, depending on assignment.

Section 31.3: Hours of Work for Patrol

The Department will negotiate with SSPBA prior to any changes being made to the patrol hours of work or schedule.

Section 31.4: Hours of Work for Detectives

Due to operational or administrative need and the various essential assignments of detective employees, many are required to work non-traditional, compressed, or flex time schedules based on operational necessity. Detectives in the Major Crimes Bureau will be assigned to work 80 hours in a pay period. Consistent with current practice, Detectives will work with their supervisor to schedule their core hours. Detectives will be assigned their core working hours based on seniority within their respective units. Detectives shall have the option of working 8, 9, or, 10-hour days during the pay period with corresponding adjusted days off, with the approval of their supervisor. The Department will negotiate with SSPBA prior to any changes being made in Hours of Work or schedule for Detectives.

Nothing in this provision shall infringe on the Department’s ability to call Detectives in for critical events, call outs, or case specific overtime. A detective may request to work or adjust their core hours outside of the defined scope of this section with supervisory approval.

Section 31.5: Hours of Work for Animal Protection Police Officers

The Department will negotiate with SSPBA prior to any changes being made in the hours of work or schedule for APPOs.

Section 31.6: Provisions Applicable to All Assignments

- A. All days and hours of paid leave shall be treated as hours worked.
- B. The Department shall not vary or rearrange an employee’s scheduled tour of duty hours to avoid the payment of overtime unless agreed to at the sole option of the employee. However, any overtime must be approved in advance by the employee’s supervisor.
- C. The Department will negotiate with SSPBA prior to any changes being made in hours of work or schedule of other assignments.

Article 32: Emergency Staffing

Emergency staffing shall be administered in accordance with SOP 04-017, Emergency Staffing Plan, dated October 1, 2010.

The SSPBA President or their designee, shall be provided periodic updates on staffing and expectations of returning to Level 1 staffing. Should Level 2 staffing or above be implemented longer than 180 days, and should the SSPBA submit a request to bargain, such request shall be limited to bargaining over new schedules.

Article 33: Meetings

Employees will be compensated for meetings scheduled outside the employee’s regularly scheduled hours as follows:

- 1. Employees attending in-person meetings for Department purposes are credited with a minimum of three hours, excluding travel time, regardless of the number of hours actually worked. If the employee is required to work more than three hours, the employee is compensated for each hour of meeting attendance or other required work.
- 2. Employees attending virtual meetings for Department purposes are credited with a minimum of one hour, regardless of the number of hours actually worked. If the employee is required to work more than one hour, the employee is compensated for each hour of meeting attendance or other required work.

WAGE PROVISIONS

Article 34: Pay

Section 34.1: Changes to O-Plan

Effective July 1, 2024, the County shall implement the following changes to the O-Plan (**Attachment A**). The O-Plan reflects a 3% increase to the pay scale and either a 2% Cost-of-Living-Adjustment (“COLA”) or the funded Market Rate Adjustment (“MRA”), whichever is higher.

Section 34.2: Additional Longevity Step

In addition to the 15-, 20-, and 25-year longevity steps, the O-Plan shall have an additional 10-year longevity step (Step 10) inserted into the pay scale, increasing the total number of possible steps to 13.

Section 34.3: Fiscal Year 2026

FY 2026 shall consist of O-Plan FY 2025 with an additional increase of 2%, and either a 2% COLA or the funded MRA, whichever is higher. These increases will be effective on July 1, 2025.

Section 34.4: Fiscal Year 2027

FY 2027 shall consist of O-Plan FY 2026 with an additional 1% increase and either a 2% COLA or the funded MRA, whichever is higher. These increases will be effective on July 1, 2026.

Section 34.5: Administration of O-Plan

The O-Plan shall be administered in accordance with County Personnel Regulations Chapter 4, dated October 8, 2022, to the extent consistent with this Agreement.

Section 34.6: COLA or MRA

As described above, the County shall apply a 2% COLA to the scale each year the Agreement is in force beginning FY 2025. In the event that the County continues to fund an MRA for other County Employees that is higher than the 2% COLA, employees will receive the higher MRA instead of the 2% COLA.

Article 35: Retention of Existing Compensation, et al.

This Agreement provides for certain types of compensation, benefits, and working conditions captured in written policy. The Parties do not intend this Agreement to abrogate existing types of compensation, benefits, or working conditions captured in writing by an authorized County official currently enjoyed by bargaining unit members as of the effective date of this Agreement, unless expressly provided for in this Agreement.

Article 36: Overtime and Compensatory Time

Employees shall continue to receive pay in accordance with County Personnel Regulations and Policies and practices as of August 31, 2023, for overtime, compensatory time, court time, and call-back pay, but in no case shall such amount be less than as provided for in the following Articles or as required by law.

Employees have the option to receive overtime compensation in the form of compensatory time off (i.e., depending on overtime status, callback) with pay at the appropriate rate in lieu of paid overtime.

Article 37: Acting Pay

Acting pay will be administered in accordance with Personnel/Payroll Administration Policies and Procedures (“PPAPP”) 7, Acting Capacity Promotion, dated December 30, 2012, and Chapter 8 of the Personnel Regulations as of October 8th, 2022.

A bargaining unit employee will receive temporary acting capacity promotion compensation (“acting capacity compensation”) when a bargaining unit employee is asked to temporarily assume and does assume the full duties as identified in the higher rank’s position description for a period of time not less than four calendar weeks (including any leave, days off, or other duties in the interim, so long as performance of the higher rank’s responsibilities persist).

Upon reaching the threshold of four calendar weeks, acting capacity compensation shall be administered retroactively to the date the employee first began assuming the duties of the higher rank, or, if in the middle of a pay period, the acting capacity compensation shall be effective at the beginning of the next pay period. Nothing will preclude the Department from implementing acting capacity compensation sooner when it is known at the onset or shortly thereafter that circumstances giving rise to the need for the employee to assume the higher rank’s position duties is for a period of four or more calendar weeks.

Article 38: Court Pay

When an employee is in court during the employee’s regular scheduled work shift, the employee is paid the same as if the employee was performing any other assignment during that work time.

Employees who are required to report to court outside of their regularly scheduled hours will be compensated with “Court Overtime” O301. Employees are credited with a minimum of three hours, regardless of the number of hours actually worked. If the employee is required to work more than three hours, the employee is compensated for each hour of court attendance, excluding travel time. If an employee’s off duty court appearance is waived within 24 hours of said appearance, that employee will be compensated with one hour of O301 “Court Overtime.”

If an employee is required to report to court for court appearances beginning two or more hours before the regularly scheduled shift, the employee is entitled to three hours minimum.

Article 39: Call-Back Pay

Call-back pay will be administered in accordance with GO 340, Non-Regular Employment, dated November 7, 2022, to the extent consistent with this Agreement.

An employee who is called back from off-duty to work an approved operation or Department assignment with 96 hours or less notice from approval and does in fact perform duties on behalf of the Department during their normal off-duty hours shall be compensated at the applicable overtime rate of pay and will be paid for a minimum of four hours regardless of the amount of time worked.

If an officer is eligible under both this Call-back Pay Article and another policy or Article (such as overtime or Court Pay), the employee will receive the higher level of pay or benefits.

Article 40: On Call

If, outside of any sworn employee's scheduled work hours, an employee is required to restrict their travel and/or activity for any reason to remain available to work with the Department, or required to carry their county issued cell phone and be expected to respond to events within a reasonable time should the need arise, the employee shall be compensated with on call pay and shall be afforded a take home vehicle.

On-call employees will receive compensation as follows (in addition to callback for actually being called out):

1. one hour of **pay** or **compensatory time earned** for each scheduled workday on-call;
2. two hours of **pay** or **compensatory time earned** for each scheduled day off on-call; and
3. two hours of **pay** or **compensatory time earned** for holiday time off with pay on-call.

Article 41: Shift Differential

Shift Differential shall be provided to bargaining unit employees for all regular hours worked during the listed time frames.

1. **\$1.06** additionally an hour shall be provided for any employee working four or more hours between **1300** to **1959** hours.
2. **\$1.56** additionally an hour shall be provided for any employee working four or more hours between **2000** to **0700** hours.

Article 42: Correcting Errors in Pay

The Department's Payroll Section shall notify an employee in writing as soon as reasonably possible when an error in pay for a bargaining unit employee is discovered.

When an employee is underpaid as a result of a pay error, the employee will be paid the amount owed. Such repayment shall not be inconsistent with applicable Virginia or federal law.

When an employee is overpaid as a result of a pay error, the employee shall be responsible for reimbursing the County for the overpayment. Repayment shall be made over a period not to exceed four pay periods, such number of pay periods being at the choice of employee, unless, on a case-by-case basis, a longer repayment period is approved by County Payroll. The County shall provide the employee with a written advanced notice of the deduction with a recommended fixed rate and duration. If no election is made by the employee, County Payroll will determine the rate and duration of repayment.

Article 43: Retroactive Pay

In the event that negotiations or implementation of any subsequent collective bargaining agreements last beyond the expiration of this Agreement, the parties will negotiate whether retroactive pay will apply.

Article 44: Detective Stipend

Employees assigned to the role of detective shall earn a \$3.00 per hour stipend when actively assigned to the following units as a Detective, Detective Sergeant, or Detective Lieutenant. Employees in Supplemental detective positions shall receive the stipend only when actively assigned to the below units and when actively engaged in the operational performance of their respective unit.

Detective positions include those in the following bureaus or units:

- Crash Reconstruction Unit;
- Organized Crime and Intelligence Bureau;
- Major Crimes Bureau;
- Tyson’s Urban Team;
- Personnel Resources Division; and
- any other detective positions authorized by the Chief of Police.

Hour for hour stipend compensation only applies when performing the duties of a Detective.

Article 45: Field Training Officer Compensation

Employees who have been certified by the Virginia Department of Criminal Justice Services and the Academy as a Field Training Instructor (“FTI”) shall receive a Field Training Stipend of \$6.00 per hour while they are assigned as a Primary FTI. If working as a Secondary FTI, the FTI will be paid during hours working with a trainee. As with other stipends, this stipend shall be applied in addition to any applicable overtime, call-back, court pay, shift differential, or other pay rates other than the standard rate of pay. The stipend rate shall not be multiplied by the applicable rates for the core hours (i.e., 1.5 times for overtime).

Article 46: Education Incentive Plan

Any bargaining unit employee who has received or obtains a Bachelor’s Degree, Master’s Degree, or Doctorate Degree, from an accredited college or university, while employed at the FCPD, shall receive a one-step increase on the O-pay plan.

Proof of degrees must be submitted to the Police Department within six months of receiving such degrees or the implementation of this Agreement, whichever is later. Bargaining unit members who receive a degree as outlined in this Article will receive a maximum of one step, even if other degrees are also obtained.

Article 47: Police Foreign Language Skill Stipend

The language stipend will be administered in accordance with PPAPP 52, Foreign Language Skills Compensation, dated November 27, 2019.

In addition to the County language stipend in PPAPP 52, employees who pass the language skill assessment as detailed in PPAPP 52, shall receive \$800.00 per calendar year. This stipend will be paid in equal installments each pay period and will be pro-rated based on the date the employee obtains the certification.

Those employees who receive the County and Department stipends are expected to comply with requests to utilize their language skill.

Article 48: Operational Hazard Stipend

Officers assigned to the full time Tactical Team (“SWAT”) and Decentralized Tactical Team (“DSWAT”), full time and Supplemental Motors Squad, Tactical Flight Officers, Civil Disturbance Unit, Explosives Ordinance Disposal (“EOD”), Underwater Search and Rescue (“USR”), and the Canine Section will receive a \$3.00 hourly stipend when actively assigned to these units or, for supplemental team members, when actively engaged in the operational performance of their respective unit.

Hour for hour stipend compensation only applies when performing the duties of the respective units above.

Article 49: Pay During Emergencies and Inclement Weather

When an emergency is declared in accordance with County Personnel Regulations, Chapter 10, Leave for Inclement Weather or Other Emergency, the following shall apply:

1. Members of the bargaining unit who are required to work in accordance with Personnel Regulation, Chapter 10, Leave for Inclement Weather or Other Emergency shall receive an additional payment of one times their regular hourly rate on an hour-for-hour basis in accordance with Chapter 4, Holiday/Emergency Administrative Leave, as of August 21, 2023, in addition to all other compensation due to them.
2. The County shall provide housing and per diem to employees required to respond to work in an emergency or inclement weather should they be unable to safely travel to their home after their shift.

Article 50: Daylight Savings

Employees who work a shift that crosses over daylight saving time should code one hour of annual leave, compensatory leave or work an additional hour in the work period.

Employees who work a shift that crosses over the return to standard time are entitled to an additional hour of compensation for the additional hour they work.

HEALTH AND SAFETY PROVISIONS

Article 51: Fitness Incentive Program

Section 51.1: Implementation of Fitness Incentive Program

The Department shall implement a Fitness Incentive Program by July 1, 2024. This Fitness Incentive Program shall have readily accessible standards viewable by employees within the bargaining unit.

Standards of the program shall be developed by Wellfit staff with input from Department representatives and the SSPBA President or their designee. The FCPD and SSPBA shall meet and discuss the feasibility of adopting incentives for those who meet or exceed standards.

Section 51.2: On-Duty Exercise

The Department shall continue to afford employees the ability to exercise on-duty as currently permitted for the “Health and Wellness” program.

Article 52: Light Duty

The Police Department shall maintain a **Light Duty Program** in accordance with General Order 331, Restricted Duty, dated August 1, 2023, for unit employees placed on restricted medical status (“light duty”). The Department may designate a Light Duty Coordinator (“LDC”) position for the purposes of coordinating this program.

The goals of the program are as follows:

1. To assist unit employees in the return to their full duty status and position within the Department;
2. To take consideration of the unit employee's skills and abilities within the limitations of their medical restrictions for light duty assignment.

The Department will share with SSPBA in advance its plan for a Light Duty Program and consider input from SSPBA on possible changes to the Program.

Article 53: Lactation

Employees who require time to express breast milk shall do so in accordance with PM 39-02 Employment Policies and Procedures Relating to Pregnancy and Childbirth, dated July 1, 2020, and applicable law. However, County policy applied to bargaining unit employees shall at a minimum provide as follows:

In an effort to support mothers working in law enforcement and to ensure compliance with federal law, the County shall provide reasonable paid break time for an employee to express breast milk for one year after the child's birth each time that employee has need to express the milk. The Department shall provide a place, other than a bathroom, that affords privacy and is free from intrusion from co-workers and the public, which may be used by an employee to express breast milk.

If any change in law, ordinance, or policy occurs in the duration of this Agreement that provide for greater protections, those protections shall also apply in addition to those described in this Article.

Article 54: Mental Health and Wellness Services

The Department shall continue to maintain employee access to an array of employee support services, including but not limited to: the Peer Support Team, psychologists/clinicians, police Chaplaincy, and other County or contracted services.

These services shall be designed to help unit employees maintain their professional and personal mental health/wellness.

Access to these services shall also extend to family members of employees, retired employees, or family members of employees who have died in the line of duty.

The Department shall also continue to provide access to mental health services for bargaining unit employees, when such employees have been:

1. relieved of duty;
2. relieved of duty by IA;
3. separated from employment;
4. placed on administrative leave;
5. retired from the Department; or
6. placed on restricted duty or modified restricted duty.

These services shall continue for up to one month after separation or one month after the conclusion of any grievance process or appeal concerning the employee's separation, whichever is later.

The Department will consult with SSPBA regarding the options for services provided to bargaining unit employees.

Nothing in this Agreement shall prohibit the County or Department from providing additional services or benefits not named in this Agreement.

REIMBURSEMENTS AND ALLOWANCES

Article 55: Uniform and Equipment Allowances

Section 55.1: Generally

The Department will provide for all initial issuance of uniforms and equipment, along with replacement of uniforms and mandatory equipment based on normal wear and tear of uniforms and equipment as determined by the employee's supervisor. Keeping with the current practice, employees will be provided an allowance for the cost of cleaning and upkeep of provided uniforms and equipment. The allowance shall be provided annually to employees in July of each year.

Section 55.2: Amount of Allowance

The County will continue to provide a uniform allowance in accordance with its policy as of July 1, 2024 (\$600.00 for standard uniform allowance and an additional \$750.00 for detectives).

Article 56: Reimbursement for Property Damage

The FCPD agrees to administer a procedure for reimbursement to employees for personal property damage that occurs during the course of their official duties or that is seized as evidence after a critical incident.

LEAVE PROVISIONS

Article 57: FMLA and FMLA Education

The County shall continue to provide online and in-person training to bargaining unit employees, regarding their rights and responsibilities under The Family Medical Leave Act (FMLA) and Fairfax County Paid Family Leave, and other applicable federal, Virginia, or County leave programs.

FMLA will be granted in accordance with applicable law.

Article 58: Holidays, Holiday Leave, and Holiday Pay

Bargaining unit employees shall be compensated, either by holiday pay, holiday compensatory time, or holiday leave in accordance with County Personnel Regulations Chapters 4 and 10 and PPAPP 14B, Absence/Attendance Reporting for Law Enforcement Personnel as Defined in Personnel Regulations, Chapter 2, dated May 1, 2018, for the following holidays each year. Nothing in this Article shall prohibit compensation for additional holidays approved by the County Board of Supervisors or the County Executive.

- New Year's Day
- Martin Luther King, Jr.'s Day
- George Washington's Day/Presidents' Day
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Election Day
- Veterans Day
- Thanksgiving Day

Day After Thanksgiving
Christmas Eve
Christmas Day
Inauguration Day (January 20, every fourth year)

Christmas Eve shall be considered a full day holiday for employees regularly scheduled or otherwise be required to work and for purposes of granting Holiday Leave.

When a holiday falls on an employee's scheduled day off, the employee shall, at the employee's discretion, be credited holiday compensatory time or be paid holiday pay not exceeding eight hours (four hours for a half-day holiday) at the employee's regular hourly rate of pay. If the employee has been approved to work on a scheduled day off which is also a holiday, the next section shall apply.

When a holiday falls on an employee's regularly scheduled workday:

The employee shall be granted holiday compensatory time or holiday pay, hour for hour, equivalent to the total number of hours the employee is working on a holiday (including, but not limited to: overtime hours, callback hours, held hours, etc.).

Article 59: Paid Leave Generally

Other than as provided in this Agreement, paid leave for bargaining unit employees shall otherwise continue to be regulated in accordance with County Personnel Regulations Chapters 4 and 10 as of May 29, 2023, as well as any procedural memorandum issued by the DHR as of May 29, 2023. Bargaining unit employees shall be afforded at minimum the same leave benefits and offerings as other County employees for items not mentioned specifically in this article.

Article 60: Annual Leave

Annual leave shall be credited in accordance with County Personnel Regulations Chapter 10.

Article 61: Sick Leave

Employees may utilize sick leave in accordance with County Personnel Regulations Chapter 10.

Article 62: Injury Leave

Any employee injured in the line of duty and placed on Injury Leave shall receive no loss in base pay while in this status. The County shall ensure the employee is compensated at their base rate, without use of the employees accrued paid leave, unless the injury leave is denied or it is determined the employee must be debited accrued leave in conformance with County Personnel Regulations Chapter 10 and PPAPP 23, Injury Leave, dated February 24, 2021.

Article 63: Bereavement Leave

Employees shall be provided bereavement leave. Employees are entitled to use no more than the equivalent of three regularly scheduled shifts of their “core hours” on an annual basis.

Use of bereavement leave shall not be denied based on a request for proof of loss before the bereavement leave is taken. The Department may request proof of death if there is suspicion of abuse.

Article 64: Volunteer Leave

Employees shall be provided volunteer leave. Employees are entitled to use no more than the equivalent of two regularly scheduled shifts of their “Core Hours” on an annual basis.

Employees utilizing volunteer leave shall be permitted to utilize leave for the entirety of their regularly scheduled hours on the day of the volunteer activity, whether or not the actual volunteer activity occurs during the regularly scheduled hours.

Article 65: Administrative Leave

Employees shall be granted administrative leave in lieu of adjusting their shift outside of regularly scheduled shift hours when they are required to comply with regulations regarding maximum hours worked, mandatory rest periods, or any other regulation required by the County. This provision does not apply when an employee voluntarily works overtime.

When a Department employee’s authority is suspended and they are temporarily relieved from performing the duties of their position and the Chief of Police or their designee does not temporarily assign the employee to other duties then administrative leave shall be granted to the employee.

Article 66: Compensatory Leave

- A. Employees may accrue compensatory leave up to a maximum of 240 hours. In the event the County increases the maximum amount of compensatory leave for General County employees, bargaining unit members may accrue leave up to such increase.
- B. An employee who has accrued compensatory leave shall be permitted to use such time off with at least seven days of advanced notice unless it would unduly disrupt the operations of the agency.
- C. Employees may request to use compensatory leave with less than seven days of advanced notice. Such requests will be approved at the discretion of their supervisor and may be denied where the absence would be unduly disruptive to the operational and safety needs of the Department. Pursuant to 29 CFR 553.25 “unduly disrupt” is defined as follows:

When an employer receives a request for compensatory time off, it shall be honored unless to do so would be “unduly disruptive” to the agency's operations. Mere

inconvenience to the employer is an insufficient basis for denial of a request for compensatory time off. (See H. Rep. 99–331, p. 23.). For an agency to turn down a request from an employee for compensatory time off requires that it should reasonably and in good faith anticipate that it would impose an unreasonable burden on the agency's ability to provide services of acceptable quality and quantity for the public during the time requested without the use of the employee's services.

Article 67: Military Leave and Pay

- A. An employee who is required to serve in a military training or reserve program of the Armed Forces of the United States shall be entitled to Military Leave with pay as set forth below, provided they offer valid proof of such military service. A copy of such employee's military orders must be submitted to the County by the employee. The employee shall be credited up to 21 workdays, the maximum allotted under Va. Code § 44-93, of Military Leave for these purposes. The amount of leave credited shall be increased to the maximum allowable amount under Va. Code § 44-93 and Va. Code § 44-204 should a legislative change occur during the duration of this Agreement.
- B. An employee who is required to perform emergency civilian or military duties, pursuant to an executive order issued by the President of the United States or other authorizing state authority, shall be granted leave in compliance with Chapter Ten of the Personnel Regulations and PPAPP 17, Military Leave, dated July 1, 2022, as well as federal and Virginia regulations.
- C. If the employee is utilizing unpaid leave for the military purposes described above and the employee's base pay with the County is more than the employee's military pay and allowances, the employee may elect to be paid the difference between the employee's base pay rate and the employee's military pay and allowances. To be eligible for the pay differential, bargaining unit members must elect this option in accordance with the County's Military Pay Differential Program.
- D. In regard to other rights and benefits, employees are entitled to the same rights and benefits generally provided to other employees having similar seniority, status, and pay who are on a furlough or leave of absence. Employees may be required to pay the employee cost of such benefits to the extent that other employees similarly situated are required to do so.
- E. The employee shall furnish to the County a copy of the military orders calling the employee to active duty and include official verification of the military pay and allowances.

BENEFITS PROVISIONS

Article 68: Benefits Generally

Bargaining unit employees shall not be provided benefits that are inferior to other County personnel. If the County agrees to provide an increase in benefits to another bargaining unit, then the County shall also offer members of this bargaining unit the same increase in benefits. This

parity of benefits will apply to all employee benefits, including, but not limited to: health insurance, dental and vision insurance, life insurance, long-term disability insurance, retirement benefits, and all types of leave.

See benefits eligibility chart, DHR Benefits Division for the definition of an “eligible employee.”

Article 69: Medical, Dental, and Vision Insurance

Section 69.1

The County shall continue to provide each eligible employee with the option to participate in the County's medical, dental, and vision insurance plans with the same plan design, premiums, and other terms and conditions as other County employees. The details of the current plans are available online in the Fairfax County Active Employee Benefit Guide,

Section 69.2

The County shall contribute to each eligible employee's County medical, dental, and vision plan at the contribution percentages in effect as of May 31, 2023.

Section 69.3

Relevant benefit information will be available via the County Intranet in advance of each annual Open Enrollment period.

Section 69.4

The County shall offer a Flexible Spending Account (“FSA”) to eligible employees.

Article 70: Life Insurance

The County shall continue to provide eligible employees with the option to participate in the County's life insurance and accidental death and dismemberment insurance (“AD&D”) plans under the same terms and conditions as all other eligible employees. The County shall continue to offer basic life insurance at the level of at least one time the employee's salary (rounded up to the nearest thousand) at no cost to the employee.

The County shall continue to provide an option for eligible employees to obtain supplemental employee life insurance and AD&D with employees making 100% of the contribution. The County may amend the structure of such plans from time to time. The County will present any change(s) to the SSPBA prior to implementation. Eligible employees will be provided information via the County Intranet in advance of each annual Open Enrollment period.

Article 71: Insurance Committee

The SSPBA shall have the right to establish an Insurance Committee. The Committee may review insurance-related documents and present recommendations to the County with regards to coverage. Any action on these recommendations must be in compliance with Virginia and federal law and regulations and is subject to County approval, which may include a fiscal impact study.

Article 72: Disability Benefits

The County shall continue to provide each eligible employee with the option to participate in the County's voluntary Long-Term Disability ("LTD") insurance plan. Eligible employees will be provided information on the County's Intranet in advance of each annual Open Enrollment period.

Article 73: Selection Advisory Committee

One bargaining unit member will be invited to serve on the Selection Advisory Committees when the County distributes Request for Proposals ("RFP") related to County Benefit Plans (specific RFPs for medical plans, HSA, FSA, Medicare Advantage plans, dental plans, vision plans, Group Life Insurance, LTD, and deferred compensation plan recordkeeper).

Article 74: Retirement and Pension Generally

Section 74.1: Retirement and Pension Benefits

- A. Except as provided in Section 74.2 of this Article, all retirement and pension benefits will remain the same except as modified with the agreement of the parties or as established in this Agreement.
- B. The County will be able to make changes to the retirement and pension plans when required by applicable law or regulation. In addition, the County can make administrative changes, such as changing third-party vendors, at the County's discretion.

Section 74.2: Purchase of Up to 4 Years of Prior Law Enforcement or Active-Duty Military Service

- A. Subject to the recommendation of the Board of Trustees for the Fairfax County Police Officers Retirement System ("PORS") and the Board of Trustees for the Fairfax County Uniformed Retirement System ("URS") (collectively, the "Systems"), and subsequent approval by the Board of Supervisors, the County agrees to amend the respective ordinances for the for the PORS and URS, effective once approved by the necessary parties, but no later than July 1, 2024, to provide that any member in active service who is a sworn member of the Fairfax County Police Department may purchase service credit for: (1) service as a full-time sworn employee of another federal, state, or local government law enforcement agency in the United States or of a private university located in the United States; and (2) prior active-duty military service in the armed forces of the United States, provided that the discharge from a period of

active-duty status with the armed forces was not dishonorable. For purposes of this Article, such amendment shall be referred to as the “Amendment.”

- B. Under the Amendment, no member in service shall be allowed to purchase more than a total of four years of service credit. Nor shall any member in service be allowed to purchase service credit included in the calculation of any retirement allowance received or to be received by the member from the PORS or URS, as applicable, or other retirement system, or if there is a balance in a defined contribution account that serves as a primary retirement account related to such service, except as otherwise required by Chapter 1223 of Title 10 of the United States Code, as amended. The Amendment shall also provide that service credit purchased pursuant to its provisions shall apply to the calculation of the member’s retirement allowance and the calculation of the member’s retirement eligibility but shall not apply to the vesting requirements of the PORS or URS, as applicable.
- C. Service credit purchased pursuant to part (1) of the Amendment shall be credited to the member in accordance with the PORS or URS ordinance, as applicable. In addition, a member shall be eligible to purchase service credit pursuant to part (1) of the Amendment to make up any difference between the total amount of service credit earned while serving as a full-time sworn employee of another federal, state, or local government law enforcement agency in the United States or of a private university located in the United States (“total prior service credit”) and the amount of portability service credit (as defined in the PORS or URS ordinance, as applicable) the member is allowed to purchase from the PORS or URS, as applicable, under any agreement concerning reciprocal asset transfer and/or pension portability between the County and the Virginia Retirement System (“VRS”) or any other political subdivision of the Commonwealth of Virginia. In other words, nothing in this Amendment shall preclude a member from porting their applicable time and purchasing service credit for a combined total of not more than four years.
- D. Service credit purchased pursuant to part (2) of the Amendment shall be credited to a member only for each full month of service, as indicated on the member’s DD-214 submitted to the Fairfax County Retirement Administration Agency (“RAA”).
- E. For purposes of the Amendment, “active-duty military service” shall mean full-time service of at least 180 consecutive days in the United States Army, Marine Corps, Navy, Air Force, Space Force, Coast Guard, or reserve components thereof (including the National Guard). “State” shall include the District of Columbia and any territory of the United States. “Local government” shall mean any political subdivision of the Commonwealth of Virginia or another state.
- F. The Amendment shall allow the member to make payment for covered service credits in a lump sum at the time of purchase, through the transfer of funds from another retirement account, as permitted by and consistent with federal and state law, or by a payment plan with a maximum duration of 48 months, or any combination thereof. Regardless of the method of payment, the member shall be responsible for paying the full costs of the service credits, including any increase in cost due to the timing of payments. In addition, any member who chooses a payment plan shall enter into a contract with the RAA, which shall be responsible

for calculating the total cost of the purchase, including any applicable interest. The contract shall provide that, in the event the member terminates the payment plan prior to making full payment, the member shall only be credited service credits equivalent to the total amount of the payments made prior to the termination.

MISCELLANEOUS PROVISIONS

Article 75: Savings and Legality Clause

If any provision of this Agreement is subsequently declared by legislative or judicial authority to be unlawful, unenforceable, or not in accordance with applicable statutes, all other provisions of this Agreement shall remain in full force and effect for the duration of this Agreement and the parties shall meet as soon as possible to negotiate a substitute to the unlawful, unenforceable, or otherwise invalid provision.

Article 76: Duration

This Agreement shall become effective on July 1, 2024, in accordance with CBO Sec. 3-10-13 and shall continue in full force and effect through June 30, 2027.

This Agreement shall be automatically renewed from year to year after June 30, 2027. Either Party may notify the other in writing no later than March 1, 2026 (or March 1 of any subsequent year thereafter in the case of an automatic renewal) that it desires to terminate, modify, or amend this Agreement. However, the provisions of this Agreement shall continue in effect following the expiration of its term until superseded by a new agreement or the parties mutually agree to terminate the Agreement.

Nothing in this Article shall preclude designated Articles from taking effect earlier if agreed by the parties or expressly provided for in an individual Article.

Article 77: Legal Defense and Representation

- A. The County will defend and indemnify bargaining unit employees at or above the level currently enjoyed by employees and defined by Fairfax County Board of Supervisors Indemnification Resolution dated September 22, 1997 (Indemnification and Representation of Officers and Employees).
- B. In the event that the County decides to provide such protection to the bargaining unit employees in whole or in part by the purchase of a policy or liability insurance, the amount of liability insurance will be available electronically.

IN WITNESS WHEREOF, the parties to this Agreement have caused their names to be subscribed below by their duly authorized officers and representatives on this _____ day of _____, 2024.

Fairfax County, Virginia

Fairfax County Chapter of the Southern States
Police Benevolent Association

Bryan Hill
County Executive

NAME

Kevin Davis
Police Chief

NAME
Negotiating Committee

Shelley Scianna
Deputy Director, Department of Human
Resources

NAME
Negotiating Committee

NAME
Negotiating Committee

COMPENSATION PLAN - FY 2025
PAY PLAN - O

PAY GRADE	Ranks	RATE	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13
O16		ANNUAL	62,651.89	65,784.78	69,074.10	72,527.52	76,154.21	79,961.65	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,155.98	112,513.86
		BIWEEKLY	2,409.69	2,530.18	2,656.70	2,789.52	2,929.01	3,075.45	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.38	4,327.46
		HOURLY	30.1211	31.6273	33.2087	34.8690	36.6126	38.4431	40.3654	42.3835	44.5027	46.7280	49.0642	51.5173	54.0932
O17	Animal Protection Police Officer	ANNUAL	65,784.78	69,074.10	72,527.52	76,154.21	79,961.65	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.27	118,140.05
		BIWEEKLY	2,530.18	2,656.70	2,789.52	2,929.01	3,075.45	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.47	4,543.85
		HOURLY	31.6273	33.2087	34.8690	36.6126	38.4431	40.3654	42.3835	44.5027	46.7280	49.0642	51.5174	54.0934	56.7981
O18	Police Officer Master Animal Protection Police Officer	ANNUAL	69,074.10	72,527.52	76,154.21	79,961.65	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,047.04
		BIWEEKLY	2,656.70	2,789.52	2,929.01	3,075.45	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.04
		HOURLY	33.2087	34.8690	36.6126	38.4431	40.3654	42.3835	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6380
O19	Master Police Officer	ANNUAL	72,527.52	76,154.21	79,961.65	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,249.18
		BIWEEKLY	2,789.52	2,929.01	3,075.45	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.58
		HOURLY	34.8690	36.6126	38.4431	40.3654	42.3835	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6198
O20	Animal Protection Police Sergeant	ANNUAL	76,154.21	79,961.65	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,249.18	136,761.66
		BIWEEKLY	2,929.01	3,075.45	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.58	5,260.06
		HOURLY	36.6126	38.4431	40.3654	42.3835	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6198	65.7508
O21	Animal Protection Police 2nd Lieutenant	ANNUAL	79,961.65	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.25
		BIWEEKLY	3,075.45	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.05
		HOURLY	38.4431	40.3654	42.3835	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0381
O22	Police Sergeant (Police 2nd Lieutenant)	ANNUAL	83,960.03	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.41
		BIWEEKLY	3,229.23	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.21
		HOURLY	40.3654	42.3835	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4901
O23		ANNUAL	88,157.68	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.41	158,318.37
		BIWEEKLY	3,390.68	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.21	6,089.17
		HOURLY	42.3835	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4901	76.1146
O24		ANNUAL	92,565.62	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.02
		BIWEEKLY	3,560.22	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62
		HOURLY	44.5027	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9202

**COMPENSATION PLAN - FY 2025
PAY PLAN - O**

PAY GRADE	Ranks	RATE	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13
O25		ANNUAL	97,194.24	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90
		BIWEEKLY	3,738.24	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30
		HOURLY	46.7280	49.0642	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163
O26	Police Lieutenant	ANNUAL	102,053.54	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17
		BIWEEKLY	3,925.14	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97
		HOURLY	49.0642	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121
O27		ANNUAL	107,156.19	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82
		BIWEEKLY	4,121.39	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42
		HOURLY	51.5174	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177
O28		ANNUAL	112,514.06	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82	202,058.69
		BIWEEKLY	4,327.46	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42	7,771.49
		HOURLY	54.0933	56.7981	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177	97.1436
O29	Police Captain	ANNUAL	118,140.05	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82	202,058.69	212,161.66
		BIWEEKLY	4,543.85	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42	7,771.49	8,160.06
		HOURLY	56.7981	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177	97.1436	102.0008
O30		ANNUAL	124,046.83	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82	202,058.69	212,161.66	222,769.66
		BIWEEKLY	4,771.03	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42	7,771.49	8,160.06	8,568.06
		HOURLY	59.6379	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177	97.1436	102.0008	107.1008
O31	Police Major	ANNUAL	130,248.77	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82	202,058.69	212,161.66	222,769.87	233,908.27
		BIWEEKLY	5,009.57	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42	7,771.49	8,160.06	8,568.07	8,996.47
		HOURLY	62.6196	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177	97.1436	102.0008	107.1009	112.4559
O32		ANNUAL	136,761.25	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82	202,058.69	212,161.66	222,769.87	233,908.48	245,603.90
		BIWEEKLY	5,260.05	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42	7,771.49	8,160.06	8,568.07	8,996.48	9,446.30
		HOURLY	65.7506	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177	97.1436	102.0008	107.1009	112.4560	118.0788
O33	Deputy Chief of Police	ANNUAL	143,599.46	150,779.20	158,318.16	166,234.22	174,545.90	183,273.17	192,436.82	202,058.69	212,161.66	222,769.87	233,908.27	245,603.49	257,883.60
		BIWEEKLY	5,523.06	5,799.20	6,089.16	6,393.62	6,713.30	7,048.97	7,401.42	7,771.49	8,160.06	8,568.07	8,996.47	9,446.29	9,918.60
		HOURLY	69.0382	72.4900	76.1145	79.9203	83.9163	88.1121	92.5177	97.1436	102.0008	107.1009	112.4559	118.0786	123.9825

COMPENSATION PLAN - FY 2026
PAY PLAN - O

PAY GRADE	Ranks	RATE	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13
O16		ANNUAL	65,183.04	68,442.40	71,864.62	75,457.62	79,230.74	83,192.10	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.09	117,059.49
		BIWEEKLY	2,507.04	2,632.40	2,764.02	2,902.22	3,047.34	3,199.70	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.89	4,502.29
		HOURLY	31.3380	32.9050	34.5503	36.2777	38.0917	39.9962	41.9962	44.0958	46.3006	48.6158	51.0464	53.5986	56.2786
O17	Animal Protection Police Officer	ANNUAL	68,442.40	71,864.62	75,457.62	79,230.74	83,192.10	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.90	122,912.82
		BIWEEKLY	2,632.40	2,764.02	2,902.22	3,047.34	3,199.70	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42
		HOURLY	32.9050	34.5503	36.2777	38.0917	39.9962	41.9962	44.0958	46.3006	48.6158	51.0464	53.5987	56.2788	59.0927
O18	Police Officer Master Animal Protection Police Officer	ANNUAL	71,864.62	75,457.62	79,230.74	83,192.10	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.59
		BIWEEKLY	2,764.02	2,902.22	3,047.34	3,199.70	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.79
		HOURLY	34.5503	36.2777	38.0917	39.9962	41.9962	44.0958	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0474
O19	Master Police Officer	ANNUAL	75,457.62	79,230.74	83,192.10	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,511.17
		BIWEEKLY	2,902.22	3,047.34	3,199.70	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.97
		HOURLY	36.2777	38.0917	39.9962	41.9962	44.0958	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1496
O20	Animal Protection Police Sergeant	ANNUAL	79,230.74	83,192.10	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,511.17	142,286.77
		BIWEEKLY	3,047.34	3,199.70	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.97	5,472.57
		HOURLY	38.0917	39.9962	41.9962	44.0958	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1496	68.4071
O21	Animal Protection Police 2nd Lieutenant	ANNUAL	83,192.10	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.58
		BIWEEKLY	3,199.70	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18
		HOURLY	39.9962	41.9962	44.0958	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8272
O22	Police Sergeant (Police 2nd Lieutenant)	ANNUAL	87,352.10	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.90
		BIWEEKLY	3,359.70	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.50
		HOURLY	41.9962	44.0958	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4187
O23		ANNUAL	91,719.26	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.90	164,714.37
		BIWEEKLY	3,527.66	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.50	6,335.17
		HOURLY	44.0958	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4187	79.1896
O24		ANNUAL	96,305.25	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,949.92
		BIWEEKLY	3,704.05	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.92
		HOURLY	46.3006	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1490

**COMPENSATION PLAN - FY 2026
PAY PLAN - O**

PAY GRADE	Ranks	RATE	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13
O25		ANNUAL	101,120.86	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52
		BIWEEKLY	3,889.26	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52
		HOURLY	48.6158	51.0464	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065
O26	Police Lieutenant	ANNUAL	106,176.51	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34
		BIWEEKLY	4,083.71	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74
		HOURLY	51.0464	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718
O27		ANNUAL	111,485.30	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23
		BIWEEKLY	4,287.90	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43
		HOURLY	53.5987	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554
O28		ANNUAL	117,059.70	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23	210,221.86
		BIWEEKLY	4,502.30	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43	8,085.46
		HOURLY	56.2787	59.0927	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554	101.0682
O29	Police Captain	ANNUAL	122,912.82	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23	210,221.86	220,732.93
		BIWEEKLY	4,727.42	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43	8,085.46	8,489.73
		HOURLY	59.0927	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554	101.0682	106.1216
O30		ANNUAL	129,058.38	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23	210,221.86	220,732.93	231,769.82
		BIWEEKLY	4,963.78	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43	8,085.46	8,489.73	8,914.22
		HOURLY	62.0473	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554	101.0682	106.1216	111.4277
O31	Police Major	ANNUAL	135,510.75	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23	210,221.86	220,732.93	231,769.82	243,358.13
		BIWEEKLY	5,211.95	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43	8,085.46	8,489.73	8,914.22	9,359.93
		HOURLY	65.1494	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554	101.0682	106.1216	111.4278	116.9991
O32		ANNUAL	142,286.35	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23	210,221.86	220,732.93	231,769.82	243,358.13	255,526.34
		BIWEEKLY	5,472.55	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43	8,085.46	8,489.73	8,914.22	9,359.94	9,827.94
		HOURLY	68.4069	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554	101.0682	106.1216	111.4278	116.9992	122.8492
O33	Deputy Chief of Police	ANNUAL	149,400.78	156,870.69	164,714.16	172,950.13	181,597.52	190,677.34	200,211.23	210,221.86	220,732.93	231,769.82	243,358.13	255,525.92	268,302.11
		BIWEEKLY	5,746.18	6,033.49	6,335.16	6,651.93	6,984.52	7,333.74	7,700.43	8,085.46	8,489.73	8,914.22	9,359.93	9,827.92	10,319.31
		HOURLY	71.8273	75.4186	79.1895	83.1491	87.3065	91.6718	96.2554	101.0682	106.1216	111.4278	116.9991	122.8490	128.9914

**COMPENSATION PLAN - FY 2027
PAY PLAN - O**

PAY GRADE	Ranks	RATE	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13
O16		ANNUAL	67,151.55	70,509.30	74,034.90	77,736.46	81,623.57	85,704.53	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,851.98	120,594.66
		BIWEEKLY	2,582.75	2,711.90	2,847.50	2,989.86	3,139.37	3,296.33	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.38	4,638.26
		HOURLY	32.2844	33.8987	35.5937	37.3733	39.2421	41.2041	43.2645	45.4275	47.6989	50.0840	52.5880	55.2173	57.9782
O17	Animal Protection Police Officer	ANNUAL	70,509.30	74,034.90	77,736.46	81,623.57	85,704.53	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,595.07	126,624.78
		BIWEEKLY	2,711.90	2,847.50	2,989.86	3,139.37	3,296.33	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.27	4,870.18
		HOURLY	33.8987	35.5937	37.3733	39.2421	41.2041	43.2645	45.4275	47.6989	50.0840	52.5880	55.2174	57.9784	60.8773
O18	Police Officer Master Animal Protection Police Officer	ANNUAL	74,034.90	77,736.46	81,623.57	85,704.53	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,956.10
		BIWEEKLY	2,847.50	2,989.86	3,139.37	3,296.33	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.70
		HOURLY	35.5937	37.3733	39.2421	41.2041	43.2645	45.4275	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9212
O19	Master Police Officer	ANNUAL	77,736.46	81,623.57	85,704.53	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.57
		BIWEEKLY	2,989.86	3,139.37	3,296.33	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.37
		HOURLY	37.3733	39.2421	41.2041	43.2645	45.4275	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1171
O20	Animal Protection Police Sergeant	ANNUAL	81,623.57	85,704.53	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.57	146,583.84
		BIWEEKLY	3,139.37	3,296.33	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.37	5,637.84
		HOURLY	39.2421	41.2041	43.2645	45.4275	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1171	70.4730
O21	Animal Protection Police 2nd Lieutenant	ANNUAL	85,704.53	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.51
		BIWEEKLY	3,296.33	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.71
		HOURLY	41.2041	43.2645	45.4275	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9964
O22	Police Sergeant (Police 2nd Lieutenant)	ANNUAL	89,990.16	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.30
		BIWEEKLY	3,461.16	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70
		HOURLY	43.2645	45.4275	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6963
O23		ANNUAL	94,489.20	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.30	169,688.69
		BIWEEKLY	3,634.20	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.49
		HOURLY	45.4275	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6963	81.5811
O24		ANNUAL	99,213.71	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.01
		BIWEEKLY	3,815.91	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.81
		HOURLY	47.6989	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6601

COMPENSATION PLAN - FY 2027
PAY PLAN - O

PAY GRADE	Ranks	RATE	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13
O25		ANNUAL	104,174.72	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86
		BIWEEKLY	4,006.72	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46
		HOURLY	50.0840	52.5880	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432
O26	Police Lieutenant	ANNUAL	109,383.04	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82
		BIWEEKLY	4,207.04	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22
		HOURLY	52.5880	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403
O27		ANNUAL	114,852.19	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58
		BIWEEKLY	4,417.39	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98
		HOURLY	55.2174	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623
O28		ANNUAL	120,594.86	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58	216,570.64
		BIWEEKLY	4,638.26	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98	8,329.64
		HOURLY	57.9783	60.8773	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623	104.1205
O29	Police Captain	ANNUAL	126,624.78	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58	216,570.64	227,399.12
		BIWEEKLY	4,870.18	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98	8,329.64	8,746.12
		HOURLY	60.8773	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623	104.1205	109.3265
O30		ANNUAL	132,955.89	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58	216,570.64	227,399.12	238,769.02
		BIWEEKLY	5,113.69	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98	8,329.64	8,746.12	9,183.42
		HOURLY	63.9211	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623	104.1205	109.3265	114.7928
O31	Police Major	ANNUAL	139,603.15	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58	216,570.64	227,399.12	238,769.23	250,707.60
		BIWEEKLY	5,369.35	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98	8,329.64	8,746.12	9,183.43	9,642.60
		HOURLY	67.1169	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623	104.1205	109.3265	114.7929	120.5325
O32		ANNUAL	146,583.42	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58	216,570.64	227,399.12	238,769.23	250,707.81	263,243.14
		BIWEEKLY	5,637.82	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98	8,329.64	8,746.12	9,183.43	9,642.61	10,124.74
		HOURLY	70.4728	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623	104.1205	109.3265	114.7929	120.5326	126.5592
O33	Deputy Chief of Police	ANNUAL	153,912.72	161,608.10	169,688.48	178,173.22	187,081.86	196,435.82	206,257.58	216,570.64	227,399.12	238,769.23	250,707.60	263,242.72	276,404.75
		BIWEEKLY	5,919.72	6,215.70	6,526.48	6,852.82	7,195.46	7,555.22	7,932.98	8,329.64	8,746.12	9,183.43	9,642.60	10,124.72	10,630.95
		HOURLY	73.9965	77.6962	81.5810	85.6602	89.9432	94.4403	99.1623	104.1205	109.3265	114.7929	120.5325	126.5590	132.8869

In the Matter of Arbitration:

COUNTY OF FAIRFAX, VIRGINIA

and

FAIRFAX CHAPTER OF THE
SOUTHERN STATES
POLICE BENEVOLENT ASSOCIATION

| Impasse Arbitration
|
|
|

BEFORE: Keith D. Greenberg, Esq., Impartial Arbitrator

APPEARANCES:

For the County:

Amy E. Smith, Esq.
Lindsey S. Komisin, Esq.
(IslerDare P.C.)

For the Union:

William R. Thetford Jr., Esq.
Melissa L. Ruby, Esq.
(Simms Showers LLP)

BACKGROUND

An arbitration hearing was held in this matter on October 9, 2023. A transcript was prepared of the hearing and was agreed to be the official record of the hearing.

The County, in 2021, enacted Article 10, Collective Bargaining, Sections 3-10-1 through 3-10-18, of Chapter 3, County Employees, of the Code of the County of Fairfax (the “Collective Bargaining Ordinance”) to provide certain employees of the County with collective bargaining rights. The Union has been duly certified as the Exclusive Bargaining Agent for the Police Bargaining Unit as defined under the Collective Bargaining Ordinance. The Parties subsequently engaged in negotiations for a first term collective bargaining agreement and were able to reach tentative agreement on nearly all terms of their new agreement.

The bargaining unit employees within the Police Bargaining Unit are employed by Fairfax County Police Department (the “Department”), the County’s primary law enforcement

agency. The majority of the Department’s approximately 1,400 sworn members are within the non-supervisory ranks of Police Officer; Police Officer First Class; and Master Patrol Officer.

Two¹ areas of dispute remain between the Parties. First, the Union seeks language in Article 18 of the tentative collective bargaining agreement that would preclude the Department from taking compelled administrative statements from a bargaining unit employee while a criminal investigation of the employee remains pending, consistent with the Department’s policy prior to April 2023. The County opposes the addition of such a provision.

Second, the Union seeks language that would create, as an alternative to the resolution of disputes under the collective bargaining agreement through binding arbitration, the option to take such disputes to a panel consisting of three sworn members of the Department, potentially without any supervisory members, authorized to issue a binding decision resolving the dispute before them. The County opposes the addition of such a provision.

Relevant Statutory Provisions and Procedural History

This impasse arbitration arises under the County’s Collective Bargaining Ordinance, which states in relevant part that:

Section 3-10-7. – Labor Relations Administrator.

- (a) A labor relations administrator (LRA or the administrator) shall be appointed by the County Executive in the manner set forth in subsection (d) of this section to carry out the duties set out in subsection (j) below.

....

Section 3-10-14. – Mediation and Arbitration.

....

- (c) Arbitration: If the County and exclusive bargaining agent are unable to reach agreement resolving any labor-management dispute or impasse submitted to mediation as provided for in this Article by any deadline set forth in procedures provided in this Article or adopted by the LRA, the mediator shall render findings of fact and require the parties to submit their statements of their final position on the issue(s) about which they continue to disagree. Thereafter, the labor-management dispute or impasse shall be submitted to final and binding arbitration, subject to the plenary authority of the Board of Supervisors to determine whether to appropriate funding for the tentative agreement. Such arbitration shall be conducted pursuant to procedures adopted by the LRA which shall, at a minimum, require the parties’ joint selection of an arbitrator and shall provide for timing requirements that ensure the conclusion of impasse proceedings on a schedule that complies with Section 3-10-13. The parties shall share the costs of arbitration equally.

¹ At the outset of the proceedings, three provisions had been identified as disputed; at the arbitration hearing, the Parties informed the Arbitrator that agreement had been reached on a disputed provision regarding the exchange of documents in connection with contractual disputes within Article 20 of the tentative collective bargaining agreement.

In making a determination under this subsection, the arbitrator shall consider the following factors:

- (1) Stipulations of the parties;
 - (2) The interests and welfare of the public;
 - (3) The financial ability of the employer to meet the financial obligations in the proposed collective bargaining agreement;
 - (4) The overall compensation presently received by the employees involved in the arbitration;
 - (5) Comparison of wages, benefits, and working conditions of the employees involved in the arbitration proceedings with the wages, benefits, and working conditions of other persons performing similar services in the public and private sectors, if applicable;
 - (6) Past collective bargaining agreements between the parties, including the past bargaining history that led to the agreements, or the pre-collective bargaining history of employee wages, benefits, and working conditions;
 - (7) Comparison of working conditions of other Fairfax County personnel; and
 - (8) Such other factors that are normally or traditionally taken into consideration in the determination of wages, benefits, and working conditions of employment through voluntary collective bargaining, mediation, arbitration, or otherwise between the parties, in the public sector.
- (d) Any grievance, mediation, arbitration, or other resolution procedure negotiated by the parties and available to challenge disciplinary or other personnel actions set forth in Virginia Code Section 15.2-1506, et seq., shall comply with the minimum requirements set forth in the statute(s), as well as any other statutory grievance rights of law enforcement officers and fire and emergency medical employees. . . .

The County’s Labor Relations Administrator, consistent with authority granted under the Collective Bargaining Ordinance, has issued Procedures and Rules, as adopted August 30, 2022, related to the Collective Bargaining Ordinance (“LRA Rules and Procedures”). The LRA Rules and Procedures, at Section V, Mediation & Arbitration, provide in relevant part that the Arbitrator is required to select between the last best offers (“LBOs”) of the Parties on the following basis:

Mediation and Arbitration of Collective Bargaining Impasses

The mediator will craft a schedule which will, at minimum, achieve the following:

- 1. Opportunities to resolve and/or narrow issues through mediation.

The arbitrator will craft a schedule which will, at minimum, achieve the following:

- 2. Set a deadline of no later than September 15th for the parties to submit last best offers (LBOs) on each outstanding issue; and

3. Conduct hearings, administer oaths and affirmations, examine witnesses, take testimony and receive evidence, and compel by issuance of subpoenas the attendance of witnesses and the production of relevant documents, to the extent permitted by applicable law, no later than September 30th; and, if not otherwise resolved,
4. Issue an arbitration award no later than October 14th by selecting either the County’s LBO or the Exclusive Bargaining Agent’s LBO on each issue in dispute, absent any resolved and withdrawn issues by mutual agreement of the parties; that is, the Arbitrator shall select issue-by-issue either the LBO of the County or the Exclusive Bargaining Agent for each unresolved issue. The Arbitrator will make such determinations in accordance with the factors delineated in the Collective Bargaining Ordinance, Section 3-10-14.

The parties may negotiate a resolution on all or any of the issues at any point during the impasse procedures and withdraw the issue(s) from arbitration. The parties shall equally share the costs of mediation and arbitration.

The Parties agreed to modify the deadlines set forth in the LRA Rules and Procedures for the submission of last best offers, and further agreed to modify the relevant deadlines to permit the hearing in this matter to be held on October 9, 2023 and for the Award in this matter to be issued no later than October 24, 2023.

The Parties presented closing arguments at the arbitration hearing and submitted limited post-hearing briefing on October 14, 2023.

The Article 18 Last Best Offers

The following reflects the relevant portion of Article 18, Internal Investigative Procedures, of the Parties’ new collective bargaining agreement. The additional language contained in the Union’s LBO is underlined; all other language is that to which the Parties have tentatively agreed:

ARTICLE 18 – INTERNAL INVESTIGATIVE PROCEDURES

Section 18.1. Investigation Policy and Authority

The Police Department’s internal investigations are governed by General Order 301 (dated May 4, 2022) to the extent not inconsistent with this Agreement. The Police Chief and the Police Department’s Internal Affairs Bureau reporting directly to the Chief shall be the only authority authorized by the County to conduct administrative investigations for bargaining unit employees (except under a proper OHREP or Internal Audit Office fraud audit). Nothing in this Article shall preclude the parties from resolving Disputes as outlined in Article 20 of this Agreement.

Section 18.2. Compelled Statements

When a bargaining unit employee is the subject of a criminal investigation, the employee shall not be compelled to make a statement until the criminal investigation has concluded (meaning the investigation has been reviewed by the Office of the Commonwealth’s Attorney and a determination has been made not to prosecute or any prosecution has been concluded) unless the employee requests, in writing, to proceed with the administrative investigation. Only the Internal Affairs Bureau or the Chief shall have the power to compel statements by bargaining unit employees. The County will, at a minimum, afford bargaining unit employees all protections

required by law, such as but not limited to, the rights recognized in *Garrity v. New Jersey* and its progeny.

....

Section 18.5. Interviewee Protections and Representation

1. Employees who are the subject of the investigation have a right to representation by SSPBA in any Administrative Investigation. Prior to commencing the first formal discussion of any Administrative Investigation, the employee shall be provided with the Notice of Right to Union Representation Form.
2. In critical incidents, involved employees shall be afforded representation unless or until they have expressly disclaimed representation.
3. An assigned steward shall be permitted to be present for any interview conducted by IA if requested by the employee and to review any evidence or exhibits provided to the interviewee.
4. Internal Affairs interviews shall be audio recorded or audio/video recorded. The interviewee is entitled to a copy of their own transcript upon their written request. The interviewee may share their transcript with an assigned SSPBA representative and/or their attorney, if applicable.
5. The interviewee and their SSPBA representative shall be allowed to meet privately before an interview. Additionally, the interviewee and the representative may request to take reasonable breaks during the interview to speak privately, unless there is a pending question. If a question is pending, the interviewee needs to respond to the question first, after which the representative and interviewee may take a break. These private meetings shall not be recorded or observed by the County. The interviewer may not require the interviewee to disclose what was discussed during the break, however, if the interviewee changes an answer, the interviewer may ask why the interviewee changed their answer.
6. Representatives will not be allowed to answer questions for the employee or direct the employee not to answer any question unless the questioning is in violation of law, this Agreement, or County policies. Representatives may ask the interviewer to clarify a question that is being asked. Neither employees nor representatives shall be permitted to take notes.

Evidence Regarding the Disputed Article 18 Provisions

Numerous witnesses made reference to Police Affiliated Critical Incidents (“PACIs”), a term defined in the Department’s Standard Operating Procedures, at SOP No. 12-045, *Investigation of Deadly Force Deployment and Police Affiliated Critical Incidents*, effective October 20, 2022, as:

Any sudden, powerful and often traumatic event in which a person suffers a serious injury or death during their contact with an officer and the officer’s actions may be subject to criminal liability or a criminal investigation. This can include, but is not limited to, the deployment of deadly force, less-lethal force, Precision Immobilization Technique, vehicle pursuits, cruiser crashes, in-custody deaths, or any other intentional or unintentional action that results in serious injury or death of a person.

SOP No. 12-045 also sets forth a definition for “Directly Involved Officer Statements”; the relevant provision states that:

Directly involved officers may be requested to provide a brief oral statement during their initial meeting with MCB detectives, possibly in conjunction with a walk-through of the scene. A detailed recorded statement may be requested at a later date. Detectives from MCB should routinely permit the directly involved officers to have at least one sleep cycle before requesting the detailed interview. Directly involved officers and law enforcement witnesses who provide an audio and/or video recorded statement will not be required to complete a written report. All officers who are under criminal investigation have the right to have legal representation present prior to any MCB questioning if requested. Directly involved officers shall be informed that questioning during the criminal investigation is not undertaken pursuant to an administrative investigation and that they are not being compelled to respond under any administrative authority. Directly involved officers can exercise their constitutional rights to remain silent and seek the services of an attorney without negatively impacting their employment.

Major Robert Hines, the Commander of the Department’s Planning and Research Bureau, testified that PACIs often – but do not always – refer to situations of officer-involved shootings.

Kevin Davis, the Department’s Chief of Police, testified that he had served in that role for approximately two and a half years. Chief Davis stated that, prior to his service with the Department, he had served as Assistant Chief of the Prince George’s County, Maryland Police Department; as Chief of Police in Anne Arundel County, Maryland; and as Police Commissioner for the city of Baltimore, Maryland.

Chief Davis noted his long experience with and respect for the collective bargaining process. He asserted his belief that, as Chief of Police, he must retain the authority to make employment decisions promptly following PACIs. He further asserted that, in order to exercise that authority effectively following a PACI, he needed to have as much information as possible about such incidents including – particularly in cases where body-worn camera footage or other witness accounts were unavailable or insufficiently enlightening – compelled administrative statements from the directly involved officers.

It was undisputed that, when PACIs result in the potential for criminal charges against the involved Police Officers, the Department investigates the matter administratively through its Internal Affairs Bureau and conducts the criminal investigation through its Major Crimes Bureau. Chief Davis acknowledged that both the Internal Affairs Bureau and the Major Crimes Bureau report through chains of command that converge at his position – i.e., at the Chief of Police. He noted that the criminal investigators are not apprised of information gathered by Internal Affairs investigators, although the Internal Affairs investigators would be apprised of information gathered by the criminal investigators. Chief Davis expressed his confidence in the

ability of the Department to handle both the administrative and criminal aspects of an investigation into a PACI in a thorough and objective manner while providing the Police Officers involved in the PACI with their due process rights.

The record reflects that the Department maintains a General Order (“G.O.”) identified as Number 301, Internal Investigations. The most recent version of G.O. 301 bears an effective date of May 4, 2022. Section XI, Administrative Investigations, of the May 4, 2022 version of G.O. 301 states in relevant part that:

I. **Compelled Statements:** Compelled or written statements may be required from any employee during the course of an administrative investigation. These statements constitute compelled testimony and are not admissible in any criminal proceeding except as otherwise provided by law. Written or recorded statements may also be taken from witnesses and complainants to preserve or document facts, observations, opinions, or other information pertaining to the incident under investigation, and do not need to be in the form of questions and answers but may instead be in the form of a memorandum or narrative report. All written and/or recorded statements shall be retained with the investigation file.

Major Hines testified that his responsibilities included oversight of efforts to edit and update Departmental policies. Major Hines noted that the May 4, 2022 revision to G.O. 301 had been made in order to separate the previous version of G.O. 301 into several different General Orders.

The record reflects that, in revising G.O. 301 and creating new General Orders from language that had previously been included in prior versions of G.O. 301, the Department had, among other things, developed General Order 303, Criminal Investigations of Department Employees. The current version of G.O. 303 bears an effective date of April 21, 2023.

Section II, Policy, of G.O. 303 states in relevant part that:

For all criminal cases occurring in Fairfax County that involve a Fairfax County Police Department (FCPD) employee where an immediate arrest of the employee is required pursuant to the Code of Virginia, a first-line supervisor shall promptly effect the arrest and notify the Duty Officer. Where an immediate arrest is not required, the Major Crimes Bureau (MCB) Commander shall designate a MCB supervisor to investigate the criminal allegation(s). A concurrent Internal Affairs Bureau (IAB) administrative investigation shall also be initiated for all incidents that involve the arrest or potential arrest of a Department employee.

Section III, Procedures, of G.O. 303 states in relevant part that:

- G. **Non-Mandatory Arrest Procedures:** In cases in which an immediate arrest is not made, the following guidelines shall be adhered to:
1. **Assignment:** The criminal investigation shall be assigned to a MCB supervisor by the MCB Commander based upon the nature of the offense and expertise required to investigate the alleged crime.

2. **Where No Probable Cause Exists:** Where it is determined that no probable cause exists to believe that a crime was committed, the criminal investigation can be concluded with the approval of the MCB Commander, who shall promptly notify the IAB Commander of their determination. The IAB shall retain primary responsibility over the administrative investigation.
3. **Allegations of Criminal Misconduct:** Allegations of criminal misconduct made against any Department employee shall be assigned to a MCB Investigator at the discretion of the Chief of Police or their designee. Department employees who are the subject of a criminal investigation may be questioned by the assigned investigating authority responsible for the criminal investigation. Such employees shall be informed that the questioning is not being undertaken pursuant to an administrative investigation and that they are not being compelled to respond under any administrative authority. The investigating authority shall provide the employee with a Notice of Criminal Investigation.
4. **Administrative Investigations:** The criminal investigation of any Department employee requires a concurrent IAB administrative investigation to be conducted where suspected employee(s) shall provide a compelled statement. The timing of the administrative questioning of employees suspected of criminal misconduct or charged with a criminal offense either inside or outside of Fairfax County shall be determined by the IAB Commander after consultation with the Chief of Police.
5. **Presentation to the Commonwealth Attorney:** Upon concluding the criminal investigation, the investigating MCB supervisor shall present the findings of the criminal investigation to the Office of the Commonwealth’s Attorney for prosecutorial determination. This briefing shall also be attended by a division commander from the MCB.

(Emphasis as in original.)

Major Hines noted that the issuance of General Orders, including G.O. 303, involved review by the Internal Affairs Bureau (“IAB”); the County Attorney’s Office; the Department’s executive staff; and the Department’s accreditation teams before they are reviewed and signed by the Chief of Police and by the County Executive. He stated that the new or revised General Orders are also provided to the Union as a courtesy. Major Hines stated that, with respect to G.O. 303 in particular, it was his understanding that the Union had been notified of the revised General Order by his (Hines’s) subordinate, Second Lieutenant Ryan Low, in early 2023. Major Hines testified that the Union had received a ten-day period of time within which to comment on the changes to G.O. 303, but had not provided any comments during that time. The record reflects an email exchange in February 2023 between Second Lieutenant Low and PFC Steven Monahan, the Union’s President, regarding the changes to G.O. 303; they include the following summary provided by the Department:

FCPD General Order 303 (Criminal Investigations of Department Employees) Summary of Changes

- Last revised 05/04/22

- Vetted through County Attorney, IAB.
- One change made:
 - Section III (Procedures), Subsection G(4) (Administrative Investigations) (pg. 3)
 - Language changed to permit IAB to conduct administrative questioning for employees accused of potential criminal misconduct at any time at the direction of the IAB Commander after consultation with the Chief of Police.
 - Previous version required IAB Commander to wait until the case had been reviewed by the Office of the Commonwealth’s Attorney and a decision had been made on whether or not to prosecute the employee.

Major Hines acknowledged that, before the April 2023 revision to G.O. 303, the Department had been unable – pursuant to the then-effective version of G.O. 303 – to take compelled administrative statements concerning alleged misconduct from employees who faced potential criminal charges for that alleged misconduct before a decision had been made as to whether the employee would be criminally prosecuted. Major Hines asserted that the impetus for the change to the Department’s policy on concurrent compelled administrative statements was a 2020 incident involving extensive delay by the Commonwealth’s Attorney in deciding whether to bring charges against an sworn officer employed by the Department; he offered his understanding that the delay in deciding whether to issue criminal charges had – under the prior version of G.O. 303, which did not permit the Department to take compelled administrative statements from employees under investigation for allegations of criminal misconduct – prevented the Department’s IAB from interviewing the involved officer for several years. Major Hines noted that the Department and the County exercise no control over decisions made by the Commonwealth’s Attorney about whether and when to bring charges against an officer in connection with a PACI.

Jason Deal, a Police Officer employed by the Department and a Senior Vice President of the Union, testified that the Union had disagreed with the Department’s 2023 change to G.O. 303, but had decided to address the change in term bargaining, rather than by filing a Prohibited Practice Charge under the County’s Collective Bargaining Ordinance.

Major Hines testified that the current G.O. 303 does not require compelled statements to be taken in an administrative investigation; instead, the decision to take a compelled administrative statement is left to the discretion of the IAB Commander and the Chief of Police. Chief Davis noted that he would only envision the use of a compelled administrative statement where there is insufficient or inadequate other evidence available to support his decision-making as to administrative action, if any, to be taken against a police officer following a PACI. Major Hines stated that the Department averages 1300 to 1500 internal administrative investigations per

year, and that it would be relatively rare for the Department to take a compelled administrative statement from an employee in connection with those investigations.

Major Hines testified that a sworn officer who refuses to provide a compelled administrative statement when directed to do so could be subject to a charge of insubordination and could potentially face termination of their employment.

Major Hines stated that he viewed the Department's ability to take compelled administrative statements before the conclusion of a related criminal investigation to be beneficial for the Department and for employees. He explained that he believed that the Department benefitted by preserving witness recollections closer in time to relevant events; by enabling Department leadership to provide updates to the public at an earlier point, particularly in cases where other evidence (such as body-worn camera footage or accounts from other witnesses) is unavailable; and for the Department to take employment action at an earlier stage, including the decision to return an officer to regular duty at an earlier point. He noted that, in such circumstances, the affected employee would also benefit, particularly as a pending administrative investigation can, among other things, result in delays to promotions, transfers, and assignments to specialty units. Major Hines acknowledged that the Chief of Police could decide to terminate an employee facing potential criminal charges even without obtaining a compelled administrative statement from the employee.

Chief Davis identified two recent PACIs where, as a result of compelled administrative statements taken under the revised G.O. 303, sworn officers were returned to duty before the conclusion of the respective criminal investigations into those officers.

Major Hines testified that bargaining unit employees are offered protections as required under *Garrity v. New Jersey*, 385 U.S. 493 (1967) and related cases. In *Garrity*, the Supreme Court held that:

The protection of the individual under the Fourteenth Amendment against coerced statements prohibits use in subsequent criminal proceedings of statements obtained under threat of removal from office, and that it extends to all, whether they are policemen or other members of our body politic.

Id. at 500. Put another way, a statement that a public employer compels a public employee to provide, at risk of the loss of their employment, may not be used in subsequent criminal proceedings against the public employee.

Kimberly Baucom, a Deputy County Attorney, testified that she was responsible for representing the Department in employment law matters and other civil litigation. She explained that, under *Garrity* and its progeny, a compelled statement made by a government employee in an administrative investigation – i.e., a statement which the public employee is required to make where the employee’s failure to do so will risk termination of their employment with the government – cannot be used against the employee in a criminal proceeding against the employee. She explained that these compelled administrative statements are typically obtained by the Department’s Internal Affairs Bureau. Ms. Baucom testified that, in the event that the Commonwealth’s Attorney’s Office seeks information from the Internal Affairs file, the Department requires the Commonwealth’s Attorney’s Office to obtain a subpoena duces tecum; thereafter, the information is turned over to a “*Garrity* review team” to review the subpoenaed information and remove any compelled administrative statements protected by *Garrity* before the information is provided to the prosecutors in the Commonwealth’s Attorney’s Office handling the criminal matter involving the affected employee. Ms. Baucom noted that the Department provides warnings to employees directed to provide a compelled administrative statement in order to give the affected employee notice of their *Garrity* rights.

Chief Davis acknowledged that public expectations are heightened following a PACI, but noted his respect for the due process rights of sworn officers and indicated his belief that the *Garrity* protections afforded to sworn officers sufficiently protected those due process rights even in the context of compelled administrative statements.

Ms. Baucom testified that the Union’s Article 18 LBO, which would preclude the Department from obtaining a compelled administrative statement from a bargaining unit employee prior to the conclusion of a related criminal investigation into the employee, would present numerous challenges for the Department. She noted that the Commonwealth Attorney’s Office was not obligated to make a charging decision within a set period of time; she further noted that there was, in fact, no obligation on the Commonwealth Attorney’s Office to make a decision to press charges or to issue a declination letter at all, and there was nothing to preclude the Commonwealth’s Attorney’s Office from issuing a declination letter and later deciding to press charges against the same person in connection with the same matter. She explained that the incumbent Commonwealth’s Attorney for Fairfax County had repeatedly taken an unusually long period of time to make decisions about matters involving the Department’s officers. Ms.

Baucom stated that the delays by the Commonwealth’s Attorney had, prior to the April 2023 revision to G.O. 303, also delayed by many months the Department’s ability to obtain compelled statements from employees in connection with administrative investigations.

Ms. Baucom explained that delays in the completion of the administrative investigation could result in harm to bargaining unit employees, as they would often be kept on modified duty pending conclusion of the administrative investigation and could not resign their employment with an internal investigation pending without losing their certification as a law enforcement officer in the Commonwealth of Virginia.

Ms. Baucom testified that, based on her experience representing Department employees in civil litigation, it was her view that the delay in obtaining compelled administrative interviews prior to the April 2023 change to G.O. 303 had also negatively impacted the accuracy of employee recollections of events in their administrative interviews, as the administrative interviews took place later – i.e., further from the time of the relevant events – than they otherwise would have but for the prohibition on concurrent compelled administrative interviews.

Ms. Baucom also asserted that the Department’s ability to take compelled administrative statements closer in time to relevant events allowed the County to identify deficiencies in training and policy at earlier points, providing an opportunity to potentially avoid future legal liability related to such deficiencies.

Chief Davis testified that he believed that, if he were to agree to delay compelled administrative statements until after the conclusion of a criminal investigations, he would be an outlier and viewed as a “laughingstock” among other Chiefs of Police of large American police departments. Chief Davis acknowledged, however, that he could not identify any police departments in the greater Washington, D.C. metropolitan area that both allowed for compelled administrative statements before the conclusion of a related criminal investigation and which also conducted both the administrative and criminal investigations into a PACI (i.e., both investigations conducted within the same police department) as the Fairfax County Police Department does.

When asked whether restricting the Department’s ability to obtain compelled administrative statements until after the conclusion of related criminal investigations would help safeguard the due process rights of sworn officers whose compelled administrative statements could otherwise be disclosed to the public or in connection with the related criminal

investigation, Chief Davis noted that he had never disclosed the content of a compelled administrative statement to the public. He stated that he took seriously his responsibility to ensure that compelled administrative statements not be used in a criminal investigation.

Officer Deal, the Union's Senior Vice President, testified that he had assisted in drafting the Union's Article 18 LBO. He explained that he had reviewed the approaches of neighboring jurisdictions to the circumstances under which sworn police officers could be mandated to provide compelled administrative statements when under criminal investigation.

Officer Deal testified that the issue of the timing of compelled administrative statements was important to the Union because of concerns about potential harm to criminal prosecutions; because of concerns about the due process rights of bargaining unit employees, including whether compelled administrative statements could become public and known to the jury pool in the event of a criminal prosecution of a bargaining unit employee; and because of concerns about gossip by the Internal Affairs investigators that would be privy to the contents of a compelled administrative statement.

Officer Deal acknowledged that he knew of no situations in which a compelled administrative statement had been released improperly or contrary to Departmental policy.

Officer Deal stated that he had reviewed applicable policies concerning concurrent compelled administrative statements, as well as policies regarding how criminal and administrative investigations are conducted, for the primary law enforcement agencies in Montgomery County, Maryland; Prince George's County, Maryland; the city of Alexandria, Virginia; Loudoun County, Virginia; Prince William County, Virginia; Arlington County, Virginia; and the District of Columbia. He noted that Fairfax County often uses those jurisdictions as comparators in a variety of contexts, including in assessing compensation and other matters.

Officer Deal explained that the Union had considered the Maryland jurisdictions as particularly appropriate comparators because of the long history of public sector collective bargaining in those jurisdictions. The County did not propose alternative comparators.

The Parties acknowledged that, in 2021, the State of Maryland repealed its Law Enforcement Officers Bill of Rights and passed new legislation, the Maryland Police Accountability Act of 2021, which prohibits collective bargaining over matters related to disciplinary action against police officers. The Parties also acknowledged that, in 2023, the

District of Columbia’s Comprehensive Policing and Justice Reform Act became effective in follow-up to substantially similar emergency legislation that was passed in 2020; this legislation also excluded all matters pertaining to the discipline of sworn law enforcement personnel from collective bargaining.

The record reflects that, as noted above in G.O. 303, Fairfax County conducts compelled administrative interviews concurrently with criminal investigations; the County also, as reflected above, tasks the Department with conducting administrative investigations as well as criminal investigations in matters involving potential criminal misconduct by sworn members. The record reflects the following for the cited comparators:

The following jurisdictions do not conduct compelled administrative interviews concurrently with criminal investigations:

- Montgomery County Police Department (Function Code 301, effective August 16, 2002, Section V.A.4.a);
- Prince George’s County Police Department (General Order Manual, Volume I, Chapter 22, Section V, effective March 2023);
- City of Alexandria Police Department (Directive 2.3, Section 2.3.07(G)(2), effective November 1, 2017); and
- District of Columbia Metropolitan Police Department (General Order 120.20, effective November 27, 2022).

The following jurisdictions do conduct compelled administrative interviews concurrently with criminal investigations:

- Loudoun County Sheriff’s Office (General Order Section 302, Section V.A.13, effective March 28, 2017);
- Arlington County Police Department (Directive Manual Chapter 5, Section (IV)(G)(1)(c), effective January 31, 2020); and
- Prince William County Police Department (General Order 10.05, Section D, effective December 3, 2020).

Officer Deal acknowledged that the Collective Bargaining Ordinance for the City of Alexandria excluded matters concerning discipline from the scope of collective bargaining.

Officer Deal testified as to his understanding that, under Maryland law, PACIs or equivalent critical incidents are investigated criminally by the State Attorney’s Office, rather

than by the involved police department. He also stated that the Arlington Police Department is part of a critical incident response team established by several Northern Virginia police departments to criminally investigate PACIs or equivalent critical incidents; and that PACIs or equivalent critical incidents involving the Loudoun County Sheriff's Office are investigated by the Virginia State Police.

The Article 20 Last Best Offers

The following reflects the relevant portion of Article 20, Dispute Resolution Procedures Under the Contract, of the Parties' new collective bargaining agreement. The language proposed by the Union in its LBO is underlined; the language proposed by the County in its LBO is struck-through;² all other language is that to which the Parties have tentatively agreed:

Article 20 – DISPUTE RESOLUTION PROCEDURES UNDER THE CONTRACT

Section 20.1. Purpose and Coverage

The purpose of the dispute resolution procedure is to provide a fair, detailed process whereby merit employees covered under this Agreement, SSPBA and the County are entitled to file and seek resolution of disputes under the provisions of this negotiated dispute resolution procedure. The objective is to improve employee management relations through a prompt and fair method of resolving disputes.

- 1) The term "Dispute" means any disagreement concerning:
 - a) The administration or interpretation of the terms of this Agreement, including discipline issued pursuant to Article X of this Agreement; the County's Personnel Regulations; or any written policy affecting the terms and conditions of bargaining unit members' employment.
 - b) An action by the County or by SSPBA that contradicts the language of this Agreement.

To the extent a Dispute also meets the definition of a "grievance" under Va. Code § 15.2-1507, the employee must elect to file their Dispute under only one of the following:

- (1) The County's grievance procedure, as outlined in Chapter 17, Fairfax County Personnel Regulations and General Order 311, Grievances,
- (2) General Order 310, Discipline and Appeals, or
- (3) The procedures outlined in this Article.

An employee's initial election and decision to file a Dispute shall be binding and irrevocable. This election shall be made in writing by Step 2. That is, when an employee elects to pursue a Dispute remedy under this Article, the employee is waiving any right the employee may have to pursue the matter under General Order 310 or Chapter 17 of the Personnel Regulations. Nothing in this Article is intended to or shall diminish any rights of Employees under the Law-Enforcement Officers Procedural Guarantee Act, Va. Code § 9.1-500 et seq.

Section 20.2. Policy

It is the policy of the County to review all Disputes of County employees and to resolve them fairly and promptly. Every attempt will be made to resolve Disputes at the lowest level of supervision.

² Although the Parties' last best offers differed as to whether the Union was referred to as the "Union" or the "SSPBA," the Parties confirmed at arbitration that they had reached agreements that references in this Article were to be to the "SSPBA."

Merit bargaining unit employees covered under this agreement have the right to exercise all rights guaranteed by this Article such as to file grievances or disputes, appear as witnesses in grievance, dispute and arbitration hearings, obtain documents relevant to their grievance or dispute /arbitration hearing, compel witnesses subject to this process to appear as witnesses in grievance or dispute/arbitration hearings, question and cross-examine witnesses, and fully utilize this procedure without fear of harassment, retaliation, discrimination, or reprisal.

Section 20.3. Disputes initiated by the SSPBA or the County

Any Dispute filed by the County will be filed directly at Step 3 of the procedure below and will be submitted in writing to the SSPBA President or designee. When the SSPBA itself files the Dispute, it will utilize the dispute procedures in this Article except that it will initiate its Dispute at Step 2 within twenty (20) business days of the date the employee(s) knew or should have known of the facts giving rise to the Dispute.

Section 20.4. General Provisions and Procedural Compliance

- A. Calculating deadlines
 - 1. The term “business day” as used in this Article shall mean any Monday through Friday that is not a County holiday.
The term “calendar day” as used in this Article shall mean any day, including Saturday, Sunday, or a County holiday. If a deadline falls on a Saturday, Sunday, or County holiday, the deadline shall be automatically extended to the next day that is not a Saturday, Sunday, or County holiday.
- B. Meetings required by this Article between the employee and a supervisor or manager are to be face-to-face unless the parties agree to a virtual meeting(s) in writing.
- C. At each step of the procedure established by this Article, the filing party shall provide the following in writing on the appropriate Dispute Form available from the Department of Human Resources:
 - 1. a statement of the facts surrounding the Dispute, including the date of the alleged event(s) giving rise to the Dispute;
 - 2. the provision(s) of this Agreement, the County’s Personnel Regulations, or any written policy allegedly violated;
 - 3. a statement of the actions or inactions being challenged and the reasons why the filing party contends that they were improper or inappropriate;
 - 4. the remedy sought; and
 - 5. the extent to which the filing party has sought an informal settlement of the Dispute if applicable.
- D. Following the filing of the Dispute Form – Second Step to initiate Step 2 of the procedure established by this Article, a filing party should not generally supplement his/her Dispute by identifying additional actions or inactions being disputed; provided, however, that a filing party may supplement his/her Dispute at Step 3 or 4 by stating reasons why he/she contends the actions or inactions being disputed were improper or inappropriate which are not set out in the Dispute Form filed to initiate Step 2 where the filing party first learns of such additional reasons during Step 2 or after. Allegations of retaliation for filing a Dispute may be included by the filing party as an addendum to the original Dispute at any point in the process.
- E. Provision of Requested Remedy:
A Dispute shall become moot and shall be dismissed whenever the respondent agrees to and provides the remedial action requested by the filing party in the Dispute Form – Second Step.
- F. Extension of Time Periods:
Time periods for filing a Dispute may be extended by written agreement between the filing party and the respective decisionmaker for the County responsible for responding to the

Dispute. Failure of the SSPBA or an employee to appeal a Dispute within the specified time limits from the date of receipt of the County's response will result in the Dispute being resolved based upon the County's last written response. Failure of the County to respond within the specified time limits may be treated by the SSPBA or an employee as a denial of the Dispute at the applicable step, and the SSPBA or an employee may invoke the next step in the procedure. Only the SSPBA and the County may appeal a Step 3 decision to Step 4 arbitration. At Step 4, the arbitrator may, with good cause, extend the time periods applicable to Step 4.

- G. Separation from Employment:
A Dispute initiated prior to the filing party's separation from employment with the County may, at the filing party's option, continue to be processed through the Dispute procedure. An employee who has resigned may not file a Dispute challenging his/her separation from County employment.
- H. Distribution of Notices and Findings:
Copies of the notices and decision at each step of the Dispute procedure will be furnished to the filing party, the filing party's representative (if any), the Chief (or designee), and the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. Distribution shall be by personal service or email to the filing party's email address as designated on the appropriate Dispute Form.
- I. Reasonable official time during working hours will be allowed for employees and recognized SSPBA representatives or stewards to present Disputes, including attendance at meetings with County or departmental officials, so long as such time does not interfere with departmental operations. Whenever possible, Disputes will be handled during the regularly scheduled work hours of the parties involved. Step 4 hearings will usually be held during County regular business hours.

Section 20.5. Procedures and Dispute Steps

Step 1: Discussion with Immediate Supervisor and Written Response

A Dispute must be initiated in writing within twenty (20) business days of the date the employee knew or should have known of the facts giving rise to the Dispute. Many employee complaints can be resolved informally through communication between the employee and his/her immediate supervisor (or designee). Accordingly, an employee desiring to initiate a Dispute shall, within the 20-day period set out above, initiate the Dispute with his/her immediate supervisor or designee using the Step 1 Dispute Form. The supervisor shall address the Dispute and shall respond in writing within five (5) business days after the discussion. If the Dispute involves two or more employees, it may be presented with not more than three (3) aggrieved employees present. No resolution reached as a result of the Step 1 meeting or discussion shall be a precedent for any purpose. The SSPBA's withdrawal of a dispute at Step 1 shall be in writing.

Step 2: Written Appeal to Bureau Commander or Deputy Chief

If the Dispute is not resolved after the first step meeting, the employee shall reduce the complaint to writing on the Step 2 Dispute Form and submit to their Bureau Commander and Deputy Chief. The employee shall also send a copy of the Step 2 Dispute Form to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. The Dispute Form shall be delivered by the employee to the assigned commander hearing the second step appeal within five (5) business days of the first step meeting or the supervisor's reply, if given at a later date. The assigned commander shall meet with the employee within five (5) business days of receipt of the Step 2 Dispute Form. A written reply by the assigned commander shall be made to the employee, with a copy to the SSPBA, within five (5) business days following the

meeting. Any settlement or withdrawal of a Dispute at Step 2 shall not be a precedent for any purpose.

Step 3: Written Appeal to Chief of Police, Meeting and Written Response

If the Dispute is not resolved at Step 2, the filing party may appeal the Dispute to Step 3 by filing a Dispute Form – Third Step with the Chief of Police within five (5) business days of the receipt of the supervisor’s Step 2 response. The Dispute Form may be submitted to the Chief via email to FCPDAppealsandGrievances@fairfaxcounty.gov with a copy to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. A meeting shall be held involving the Chief (or designee) and the filing party at a mutually agreeable time within five (5) business days of the Chief’s receipt of the Complaint Form. In the event the Chief elects a designee to perform this function, that designee shall not be from the direct line of supervision of the filing party. The Chief of Police retains ultimate responsibility for the Step 3 decision and the written response. The Chief (or designee) shall provide a written response to the filing party within five (5) business days of the meeting. Any settlement or withdrawal of a Dispute at Step 3 shall not be a precedent for any purpose, unless the parties specifically agree or develop an agreement to dispose of future similar or related Disputes.

The parties to the Dispute may by mutual agreement waive Step 1 and/or Step 2 and their meetings, however the initial written dispute form cannot be waived. Upon written request from the filing party to the Department head, County management shall waive the first and second step Dispute meetings in cases of termination, suspension, or demotion.

Step 4: Hearing before Arbitrator or Panel.

If the Dispute is not resolved at Step 3, SSPBA may take the Dispute to Step 4 and a final determination in accordance with the provisions in the next section. Only the County or SSPBA shall have the ability to appeal a Dispute to Arbitration.

Section 20.6. Step 4 Arbitration

- A. SSPBA shall initiate Step 4 by filing an appropriate request in writing to DHR Labor Relations within fourteen (14) calendar days after receipt of the Step 3 decision. This request shall contain SSPBA’s election of arbitration (if eligible). Requests should be sent to Labor Relations at hrlaborrelations@fairfaxcounty.gov.
- B. **Selecting an Arbitrator.** A request for arbitration shall be submitted within the specified time limit for appeal. If a Dispute is submitted to arbitration, the arbitrator will be selected from a standing panel composed of persons agreed upon by the parties using a strikethrough method. The SSPBA and the County will each initially submit 12 (twelve) names for the panel. The final panel will consist of 12 (twelve) panel members and will be comprised only of members of the National Academy of Arbitrators. At least sixty (60) days prior to the expiration of this Agreement, one or both parties may provide written notice to the other that it no longer consents to retaining a particular member(s) of the arbitration panel. The parties shall fill the panel vacancy by mutual consent. Panel members cannot be removed if they are actively involved in an arbitration. All arbitrators shall serve for the term of this Agreement and shall continue to serve for up to six (6) months thereafter, unless the parties otherwise mutually agree.

In order to avoid loss of available hearing time, alternate cases should be scheduled to be heard in the event of late settlement or withdrawal of Disputes before a hearing. In the case of disciplinary or adverse actions, up to 3 (three) cases should be scheduled. In the case of contractual disputes, up to 5 (five) cases should be scheduled. The number of cases scheduled is done by mutual agreement. If all the cases are not able to be completed at the arbitration hearing, they should be scheduled with the next available arbitrator at the earliest available

date. If a case cannot be completed on the date of hearing, then a continuance date shall be scheduled with the same arbitrator at the earliest possible date.

In the event that either party withdraws a case less than five (5) business days prior to the scheduled arbitration date, and the parties are unable to agree on scheduling another case on that date, the party withdrawing the case shall pay the full costs of the arbitrator for that date if no cases are scheduled to be heard. In the event that the parties settle a case or either party withdraws a case five (5) or more business days prior to the scheduled arbitration date, the alternate case on the appropriate arbitration list shall be scheduled. If the parties settle a case less than five (5) business days prior to the scheduled arbitration date and are unable to agree to schedule another case, the parties shall equally share the costs of the arbitrator for that date.

All disputes appealed to arbitration will be placed on the pending arbitration list in the order in which appealed. The County, in consultation with the SSPBA, will be responsible for maintaining appropriate dockets of disputes (discipline and contract), as appealed, and for administrative functions necessary to ensure efficient scheduling and hearing of cases by arbitrators. The County will establish a numbering system for Disputes that are received at Step 2, and such number will identify the dispute at Step 2 through Arbitration. The arbitrators shall be scheduled to hear cases on a rotating system basis, unless otherwise agreed by the parties.

The arbitrator in any given case should render an award no later than forty-five (45) days of the close of the record in the case.

C. Selecting Step 4 Panel. In the event that the Step 4 decision maker is a Panel, the Department hearing Panels shall consist of three (3) sworn members of the Department and shall be selected as follows.

1. The following members are prohibited from serving on panels:
 - a. Extended family members of the affected employee, to include household members as defined in Fairfax County Personnel Regulations Chapter 2.
 - b. Sworn employees who, during the previous year, have been suspended or involuntarily demoted.
 - c. Sworn supervisors responsible for the investigation and/or review of the administrative investigation.
2. Department hearing panels are selected in accordance with the following:
 - a. One member shall be selected by the affected employee.
 - b. One member shall be appointed by the Chief of Police (or designee). The member shall be of equal rank or no greater than one rank above the affected employee; however, if the filing party is not a sworn supervisor, the panel will not be comprised of any supervisors.
3. One member selected by the other two selected panel members. This third member shall serve as the chair of the hearing panel. If the third member cannot be agreed upon by the other two members, the LRA will select the third member.

C.D. Step 4 Hearing Procedures

1. The County and the filing party may have a representative of their choice present.
2. Powers of Step 4 Decisionmaker. The Arbitrator or Panel (governed by majority vote) (“Step 4 Decisionmaker”) shall have no authority to amend, add to, or subtract from the provisions of this Agreement, the County Code, the County’s Personnel Regulations, or any written policy affecting the terms and conditions of bargaining unit members’

employment. The ~~arbitrator~~ Step 4 Decisionmaker shall have no power to award fees, costs, expenses, or damages, including attorneys' fees.

3. The decision of the arbitrator shall be considered an award pursuant to the Virginia Uniform Arbitration Act. The arbitrator's decision shall be final and binding on all parties, except as provided for in Virginia Code Sections 8.01-581.010 and 8.01-581.011.

4. The Decision of a panel shall be final and binding on all parties except as provided below:

a. The Decision of the Step 4 Decisionmaker shall be final and binding except that either party may appeal to the Circuit Court for the limited purposes outlined below.

b. A party may appeal to the Fairfax County Circuit Court but the appeal shall be limited to whether the decision of the Panel was inconsistent with the provisions of the law and written policy (which includes this Agreement) or whether the award on its face was contrary to law and public policy; or was procured by fraud, collusion, or other similar and unlawful means. Any review of factual matters decided by the Step 4 Decisionmaker shall be limited to whether the Step 4 Decisionmaker was without, or exceeded, his or her jurisdiction or abused his or her discretion.

~~4.5.~~ Either party may petition the Fairfax County Circuit Court for an order requiring implementation of the hearing decision in accordance with this Article and applicable law.

~~5.6.~~ The ~~arbitrator~~ Step 4 Decisionmaker shall set a mutually agreeable time and date for a hearing as soon as the ~~arbitrator~~ Step 4 Decisionmaker can reasonably be available. The parties may offer any relevant evidence at the hearing and shall produce such additional evidence as the ~~arbitrator~~ Step 4 Decisionmaker may deem necessary for understanding and determining the Dispute. The ~~arbitrator~~ Step 4 Decisionmaker shall be the judge as to the relevance and materiality of the evidence offered. All evidence shall be taken in the presence of the ~~arbitrator~~ Step 4 Decisionmaker and both parties. There shall be no communication by the filing party or the County with the ~~arbitrator~~ Step 4 Decisionmaker outside of the hearing (*ex parte* communication), except as may be otherwise provided for in the procedures in this Article. The ~~arbitrator~~ Step 4 Decisionmaker shall render a decision in writing no later than forty-five (45) calendar days after the ~~arbitrator~~ Step 4 Decisionmaker has declared the hearing record closed.

~~6.7.~~ Unless otherwise agreed to by the parties in writing, a witness and exhibit list must be exchanged electronically between the parties and provided electronically to the arbitrator at least ten (10) business days prior to the scheduled hearing. The non-filing party to the Dispute shall be required to raise any procedural and/or arbitrability defenses no later than 30 days prior to the scheduled arbitration hearing.

~~7.8.~~ If either party requests a prehearing conference, and the ~~arbitrator~~ Step 4 Decisionmaker deems one appropriate, the ~~arbitrator~~ Step 4 Decisionmaker shall hold a conference call prior to the hearing date with the parties and/or representatives to resolve any prehearing issues.

~~8.9.~~ The moving party shall proceed first in Step 4 hearings. The County shall be considered as the moving party in Disputes appealing disciplinary action taken by the County. In all other cases, the filing party shall be considered to be the moving party. For purposes of this Article, the County shall be considered the moving party and bear the burden of proof by preponderance when an employee challenges an unsatisfactory service separation.

~~9-10.~~ In Disputes involving discipline, the County shall have the burden to establish, by a preponderance of the evidence, that the employee committed the alleged misconduct or violated the alleged standard(s). When the County has established that the employee committed the alleged misconduct or violated the alleged standard(s), the filing party has the burden to show by a preponderance of the evidence that the level of discipline imposed was unreasonable or improper under this Agreement and the applicable County standards.

~~10-11.~~ When the filing party challenges matters allowed by this Article other than discipline, the filing party shall have the burden of proof by preponderance of the evidence.

....

Section 20.9: Exclusions

The SSPBA or employees may not file Disputes over the items listed in County Personnel Regulations Chapter 17.3-3 and 17.4, last revised July 1, 2021, except that written reprimands may be disputed. In addition, as set forth in Article X of this Agreement, probationary employees do not have access to the procedures set forth in this Article.

For purposes of clarity, it is noted that “Disputes” refer to disagreements arising under the Parties’ collective bargaining agreement, while “Grievances” refer to a term defined in §15.2-1507 of the Virginia Code as:

a complaint or dispute by an employee relating to his employment, including (i) disciplinary actions, including dismissals, disciplinary demotions, and suspensions, provided that dismissals shall be grievable whenever resulting from formal discipline or unsatisfactory job performance; (ii) the application of personnel policies, procedures, rules, and regulations, including the application of policies involving matters referred to in clause (iii) of subdivision 2; (iii) discrimination on the basis of race, color, creed, religion, political affiliation, age, disability, national origin, sex, marital status, pregnancy, childbirth or related medical conditions, sexual orientation, gender identity, or military status; and (iv) acts of retaliation as the result of the use of or participation in the grievance procedure or because the employee has complied with any law of the United States or of the Commonwealth, has reported any violation of such law to a governmental authority, has sought any change in law before the Congress of the United States or the General Assembly, or has reported an incidence of fraud, abuse, or gross mismanagement.

Evidence Regarding the Disputed Article 20 Provisions

The record reflects that the Department maintains a General Order identified as Number 311, Grievances. The most recent version of G.O. 311 bears an effective date of September 7, 2022. G.O. 311, which is consistent with Chapter 17 of the County’s Personnel Regulations, gives “[a]ll regular, permanent employees (sworn and nonsworn) in the competitive service of the County” the right to file Grievances which move through a series of steps and culminate, if the matter is found to be grievable, with a hearing before the County’s Civil Service Commission, which may issue a binding decision. As reflected in G.O. 311, matters which may result in binding decisions from the Civil Service Commission include:

1. Dismissals, unsatisfactory service separations, demotions, and suspensions.
2. The application of specific County personnel policies, procedures, rules, and regulations.
3. Acts of retaliation as a result of utilization of this procedure, or for participation in the grievance of another County employee.
4. Discrimination against an employee (including a probationary employee) on the basis of race, color, creed, religion, age, disability, national origin, sex (including gender-based conduct, pregnancy, sexual orientation, gender identity, and conduct of a sexual nature), political affiliation, marital status, union affiliation, genetic information, veteran status, or disabled veteran status.
5. Discrimination or retaliation against an employee, including a probationary employee, because of participation in political activities permitted under state law and County ordinance, or failure to participate in political activities, whether permitted or not by state law or County ordinance.
6. Acts of retaliation because the employee has:
 - a. Complied with any law of the United States or the Commonwealth.
 - b. Reported any violation of such law to a governmental authority.
 - c. Sought any change in law before the United States Congress or Virginia General Assembly.
 - d. Reported an incidence of fraud, abuse, or gross mismanagement to the Board of Supervisors Audit Committee, the Auditor to the Board, their Department head, or to any other federal, state, or County government authority, such as the Commonwealth's Attorney for the County of Fairfax, or U.S. Attorney for the Eastern District of Virginia.

The procedure set forth in G.O. 311 is as follows:

- A. **Procedural Steps:** After the initial complaint is made as detailed in Step 1 below), parties to the grievance may, by mutual agreement, waive any and all intermediate steps or meetings with the exception of the initial complaint, reducing the complaint to writing and the request for grievability determination (Step 4). Upon request of the grievant, management shall waive the 1st and 2nd step grievance meetings in cases of termination, suspension or demotion.
 1. **Step 1 (Immediate Supervisor):** An employee who has a complaint shall discuss the problem directly with their supervisor within twenty (20) business days of the date the employee should have reasonably gained knowledge of the event giving rise to the complaint. The complaint need not be reduced to writing until this step has been completed. A written reply by the supervisor shall be made during the discussion or within five (5) business days following the meeting.
 2. **Step 2 (Station, Division, Bureau Commander or Deputy Chief):** If the complaint is not resolved after the first step meeting, the employee may reduce the complaint to writing on the Complaint Form - Second Step (all grievance forms are obtainable from the Department of Human Resources). . . .
 3. **Step 3 (Chief of Police):** If the reply from the second step meeting is not acceptable to the employee, or where no Division or Bureau Commander exists, the employee may appeal the last response to the Chief of Police. . . .
 4. **Step 4 (Grievability Determination):** When a complaint cannot be satisfactorily resolved pursuant to Steps 1 through Step 3, . . . [t]he County Executive will determine if the complaint is grievable, and if so, based upon the criteria set forth in this General Order, establish whether the decision rendered by the Fairfax County Civil Service Commission shall be binding or advisory. . . .
 - a. The decision regarding grievability is appealable only to the Fairfax County Circuit Court. . . .

5. **Step 5 (Appeal to the Civil Service Commission):** If the complaint has been determined to be grievable, as provided herein, the employee may file a request for a hearing on the Step 5 Grievance Form with the Fairfax County Civil Service Commission. . . . While the Commission has authority to determine the appropriate application of an existing rule or policy, the Commission does not have the authority to add to, detract from, alter, amend, or modify in any way County or Department policy or procedure and its findings shall be consistent with all applicable laws and ordinances. No member of the Civil Service Commission shall hear a grievance if they have a direct involvement with the grievance being heard by the Commission, or with the complaint or dispute giving rise to the grievance. . . .

The record reflects that the Department maintains a General Order identified as Number 310, Discipline and Appeals. The most recent version of G.O. 310 bears an effective date of May 4, 2022. G.O. 310 establishes guidelines and procedures for formal; and informal disciplinary actions and appeals within the Department for sworn employees. Section XII, Police Department Hearing Panels, of G.O. 310 states in relevant part that:

- A. The Code of Virginia establishes procedures for hearing panels as an advisory body. Recommendations from the panel are to be given significant weight but are only advisory in nature to the Chief of Police. The findings of the panel shall be consistent with all applicable laws and ordinances.
- B. Hearing panels are separate and distinct bodies from Civil Service Commission Hearing Panels. Employees may refer to FCPD General Order 311 (Grievances) or contact the Civil Service Commission for further guidance.
- C. Department hearing panels shall be convened upon request of an employee made within five (5) business days of the Step 2 grievance response (see FCPD General Order 311, Grievances) in cases involving termination, reduction in rank or suspension.
- D. Department hearing panels shall consist of three (3) sworn members of the Department. The following members are prohibited from serving on panels:
 1. Extended family members of the affected employee, to include household members as defined in Fairfax County Personnel Regulations Chapter 2.
 2. Sworn employees who are, or have been, involved in administrative investigations for possible improper conduct involving the same or related incidents.
 3. Sworn employees who, during the previous year, have been suspended or demoted
 4. Sworn supervisors responsible for the investigation and/or review of the administrative investigation.
- E. Police Department hearing panels are selected by the following procedures:
 1. One member may be selected by the affected employee.
 2. One member shall be appointed by the Chief of Police. The member shall be of equal or rank no greater than two ranks above the affected employee. This member shall serve as chair of the hearing panel.
 3. One member selected by the other two selected members.

Note: If the third member cannot be agreed upon by the other two members, the Chief Judge of the 19th Judicial Circuit Court will select the third member.

- F. Hearing panels shall be convened no later than fourteen (14) calendar days following the date of request by the affected office unless otherwise agreed to by the officer and the Chief of Police.
- G. The Commander of the IAB Investigations Division is responsible for the scheduling of the hearing panel and arrangement for recording of testimony.
- H. The hearing panel procedures shall be conducted in accordance with the Law Enforcement Officer’s Procedural Guarantee Act and the Department’s Procedural Guidelines for the Conduct of Hearing Panels.
- I. All findings and/or recommendations of the hearing panel are to be provided to the affected employee and their counsel within five business days.

Section XIII, Final Disciplinary Determinations, of G.O. 310 states in relevant part that:

- A. The Chief of Police shall have final disciplinary determination authority under the following circumstances:
 - 1. Where no appeal is sought on behalf of the affected employee.
 - 2. After a Hearing Panel is conducted at the affected employee’s request, or,
 - 3. After a third step grievance where the affected employee has not requested a Hearing Panel.
- B. The Chief of Police is not bound by any disciplinary recommendations made by a Hearing Panel. Officers may then appeal the Chief’s decision to the County Executive, who makes a determination based upon the review of the record of the trial board hearing.
- C. When the civil service option is elected, the third step grievance process and discipline is imposed by the Chief of Police, the affected officer may make a Step Four grievance and request a grievability determination from the County Executive. The County Executive will determine whether the grievance is eligible for a Civil Service Commission hearing.

Ms. Baucom noted that disciplinary hearing panels for law enforcement officers under G.O. 310, also referred to as “trial boards,” were non-binding and were rarely invoked.

Ms. Baucom testified that the County had been permitted to retain its existing Civil Service Commission hearings process even after §15.2-1507 of the Virginia Code was enacted in 1997. Section 15.2-1507 requires that local governing bodies adopt an employee grievance procedure with certain features, including the ability to make final and binding decisions on such Grievances; it provides, as a default, for Grievances to be heard at a panel hearing or at a hearing before an administrative hearing officer. The hearing panels under §15.2-1507

may . . . consist of one member appointed by the grievant, one member appointed by the agency head and a third member selected by the first two. In the event that agreement cannot be reached as to the final panel member, the chief judge of the circuit court of the jurisdiction wherein the dispute arose shall select the third panel member. . . .

Id. at (A)(10)(a)(1).

Section 15.2-1507 also, however, permits local governing bodies to create alternative procedures; in the case of the County, the Civil Service Commission process serves as an alternative to the Section 15.2-1507 procedures.

Officer Monahan, the Union's President, testified that he had served as the Union's President for approximately five to six years, and had been a sworn member of the Department for over eight years.

Officer Monahan asserted that the County's Civil Service Commission process, although permissible under Virginia law, differed significantly from the panel process set forth at §15.2-1507, which permits an aggrieved employee to select a panel member, the government employer to select a panel member, and those two members to select the third member of the panel. He explained that the purpose of the Union's Article 20 LBO was to permit an option for peer review of Grievances, comparable to that in §15.2-1507, under the new collective bargaining agreement.

Officer Monahan testified that he had reviewed the panel hearing processes in other Virginia jurisdictions for binding resolutions of Grievances. He asserted that, generally, the procedures in those jurisdictions, including Prince William County and Loudoun County, permitted an aggrieved employee, including a sworn officer, to select a member of the employee's choosing; for the employer to select a member of its choosing; for the first two members to select a chair or, if agreement cannot be reached, for an alternative procedure for selection of a chair; and for the decision of such panels to be binding.

Officer Monahan acknowledged that none of the comparator jurisdictions with processes for binding resolution of Grievances that he had reviewed had limited membership on a panel to sworn officers or had included restrictions on the ranks of sworn officers chosen to serve as panel members. He further acknowledged that, in the case of Prince William County, it was his understanding that the hearing panel process for sworn officers was, in fact, advisory.

Officer Monahan testified that, based on his discussions with other bargaining unit employees, many did not believe that the Civil Service Commission process or the non-binding trial board process under G.O. 310 provided a meaningful route to resolve employee Grievances. Officer Monahan noted that, in Fiscal Year 2022, the County's Civil Service Commission had received only 20 Grievances; of those, only seven advanced to a hearing; of those seven, five were denied and one was dismissed based upon the grievant's failure to appear. Officer

Monahan did not, however, provide additional details regarding the particular circumstances or merits of Grievances heard by the Civil Service Commission.

In addition, Officer Monahan testified that, under the collective bargaining agreement between the City of Alexandria and the Union for the City's Police bargaining unit, the parties there had agreed to the following as part of their negotiated contractual grievance procedure:

- C. Step 3: Written Appeal to an Arbitrator, Administrative Hearing Officer, or Tripartite Panel and Determination.

If the grievance is not resolved at Step 2, the grievant may take the matter to Step 3 and a final determination in accordance with the below provisions.

For any grievance that claims a violation of a provision of this Collective Bargaining Agreement, the grievant may, at his option, take the Step 3 grievance to an arbitrator in lieu of appeal to Administrative Hearing Officer or Tripartite Panel. Only the PBA or an individual grievant or grievants(s) authorized and represented by the PBA may take such matters to an arbitrator. For any other grievance, the grievant may either invoke a tripartite grievance panel consistent with A.R. 6-21 or seek relief from an administrative hearing officer.

The grievant shall initiate Step 3 by filing an appropriate request in writing to the Chief Human Resources Officer within fourteen (14) calendar days after receipt of the Step 2 decision. This request shall contain the grievant's election of arbitration, state administrative hearing officer, or grievance panel. The applicable arbitrator, state administrative hearing officer, or grievance panel may be referred to as the Step 3 Decisionmaker.

Step 3 Resolution by Arbitrator

If the grievant has elected to arbitrate the matter, the arbitration shall be consistent with the following provisions:

1. Selecting an arbitrator. Within seven (7) days of receiving the appeal to arbitration, the City shall request a list of at least seven arbitrators knowledgeable in local government labor/employee relations from the Federal Mediation and Conciliation Service (or another qualified source of arbitrators or neutrals if mutually agreed by City and Grievant). Unless the Grievant and City agree on the arbitrator from this list, the Grievant and City will alternatively strike names until a single arbitrator's name remains. If the list of arbitrators contains an odd number of names, the Grievant shall strike the first name and the City shall have the last choice to strike. If the list of arbitrators contains an even number of names, the City shall strike the first name.
2. The City and the grievant may have present a representative of their choice.
3. Powers of Step 3 Decisionmaker. The Step 3 Decisionmaker shall have no authority to amend, add to, or subtract from the provisions of this Agreement. He or she shall make such award as he or she shall decide is proper under this Agreement. The Step 3 Decisionmaker's decision shall be final and binding on all parties.
4. The Step 3 Decisionmaker shall set a mutually agreeable time and date for a hearing as soon as the Step 3 Decisionmaker can reasonably be available. The parties may offer any relevant evidence at the hearing and shall produce such additional evidence as the Step 3 Decisionmaker may deem necessary for understanding and determining the dispute. The Step 3 Decisionmaker shall be the judge as to the relevancy and materiality of the evidence offered. All evidence shall be taken in the presence of

the Step 3 Decisionmaker and parties. There shall be no communication by the grievant or the City with the Step 3 Decisionmaker outside of the hearing, except as provided for in the procedures in this Article. The parties may file post-hearing briefs at a time determined by the Step 3 Decisionmaker at the hearing. The Step 3 Decisionmaker shall render a decision in writing no later than fourteen (14) calendar days after the Step 3 Decisionmaker has declared the hearing record closed, which shall be when all of the evidence and post-hearing briefs have been received by the Step 3 Decisionmaker.

5. Because the hearing is not a formal court hearing, the rules of evidence and the rule against hearsay shall not apply. However, the underlying purpose of the rules of evidence and rule against hearsay shall be applied by the Step 3 Decisionmaker to preserve the basic due process to which the parties are entitled.
6. The parties shall meet and confer no later than 7 calendar days before the date of the scheduled arbitration. At the meeting the parties shall make good faith effort to identify the issues) succinctly, develop stipulations, and identify joint exhibits.
7. The parties may present witnesses and submit documents for review by the Step 3 Decisionmaker. Unless otherwise agreed to by the parties, a witness and exhibit list must be exchanged 7 calendar days prior to the scheduled hearing via email to the other Party and the Step 3 Decisionmaker. Any exhibit not previously exchanged between the parties shall not be accepted into evidence unless the Step 3 Decisionmaker determines there is good cause to accept the exhibit.
8. If requested by either party, and the Step 3 Decisionmaker deems appropriate, the Step 3 Decisionmaker should hold a conference call prior to the hearing date with the parties and/or representatives to resolve any prehearing issues.
9. The cost of arbitration will be split equally between the parties.
10. If a transcript of the hearing before the Step 3 Decisionmaker is ordered, the ordering party shall pay the transcription fee. The other party may review this transcript at a mutually agreeable time or may obtain a copy at copy cost. If both parties agree to order a transcript, the cost of the original and one copy shall be borne equally by the parties.
11. The decision of the Step 3 Decisionmaker shall be final and binding and shall be consistent with provisions of law and written policy.

Step 3 Resolution by Tripartite Panel

1. Members of the tripartite panel shall be selected in accordance with A.R. 6-21. However, in the event that the grievant elects a grievance panel (whether or not the grievance concerns direct alleged violation of the Collective Bargaining Agreement), he/she may request that a neutral arbitrator be chosen as the chair of the panel in accordance with the procedures in Subsection 1 of the “Step 3 Resolution by Arbitrator” section, above. In such a case the parties will equally split the cost of the arbitrator and the remaining panel members will be selected in accordance with A.R. 6-21.
2. However, in a grievance challenging a written reprimand or discipline at the level of a written reprimand or below, the grievant shall not be entitled to an arbitrator or panel chaired by an arbitrator. In such grievances the grievant may proceed to a Step 3 tripartite panel without an arbitrator or an administrative hearing officer.

3. The hearing shall proceed in accordance with the provisions in this Collective Bargaining Agreement except that the majority vote of tripartite panel shall serve in place of the arbitrator as the Step 3 Decisionmaker.

Step 3 Resolution by State Administrative Hearing Officer

1. Within seven (7) calendar days after the request has been received by the Chief Human Resources Officer, the City shall contact the Executive Secretary of the Supreme Court of Virginia to request the appointment of an Administrative Hearing Officer. The appointment shall be made from the list of the administrative hearing officers maintained by the Executive Secretary pursuant to Virginia Code Section 2.2-4024 and shall be made from the appropriate geographical region on a rotating basis. In the alternative, the City may request the appointment of an administrative hearing officer from the Virginia Department of Human Resource Management. The City shall bear the cost of such officer's services.
2. Proceedings by State Administrative Hearing Officer shall proceed in the same manner as matters before an arbitrator, with the Administrative Hearing Officer serving in place of the arbitrator, except as modified by law including Va. Code Section 2.2-4024, 2.2-4024.1, and 2.2-4024.2).

Officer Monahan noted that the collective bargaining agreement between the City of Alexandria and the Union remains the only completed collective bargaining agreement between a Virginia jurisdiction and its police bargaining unit. He acknowledged that, under Alexandria's Collective Bargaining Ordinance, discipline is not negotiable.

Officer Monahan stated that, at least in some cases, Union Stewards had not been permitted to represent bargaining unit employees before a County Civil Service Commission panel.

John Farrell, a former detective retired from the Department, testified that he had been employed with the Department for approximately 23 years. He recounted that, in or about 2018 or 2019, prior to his retirement, he had been the Employee Advisory Council Representative for the Department's employees, with responsibility for representing the interests of the Department's employees in matters involving the County. Mr. Farrell testified that, in that role, he had advised sworn members about the use of non-binding trial boards or the binding Civil Service Commission process to appeal disciplinary actions. Mr. Farrell explained that, on repeated occasions, sworn members had declined to appeal disciplinary actions before a trial board or before the Civil Service Commission because of a perception that the trial board process, which was non-binding, was unlikely to result in a change to the disciplinary action that had been issued; and because of a perception by sworn members that they were unlikely to prevail before the Civil Service Commission. Mr. Farrell noted that, given the perception by sworn members that appeal to a trial board was unlikely to result in meaningful change,

employees who had received discipline were concerned about exposing themselves or other sworn members to potential reprisal by naming colleagues to the non-binding trial board panel. He stated that sworn members expressed concern about the ability of the Civil Service Commission to consider a sworn member's actions from the perspective of a reasonable police officer.

Mr. Farrell opined that a binding trial board or hearing panel process composed of peers of the aggrieved sworn member would be viewed more favorably by bargaining unit employees. He based that opinion, in part, on his perception that decisions of the non-binding trial boards that were not fully in favor of aggrieved employees had been well-received by the aggrieved employees because of a perception that those trial boards had greater legitimacy – because the trial boards were populated by sworn officers within two ranks of the aggrieved employee who would have relatively similar experience to that of the aggrieved employee – than would a hearing conducted by the Civil Service Commission.

Mr. Farrell testified that the Union's Article 20 LBO – which would permit the binding resolution of Disputes by a hearing panel consisting only of sworn officers no more than one rank above that of the aggrieved employee, and which would preclude supervisors from serving as members of the hearing panel if the aggrieved employee is not a supervisor – was intended to avoid situations where a higher-ranking member of the hearing panel could be in a position to influence the determinations made by the lower-ranking members of the panel. Officer Monahan similarly testified about the potential for a higher-ranking panel member to affect the decisions of lower-ranking members, either explicitly or implicitly; he acknowledged, however, that higher-ranking panel members were more likely to have different levels of experience and/or training than lower-ranking panel members.

Chief Davis, however, noted that rank-and-file sworn officers on a binding hearing panel would face enormous pressure not to find against their peers. He noted that higher-ranking officers, including Deputy Chiefs, Majors, and Captains, were better equipped to hear facts and render a judgment contrary to the findings of other commanders.

Chief Davis asserted that the Union's Article 20 LBO would divest him of the authority to make the ultimate decision on disciplinary action by placing final review in the hands of subordinate officers. He stated that it would negatively affect the Department's ability to hold its sworn officers accountable for their actions.

Chief Davis distinguished between review of disciplinary actions through a negotiated dispute resolution procedure culminating in binding arbitration, and the binding panel process contained in the Union's Article 20 LBO. He noted that the Union's LBO would preclude service on panels by higher-ranking sworn members of the Department, who were often more experienced and had different perspectives than would a panel consisting only of lower-ranking sworn members. Chief Davis also asserted that negative community perceptions of the Department would result in the event that disciplinary action were overturned by hearing panels consisting only of lower-ranking sworn officers.

Ms. Baucom asserted that the Union's Article 20 LBO could create staffing issues by requiring three sworn members of the Department to sit on a panel for each Dispute filed under the new collective bargaining agreement, potentially requiring that a significant number of sworn members be reassigned from their regular duties to sit on binding hearing panels. She further asserted that the submission of any Disputes under the new collective bargaining agreement, including but not limited to disciplinary matters, to a Step 4 binding panel created under the Union's Article 20 LBO, would inappropriately undermine the authority of the Chief of Police to make decisions concerning staffing and other matters related to the operations of the Department by committing review of those decisions to a panel of lower-ranking sworn members with authority to make a binding decision overruling the decisions of the Chief.

Ms. Baucom explained that the Fairfax County Circuit Court does not have jurisdiction, as a matter of law, over the binding decisions of a hearing panel of the type envisioned by the Union in its Article 20 LBO. She indicated doubts as to whether – even if the Union's Article 20 LBO were agreed-to or imposed – the County and the Union could confer jurisdiction on the Circuit Court over the decisions of a Step 4 panel created under the Union's Article 20 LBO.

CONTENTIONS OF THE COUNTY

The Arbitrator should select both of the County's LBOs in this matter.

With respect to Article 18, the Union's LBO would cause unnecessary delays in the administrative investigation process; could result in impairment of the public's confidence in the Department; and could result in bargaining unit employees being unnecessarily sidelined during a protracted administrative investigation. The Arbitrator should note that, even under the County's LBO, sworn officers are not automatically required to provide a compelled

administrative statement; only when the Chief of Police or the Internal Affairs commander have determined that the compelled administrative statement is necessary will the sworn officer be required to provide same. The County's LBO would also maintain the *Garrity* rights to which sworn officers are constitutionally entitled while providing the Department with the flexibility to take appropriate and timely administrative action following a PACI.

With respect to Article 20, the Union's LBO has numerous problems. The proposed hearing panel would be able to hear disciplinary matters as well as complex contract interpretation disputes that the panel members – all sworn members of the Department – may not be well-suited to resolve. The authority of the Chief of Police would be negatively affected and his decisions would be subject to override by lower-ranking officers. Tellingly, the Union was unable to identify any comparators with hearing panel processes that were truly similar to that proposed by the Union in its Article 20 LBO.

Moreover, because Maryland and the District of Columbia have made matters related to discipline of sworn law enforcement officers non-negotiable, the Union's claim that Montgomery County, Prince George's County, and the District of Columbia are appropriate comparators for purposes of the two disputed Articles should be given little weight. The items in dispute here would be non-negotiable in Maryland and the District; if anything, the fact that these matters have been deemed non-negotiable further confirms that they are matters that should remain within the discretion of management or, as in this case, are matters as to which the County's LBOs should be selected.

For all of these reasons, the Arbitrator should select the County's LBOs as to all matters remaining in dispute.

CONTENTIONS OF THE UNION

The Arbitrator should select both of the Union's LBOs in this matter.

The Arbitrator is obligated to consider the factors established by the Collective Bargaining Ordinance in selecting among the Parties' LBOs here. The Arbitrator should consider the interests and welfare of the public, including bargaining unit employees. The constitutional due process issues implicated in the Union's Article 18 LBO are of extreme importance to this bargaining unit. Notably, no jurisdiction in Virginia both permits compelled administrative statements prior to the conclusion of related criminal matters and assigns the same

police agency to conduct those criminal and administrative investigations. Maintaining these procedural protections are both an extension of *Garrity* rights and a means to protect those rights by avoiding potential leaks or gossip. The Union's Article 18 LBO would not delay the termination of a bargaining unit employee where there is clear evidence to support termination. While it might delay the termination of an employee in the event that clear evidence is not available absent a compelled administrative statement, the interest in protecting due process rights should prevail over concerns regarding delay. In addition, nothing prevents a sworn member under investigation from providing a statement voluntarily. The fact that neither the County nor the Department nor the Union can control the actions of the Commonwealth's Attorney is not a reason to deprive bargaining unit employees of their due process rights.

There was no showing that other County employees can be forced to make a compelled administrative statement before the conclusion of a related criminal investigation. This internal comparator is significant. Moreover, the County changed its procedure for sworn officers earlier this year after the Union was certified as the exclusive bargaining agent for the Police bargaining unit despite the fact that the County and the Union were beginning the collective bargaining process. Here, it is the County that truly seeks a change, and the Union that is trying to maintain the pre-April 2023 status quo.

With respect to the Union's Article 20 LBO, the Arbitrator should find that a hearing panel process is appropriate. The status quo fails to address the concerns of bargaining unit employees about the non-binding hearing panel process and the Civil Service Commission process. In the non-binding trial board process under G.O. 310, sworn officers who select a peer as a member of a Departmental hearing panel put their colleagues in a precarious position that leaves the colleague open to retaliation for participating in a process that is only advisory. In the Civil Service Commission process, adjudicators without insight into the work of a police officer are nevertheless asked to decide on Grievances filed by sworn officers, who have an absurdly low success rate. Neither the advisory Departmental hearing panel process nor the Civil Service Commission process is as beneficial – substantively and with respect to the morale of bargaining unit employees – as would be a hearing panel with the authority to issue binding decisions, and the Union's LBO would provide exactly that. A hearing panel process that provides the panel with the authority to issue binding decisions would be consistent with the processes in neighboring jurisdictions and consistent with § 15.2-1507. There is no reason that the Parties

cannot have the option to go to arbitration or to a hearing panel for a binding decision. The Union is happy to negotiate with the County on, among other things, the scope of disputes that would be presented to a hearing panel with binding authority; none of that will happen, however, unless the right to a hearing panel with binding authority is awarded by the Arbitrator. The Union's LBO is not perfect, but it is far better than the status quo, and the Arbitrator should select the Union's LBO.

The fact that Maryland and the District of Columbia have made non-negotiable those matters related to the discipline of sworn law enforcement officers does not change the weight that the Arbitrator should give to Montgomery County, Prince George's County, and the District as comparator jurisdictions in this case. If anything, the fact that Prince George's County and the District issued policies after the effective dates of the applicable new legislation in their respective jurisdictions and nevertheless chose to preclude the use of compelled administrative statements concurrently with criminal investigations is a strong indication as to how outside of the norm the County's post-April 2023 policy truly is. There is also no revised published policy from Montgomery County; apparently, the existing 2002 Function Code remains in effect for the time being. These jurisdictions all have policies that are more protective of the due process rights of sworn officers than the equivalent G.O. 303 issued by the Department in April 2023. It is, moreover, the substance of those policies, rather than whether those policies are properly the subject of collective bargaining in the Maryland jurisdictions and the District, that should be given significant weight here, and which weigh in favor of selection of the Union's LBOs.

For all of these reasons, the Arbitrator should select the Union's LBOs as to all matters remaining in dispute.

DISCUSSION AND OPINION

After careful consideration of the entire record and after giving full consideration to the factors identified at Section 3-10-14 of the Collective Bargaining Ordinance, I am persuaded that, among the Article 18 LBOs, selection of the Union's LBO is most appropriate; and that, among the Article 20 LBOs, selection of the County's LBO is most appropriate. A summary of the principal reasons for these holdings follows.

Article 18

After careful consideration, I am persuaded that the weight of the evidentiary record supports selection of the Union's last best offer for Article 18.

With respect to the Article 18 dispute, the record makes clear that, until April 2023, the Department did not permit a sworn officer to be ordered to provide compelled administrative statements concurrently with an ongoing criminal investigation into that officer. That policy changed with the April 21, 2023 revision to G.O. 303, as the County and the Union began negotiations for their first term collective bargaining agreement. The nominal status quo, for purposes of this arbitration proceeding, is only six months old; is the product of a unilateral change by the Department; and was a change that, as testimony indicates, was never accepted by the Union – which reasonably elected to pursue the matter in bargaining (which was beginning in short order), rather than by filing and litigating a Prohibited Practice Charge.

At the outset, it bears mention that the proposals at issue here concern statements that are made in the course of the Department's administrative investigations into potential misconduct by a sworn officer. They do not affect criminal investigations into the misconduct of sworn law enforcement personnel; in fact, the statements at issue here cannot be used as part of a criminal investigation into the sworn officer who has made the statement.

The evidentiary record makes clear that, with the adoption of the revised G.O. 303 in 2023, the Department's approach to compelled administrative statements became an outlier compared to its surrounding jurisdictions. None of the comparators cited by the Union both authorized concurrent compelled administrative statements and permitted both the criminal and administrative investigations to be conducted by the same law enforcement agency. Significantly, at arbitration, the County proposed no alternative comparators that used an approach that better approximated the County's.

The County's approach of allowing concurrent compelled administrative statements and of assigning the Department to conduct both criminal and related administrative investigations into PACIs is unique among the cited comparators. This is true, including, based on this record, with respect to Virginia jurisdictions that have not engaged in collective bargaining over matters related to discipline with their sworn law enforcement officers. The same is true when comparing the County to the cited Maryland jurisdictions and the District of Columbia which, even after deeming non-negotiable all matters related to disciplinary action against sworn law

enforcement personnel – on this record – still do not permit concurrent compelled administrative statements. While the record reflects an assertion that the Union’s LBO would place the County and the Department out of line with other police departments nationally, the record evidence fails to so demonstrate.

There was also no showing that the County has allowed concurrent compelled administrative statements for its other employee groups, who enjoy the same *Garrity* rights as the sworn officers of the Department. In an individual case, the impact of a delay in compelling an employee’s administrative statement could be equally significant with respect to non-police-officer employees as is the case with police officers.

The record fails to explain sufficiently the basis for the County’s claimed need for a change in its approach to compelled administrative statements in April 2023. The County’s assertion that it needs the ability to obtain concurrent compelled administrative statements in order to address public expectations following PACIs merits serious consideration. PACIs are significant incidents that can, in at least some circumstances, shake public confidence in law enforcement agencies. No evidence was adduced, however, as to why that change became necessary as of April 2023 rather than, for example, in 2020, 2021, or 2022. Indeed, the Department reaffirmed its prior approach – whereby it did not allow compelled administrative statements to be taken from sworn officers before the conclusion of a related criminal investigation – as recently as the May 4, 2022 revision to G.O. 303. The County has failed to show a demonstrated need for the change in its approach to compelled administrative statements.

There may be multiple considerations affecting a jurisdiction’s decision to assign the administrative investigation resulting from a PACI and the related criminal investigation resulting from such an incident to different law enforcement agencies. That decision could be motivated by a desire to promote public confidence in the criminal investigation; put another way, by assigning the criminal investigation to a law enforcement agency other than the one involved in the PACI, there may be a perception that the criminal investigation will be insulated from potential influence by members of the involved agency. The decision could also be intended to better wall-off the criminal investigation from *Garrity*-protected information obtained in the administrative investigation so as to protect the admissibility of evidence that may be gathered for use in an eventual criminal prosecution. It nevertheless follows, however, that the separation of the criminal investigation from the administrative investigation provides, at

minimum, some ancillary benefit to sworn officers who are the subject of both investigations by reducing the likelihood that *Garrity*-protected information from the administrative investigation will improperly find its way to the criminal investigation, if for no other reason that the investigations are conducted by different law enforcement agencies.

The claimed uncertainty that resulted from the handling of potential criminal matters by the Commonwealth's Attorney's Office was unpersuasive as a basis for finding the County's LBO most appropriate. While the record suggests that the incumbent Commonwealth's Attorney may take longer to make decisions about whether to pursue charges against officers involved in PACIs than did his predecessors, the record also makes clear that there has been longstanding uncertainty in the Commonwealth's Attorney's Office's charging decisions regarding such incidents. Based on this record, it appears that there has never been a time deadline for charging decisions to be made; that there has never been a requirement that a declination letter be issued following an investigation; and that there has never been a restriction on the Commonwealth's Attorney's Office reversing its decision not to press charges even after a declination letter has been issued. These militate against a finding that there has been a showing of demonstrated need for the policy of allowing concurrent compelled administrative statements, as is implicit in the County's LBO.

The assertion that body-worn camera footage and witness accounts are not always sufficient, standing alone, to support a decision by Department leadership, including the Chief of Police, to take administrative action is likely true. However, the increased use of body-worn cameras by law enforcement personnel in recent years has given Department leadership a better view – literally – into PACIs than it would have previously had in many cases; it is unclear why, in that context and in light of the overall record regarding the Article 18 LBOs, access to compelled administrative statements at an earlier point in the process would be more necessary than prior to the wide adoption of body-worn camera use by the Department.

The testimony of Chief Davis and others that concurrent compelled administrative statements were not required in all cases but would be sought only in select cases based on need is not consistent with the Department's G.O. 303. Nothing in the Department's policy – which would apply if the County's Article 18 LBO were to be selected – actually limits the use of concurrent compelled administrative statements to only some select cases based on need, as described by Chief Davis.

In sum, the County's LBO would ratify the Department's change from longstanding policy prohibiting the Department from taking concurrent compelled administrative statements without a persuasive showing of need for that change.

When all of these factors are considered together, I am persuaded that the weight of the evidentiary record supports selection of the Union's last best offer for Article 18.

Article 20

After careful consideration, I am persuaded that the weight of the evidentiary record supports selection of the County's last best offer for Article 20.

The Parties have agreed to the creation of a panel of arbitrators to hear matters between the Parties arising under the collective bargaining agreement and consistent with the scope of matters that can be raised as Disputes under the collective bargaining agreement. The use of an arbitration panel provides the Parties with decisionmakers jointly selected by the County and the Union who are sufficiently acceptable to both Parties.

The Parties have also agreed to retain, for Disputes that are also Grievances under state law, the ability to elect between the negotiated dispute resolution procedure; the existing advisory trial board process available under G.O. 310; and the existing County grievance procedure culminating in proceedings before the Civil Service Commission, under G.O. 310 and Chapter 17 of the County's Personnel Regulations. The Parties have also agreed to require that – where a particular matter may be brought through the G.O. 310 or G.O. 311 processes in addition to the negotiated dispute resolution procedure – bargaining unit employees must make a binding election as to the process that they will use.

The Union's LBO would create, in addition to those avenues for the redress of Disputes and Grievances, a hearing panel process that, in contrast to G.O. 310's advisory trial board panel process limited to disciplinary matters, would be binding and would be empowered to adjudicate any Disputes within the scope of matters permitted under the negotiated dispute resolution procedure.

The Union's LBO would permit an affected employee to, as an alternative to the use of the arbitration panel, elect to bring a Step 4 Dispute under the collective bargaining agreement before a panel of three sworn members of the Department, with one member selected by the affected employee, one member selected by the Chief of Police or designee, and the third member to be selected by the other two or, in the event of an impasse, by the County's Labor

Relations Administrator. The member selected by the Chief of Police would have to be of equal rank to the affected employee or no more than one rank above the affected employee and, in the event that the affected employee were not a supervisor, then none of the three members of the panel could be supervisors. These panel members would, as noted above, deal with a much broader scope of issues than the existing G.O. 310 advisory hearing panel process, and would issue binding decisions.

The record makes clear that the practical impact of the Union's LBO would be that, for the majority of the bargaining unit who are non-supervisors, disciplinary decisions made by command staff would be subject to review by a hearing panel of non-supervisory sworn officers. The LBO would effectively make the decisions of the Department's highest-ranking officers regarding, among other things, discipline and discharge subject to review by a panel of three of the Department's lower-ranking officers, and the panel's decision would be final and binding. Such a system would be inconsistent with the paramilitary structure of a police department.

The Union failed to identify any comparator jurisdictions with a process comparable to that set forth in the Union's LBO here. No comparators were identified as having a binding panel process which included any of the following features:

- all members of the hearing panel must be sworn law enforcement officers;
- the employer-selected member must be of equal rank to the affected employee or no more than one rank above the affected employee; and
- if the affected employee is non-supervisory, none of the members of the panel may be supervisory.

Nor was there a showing that any other comparator jurisdictions permitted the use of a trial-board type panel consisting only of bargaining unit employees instead of or in addition to the use of more traditional arbitration for non-disciplinary contract cases, as the Union has proposed here.

The assertion of the Union's witnesses that the proposed hearing panel in the Union's Article 20 LBO is needed because of concerns regarding the legitimacy of the non-binding G.O. 310 hearing panel process and the binding Civil Service Commission process to challenge decisions by management is unpersuasive. There was no showing that the existing processes are biased. More significantly, the Parties have negotiated a dispute resolution procedure that culminates in a binding decision by an impartial arbitrator selected mutually by the Parties as an

alternative – where a matter is both a Dispute and a Grievance – to the Civil Service Commission or to the G.O. 310 trial board processes. The Parties have no experience yet under the newly-bargained arbitration process, and the record provides no basis to find a demonstrated need for an alternative at this stage of the Parties’ collective bargaining relationship.

In addition, to the extent that an affected employee seeks review of disciplinary decisions by other sworn officers, the G.O. 310 advisory trial board process remains available.

Moreover, the Union’s LBO would empower the proposed Article 20 hearing panels to resolve contract interpretation Disputes under the Parties’ collective bargaining agreement. The agreed-upon language of Article 20 provides that only the Union or the County shall have the ability to appeal a dispute from Step 3 of the negotiated dispute resolution procedure to “Step 4 arbitration”, but the Union’s LBO is ambiguous as to whether a bargaining unit employee may unilaterally appeal a dispute from Step 3 to a Step 4 hearing panel against the wishes of both the Union and the County. It is noted, too, that management and labor have traditionally committed the resolution of their contract interpretation disputes to mutually-selected persons experienced in the adjudication of such matters. While a proposed Article 20 hearing panel entrusted with a contract interpretation dispute arising under a collective bargaining agreement might capably come to an appropriate resolution of such a dispute, the use of a hearing panel of the type proposed by the Union in its LBO here – i.e., one without an impartial chair or other experienced neutral – to resolve such disputes is unusual in labor-management relations. There was no evidence, at arbitration, of any comparators that utilize a dispute resolution process with the unique features found in the Union’s LBO here.

The record also raised some question as to whether the Fairfax County Circuit Court would have jurisdiction over the decisions of a proposed Article 20 hearing panel.

When all of these factors are considered together, I am persuaded that the weight of the evidentiary record supports selection of the County’s last best offer for Article 20.

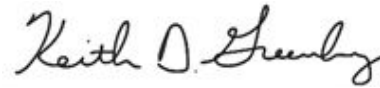
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AWARD

The Union's last best offer for Article 18 is selected.

The County's last best offer for Article 20 is selected.

October 23, 2023



Keith D. Greenberg, Esq.
Impartial Arbitrator

Article Number	Article Title	Change from Current Practice/Policy	Fiscal Impact (Costs shown are increases over prior year)
1	Preamble	Defines the parties to the Collective Bargaining Agreement (CBA) and its purpose.	None
2	Recognition	Restates the recognition of the SSPBA and the definition of sworn uniformed employees.	None
3	Approval of Bargaining Agreement	Requires negotiations between the parties to be conducted by authorized representatives and restates requirement for agreement to be approved in accordance with CBO.	None
4	Probationary Period	No change to current policy.	None
5	Management Rights	Restates the County's management rights per Collective Bargaining Ordinance (CBO).	None
6	Nondiscrimination	No change to current policy.	None
7	Procedural Guarantee	Restates rights under Virginia's Law Enforcement Procedural Guarantees Act.	None
8	Labor Management Committee	Establishes LMC to study and discuss solutions to matters of mutual concern affecting labor-management relations. The LMC will consist of three members selected by SSPBA and three members from the County.	Year 1 - \$3,891 Year 2 - \$225 Year 3 - \$188
9	Employee and Union Rights	<p>Negotiation time: Employees serving on the negotiating team shall do so with no loss of pay.</p> <p>9.4 - 9.7: SSPBA may appoint stewards to represent the SSPBA in dealing with County Officials. Employees will be allowed reasonable official time to visit a supervisor, a SSPBA representative or steward at their station, or an on-site official concerning a complaint or work-related issue. The Executive Board may meet with County Officials on official time. Reasonable official time shall be granted to SSPBA representatives and stewards for the purpose of representing the concerns of bargaining unit employees.</p> <p>9.8: The SSPBA President and designated representatives should have an available bank</p>	Year 1 - \$470,275 Year 2 - \$104,940 Year 3 - \$24,416

		<p>of 750 hours per fiscal year to conduct SSPBA business. This is an increase from the 250 hours they previously utilized.</p> <p>9.9: The SSPBA shall be granted a full-time position to conduct SSPBA business but shall remain on the payroll of the Department for the purposes of performing full-time duties as President of the Fairfax Chapter of the SSPBA. One additional officer shall be granted a full-time special assignment to assist the President in performing required duties.</p> <p>9.13: Members of the Executive Board and SSPBA Representatives shall be permitted to meet with newly hired employees for 30 minutes, within 30 calendar days of hire. SSPBA shall also be permitted to meet with an academy class within the final 30 days of the academy for a period not to exceed an hour.</p>	
10	Check-Off and Dues Deduction	Affirms current practice with the exception of: "The County shall provide 60 days' notice and the opportunity for SSPBA to comment on any proposed rate change."	None
11	Copies of Agreement	Requires County to provide one official signed copy of CBA within 30 days of ratification to SSPBA and to make the CBA available on the County's intranet.	None
12	Alternative Dispute Resolution	No change to current policy.	None
13	Dispute Resolution Procedures Under the Contract	<p>13.4: Reasonable official time during working hours will be allowed for employees and recognized SSPBA representatives or stewards to present Disputes, including attendance at meetings with County or department officials.</p> <p>13.8: At any arbitration, any time spent by bargaining unit employees serving as a witness or representatives shall be without loss of pay or leave. All expenses involved in the arbitration proceedings shall be equally shared between both SSPBA and the County.</p>	<p>Year 1 - \$36,985</p> <p>Year 2 - \$1,686</p> <p>Year 3 - \$1,408</p>
14	Personnel Files	Affirms current practice.	None

15	Promotions	Affirms FCPD's SOP 04-007, Competitive Processes for Promotions and Lateral Transfers dated September 22, 2022, into CBA with minor modifications.	None
16	Transfers	No change to current policy.	None
17	Internal Investigative Procedures	17.5: Employees who are the subject of the investigation have a right to representation by SSPBA in any Administrative Investigation. An assigned steward shall be permitted to be present for any interview conducted by Internal Affairs if requested by the employee.	Year 1 - \$7,783 Year 2 - \$449 Year 3 - \$376
18	Discipline	Recognizes that discipline shall be in accordance with General Order 310, Discipline and Appeals, which is to be revised no later than July 1, 2024, to the extent not inconsistent with the CBA.	None
19	Relief from Duty and Criminal Investigations	Recognizes that relief from duty and criminal investigations shall be in accordance with General Order 302, Relief of Duty dated May 4, 2022, to the extent not inconsistent with the CBA.	None
20	Rules and Regulations/ Compliance and Working Conditions	No change to current policy.	None
21	Constant Standby and Vehicle Use for Officers on Standby and Callback	21.2: Parties agree to create a workgroup by January 1, 2024, to review policies and recommend any necessary changes. Members of the working group will consist of SSPBA and management representatives.	Year 1 - \$5,837 Year 2 - \$337 Year 3 - \$282
22	Off-duty Take Home Personal Patrol Vehicle Program	County agrees to create a workgroup by January 1, 2024, to investigate the off-duty take home personal patrol vehicle program to include vehicle cost, maintenance costs, etc. Members of the working group will consist of SSPBA and management representatives.	Year 1 - \$5,837 Year 2 - \$337 Year 3 - \$282
23	Body-Worn Cameras	Recognizes FCPD General Order 509, Body-Worn Camera (BWC) and In-Car Video Systems dated April 11, 2022, establishes a process for employees to request deleting accidental footage with the approval of their supervisor and Field Ops Manager and provides	None

		circumstances under which employees may remove or disengage their BWC.	
24	Training	<p>“An employee attending an approved training that is scheduled for less than a full day, shall be paid hour-for-hour. Employees who attend such training off-duty are eligible for overtime.</p> <p>An employee attending an approved one-day, two-day, three-day, or four-day course that does not exceed forty (40) hours shall be able to record their normal regularly scheduled (non-overtime) hours for each day of training (“day-for-day”).</p> <p>An employee attending training of five days or more shall be permitted to record forty (40) hours or the actual amount of training hours, whichever is greater.”</p>	None
25	Seniority	No change to current policy; affirms current practice.	None
26	Job Description/ Classification/ Reclassification	<p>No change to current policy, with the exception of: “The County or Department shall notify the SSPBA when any position held by a member of the bargaining unit is under a classification or reclassification review. The SSPBA shall be permitted to provide input during the review process.</p> <p>The County will share any changes to bargaining unit FCPD position descriptions or class specifications with the union at least ten (10) business days prior to implementation of the changes made to position descriptions or class specifications. This does not remove the County’s obligation to engage in effects bargaining.”</p>	None
27	Evaluations	Bargaining unit members will have access to any “360” evaluation tool implemented by the County.	None
28	Release of Audio, Video, or Images of	Affirms current practice.	None

	Fallen/Injured Officers		
29	Animal Protection Police Officers	The County shall implement a Labor-Management sub-committee for Animal Protection which shall be co-chaired by one SSPBA Representative who is also an Animal Protection Police Officer.	Year 1 - \$2,594 Year 2 - \$150 Year 3 - \$125
30	Canine Handlers	Canine handlers shall be compensated at a rate of one hour of overtime or compensatory time, if eligible, per dog, per day. This is an increase of 0.5 hours from the 0.5 hours received prior to the contract.	Year 1 - \$476,685 Year 2 - \$25,462 Year 3 - \$18,630
31	Work Shifts and Schedules	Affirms current practice, with the exception of: "The Department will negotiate with SSPBA prior to any changes being made to the Patrol hours of work or schedule.	None
32	Emergency Staffing	"The SSPBA President or their designee, shall be provided periodic updates on staffing and expectations of returning to Level 1 staffing. Should Level 2 staffing or above be implemented longer than 180 days, and should the SSPBA submit a request to bargain, such request shall be limited to bargaining over new schedules."	None
33	Meetings	<p>"Employees attending in-person meetings for Department purposes are credited with a minimum of three (3) hours, excluding travel time, regardless of the number of hours actually worked. If the employee is required to work more than three hours, the employee is compensated for each hour of meeting attendance or other required work.</p> <p>Employees attending virtual meetings for Department purposes are credited with a minimum of one (1) hour, regardless of the number of hours actually worked. If the employee is required to work more than one hour, the employee is compensated for each hour of meeting attendance or other required work."</p>	None

34	Pay	<p>Year 1 includes: -3% increase to the pay scale -2% Cost of Living Adjustment -Merit and Longevity increases -the addition of a 10-year longevity step</p> <p>Year 2 includes: -2% increase to the pay scale -2% Cost of Living Adjustment -Merit and Longevity increases</p> <p>Year 3 includes: -1% increase to the pay scale -2% Cost of Living Adjustment -Merit and Longevity increases</p>	Year 1 - \$27,732,341 Year 2 - \$18,305,019 Year 3 - \$15,854,829
35	Retention of Existing Compensation et al	No change to current policy.	None
36	Overtime and Compensatory Time	No change to current policy; affirms PPAPP 51 and Personnel Regulation 4.13.	None
37	Acting Pay	No change to current policy; affirms PPAPP 7 and Personnel Regulations 8.3.	None
38	Court Pay	<p>Affirms current practice, with the exception of: “If the employee is required to work more than three hours, the employee is compensated for each hour of court attendance, excluding travel time. If an employee’s off duty court appearance is waived within 24 hours of said appearance, that employee will be compensated with one hour of O301 “Court Overtime.”</p> <p>If an employee is required to report to court for court appearances beginning two or more hours before the regularly scheduled shift, the employee is entitled to three (3) hours minimum.”</p>	None
39	Call-back Pay	No change to current policy; affirms General Order 340, Non-Regular Employment dated November 7, 2022.	None
40	On Call	No change to current policy; affirms current practice.	None
41	Shift Differential	No change to current policy.	None

42	Correcting Errors in Pay	“When an employee is overpaid as a result of a pay error, the employee shall be responsible for reimbursing the County for the overpayment. Repayment shall be made over a period not to exceed four (4) pay periods, such number of pay periods being at the choice of employee, unless, on a case-by-case basis, a longer repayment period is approved by County Payroll. The County shall provide the employee with a written advanced notice of the deduction with a recommended fixed rate and duration. If no election is made by the employee, County Payroll will determine the rate and duration of repayment.”	None
43	Retroactive Pay	“If negotiations or implementation of any subsequent collective bargaining agreements last beyond the expiration of this Agreement, the parties will negotiate whether retroactive pay will apply.”	None
44	Detective Stipend	Employees assigned to the role of detective shall earn \$3.00 per hour when actively assigned to specified units as a detective.	Year 1 - \$1,684,108 Year 2 - \$0 Year 3 - \$0
45	Field Training Officer Compensation	Affirms current practice.	None
46	Education Incentive Plan	Bargaining unit employees who have received or obtains a Bachelor's Degree, Master's Degree, or Doctorate Degree from an accredited college or university, while employed with FCPD shall receive a one-step increase on the O-Pay Plan.	Year 1 - \$230,022 Year 2 - \$19,162 Year 3 - \$14,404
47	Police Foreign Language Skill Stipend	Employees who pass the language skill assessment shall receive \$800 per calendar year. The fiscal impact includes associated administrative costs.	Year 1 - \$888,381 Year 2 - \$4,950 Year 3 - \$3,724
48	Operational Hazard Stipend	Employees assigned to specified Operational Hazard roles shall receive a \$3.00 per hour stipend when actively assigned to the specified units; for supplemental team members they will receive when actively engaged in the operational performance of their units.	Year 1 - \$677,333 Year 2 - \$0 Year 3 - \$0
49	Pay During Emergencies and Inclement Weather	Affirms current practice.	None

50	Daylight Savings	Affirms current practice.	None
51	Fitness Incentive Program	The FCPD shall implement a Fitness Incentive Program by July 1, 2024. This Fitness Incentive Program shall have readily accessible standards viewable by employees within the bargaining unit.	None
52	Light Duty	No change to current policy; recognizes GO 331, Restricted Duty dated August 1, 2023.	None
53	Lactation	Recognizes PM 39-02, Employment Policies and Procedures Relating to Pregnancy and Childbirth dated July 1, 2023. This is in addition with the County's compliance with Federal requirements.	None
54	Mental Health and Wellness Services	No change to current policy; affirms current practice.	None
55	Uniform and Equipment Allowances	No change to current policy; affirms current practice.	None
56	Reimbursement for Personal Property	No change to current policy; affirms current practice.	None
57	FMLA and FMLA Education	No change to current policy; affirms current practice.	None
58	Holidays, Holiday Leave, and Holiday Pay	Employees will be granted an additional half-day holiday, shifting to a full day holiday for Christmas Eve. This is an increase from the holidays currently approved.	Year 1 - \$533,296 Year 2 - \$43,531 Year 3 - \$32,907
59	Paid Leave Generally	No change to current policy.	None
60	Annual Leave	No change to current policy.	None
61	Sick Leave	No change to current policy.	None
62	Injury Leave	No change to current policy.	None
63	Bereavement Leave	Employees shall be provided bereavement leave equivalent of three regularly schedule shifts of their "core hours" on an annual basis. This is an increase from the current 16 hours.	Year 1 - \$211,117 Year 2 - \$18,001 Year 3 - \$13,238

64	Volunteer Leave	Employees shall be provided volunteer leave, the equivalent of two regularly scheduled shifts of their "core hours" on an annual basis. This is an increase from the current 16 hours.	Year 1 - \$80,681 Year 2 - \$6,882 Year 3 - \$5,057
65	Administrative Leave	No change to current policy.	None
66	Compensatory Leave	No change to current policy.	None
67	Military Leave and Pay	No change to current policy.	None
68	Benefits Generally	No change to current policy.	None
69	Medical, Dental, and Vision Insurance	No change to current policy.	None
70	Life Insurance	No change to current policy.	None
71	Insurance Committee	<p>"The SSPBA shall have the right to establish an Insurance Committee. The Committee may review insurance-related documents and present recommendations to the County with regards to coverage."</p> <p>Any action on these recommendations must be in compliance with state and federal law and regulations and is subject to County approval, which may include a fiscal impact study.</p>	None
72	Disability Benefits	No change to current policy.	None
73	Selection Advisory Committee	One bargaining unit member will serve on the SAC for County Benefit Plans.	Year 1: \$284 Year 2: \$0 Year 3: \$0
74	Retirement and Pension Generally	Bargaining unit members in the Police Officers Retirement System (PORS) may purchase up to four years of service credit for prior law enforcement or military service, all of which must be paid for by the member and is subject to approval of the PORS Board of Trustees and Board of Supervisor's approval of an amendment of PORS ordinance.	None
75	Savings and Legality Clause	Provides that if any provision of CBA is declared unlawful, unenforceable, or not in accordance with applicable law, all other provisions of the	None

		CBA shall remain in full force and effect and requires the parties to meet as soon as possible to negotiate a substitute to the unlawful, unenforceable, or otherwise invalid provision.	
76	Duration	<p>This Agreement shall become effective on July 1, 2024, in accordance with Fairfax County Code Section 3-10-13 and shall continue in full force and effect through June 30, 2027.</p> <p>This Agreement shall be automatically renewed from year to year after June 30, 2027. Either party may notify the other in writing no later than March 1, 2026 (or March 1 of any subsequent year thereafter in the case of an automatic renewal) that it desires to terminate, modify, or amend this Agreement. However, the provisions of this Agreement shall continue in effect following the expiration of its term until superseded by a new agreement or the parties mutually agree to terminate the Agreement.</p>	None
77	Legal Defense and Representation	No change to current policy.	None

Board Agenda Item
December 5, 2023

ACTION – 10

Resolution Specifying the Board of Supervisors Good Faith Commitment to Appropriate Funding Necessary for the County to Meet Its Obligations Under the Tentative Agreement with International Association of Fire Fighters Local 2068 as Set Forth in Department of Management and Budget's Fiscal Impact Study

ISSUE:

Board adoption of the attached Resolution (Attachment 1) indicating its good faith commitment to appropriate funding in FY 2025 for the County to meet its obligations under the tentative agreement (TA) reached between Fairfax County and the Fairfax County Professional Fire Fighters & Paramedics, International Association of Fire Fighters (IAFF Local 2068).

RECOMMENDATION:

The County Executive recommends that the Board adopt the attached Resolution.

TIMING:

Pursuant to *Section 3-10-13 of the Collective Bargaining Ordinance* adopted by the Board, the Board must specify by resolution no later than December 31, 2023, its good faith commitment to appropriate funding necessary in FY 2025 for the County to meet its obligations under the tentative agreement as set forth in the fiscal impact study from the Department of Management and Budget (DMB).

BACKGROUND:

On October 19, 2021, the Board adopted an ordinance to amend *Chapter 3 of the Code of the County of Fairfax, County Employees, by adding Article 10, Collective Bargaining, Sections 3-10-1 through 3-10-18*, to allow specific bargaining units of County employees to engage in collective bargaining with the County.

The County issued a Request for Quote (RFQ) for labor relations services and on May 10, 2022, FordHarrison Solutions Group (F&H Solutions) was selected. F&H Solutions was responsible for facilitating collective bargaining training for Fairfax County employees. On October 5, 2022, F&H Solutions was selected to serve as a consultant to Fairfax County and as the County Executive's Chief Negotiator during contract negotiations and as a subject matter expert to advise the County on labor relations matters. Additionally, the Department of Human Resources (DHR) formed a Labor

Board Agenda Item
December 5, 2023

Relations section to develop and implement administrative policies and processes for a unionized workforce.

On or about August 2, 2022, IAFF Local 2068 filed a petition with the Fairfax County Labor Relations Administrator (LRA) to serve as the exclusive representative for the Fire and Emergency Medical Services (EMS) bargaining unit. Pursuant to *Section 3-10-9*, a vote was held among the Fire and EMS bargaining unit employees of the County resulting in the election of IAFF Local 2068 as the exclusive bargaining representative for the Fire and EMS bargaining unit. The LRA certified IAFF Local 2068 as the exclusive bargaining representative of the Fire and EMS bargaining unit on November 15, 2022, as provided in *Section 3-10-7(j)(1)*.

On February 7, 2023, IAFF Local 2068 made a written request for bargaining to the County Executive as required by *Section 3-10-12(a)*. A negotiating committee for the County was formed led by the County Executive's Chief Negotiator from F&H Solutions, Jerry Glass, along with representatives from DHR, DMB, Office of the County Attorney, the Fire and Rescue Department (FRD), and the Department of Public Safety Communications (DPSC).

Representatives of the County's negotiating committee and IAFF Local 2068 met for 25 negotiating sessions from February 22, 2023, through September 29, 2023, and negotiated many TAs. Because the parties failed to reach a TA on all articles by September 1, 2023, the impasse resolution procedures in *Section 3-10-14* were automatically triggered pursuant to *Section 3-10-12*. The parties participated in mediation on September 11 and 29, 2023, which resolved some, but not all, of the outstanding articles, and continued to attempt to reach a TA on the remaining outstanding articles pending arbitration as permitted by *Section 3-10-14(b)(2)*. Arbitration was scheduled for three days in October commencing on October 3, 2023; however, on September 29, 2023, the parties reached TAs on the remaining outstanding articles.

Once the exclusive bargaining agent and the County Executive's representative reach a tentative agreement, reduce it to writing, and execute it, *Section 3-10-13* requires a fiscal impact study be prepared by DMB and submitted to the Board; that the Board adopt a resolution no later than the last day of December specifying "its good faith commitment to appropriate funding necessary for the County to meet its obligations under the tentative agreement as set forth in the fiscal impact study"; and the tentative agreement is ratified by the exclusive bargaining agent. *Section 3-10-13(2)* specifically states that the Resolution remains subject to actual appropriation.

Pursuant to *Section 3-10-13(1)*, DMB prepared a fiscal impact study of the TA dated November 6, 2023 (Attachment 2).

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On November 8, 2023, IAFF Local 2068 President Robert Young notified the County's Chief Negotiator that the members of IAFF Local 2068 had ratified the tentative agreement. There were 843 ballots cast and 85% of those ballots were in favor of ratifying the tentative agreement.

EQUITY IMPACT:

It was the stated intent within the Collective Bargaining Ordinance (CBO) for the CBO to address equity within the County. Per *Section 3-10-1*. - Statement of policy, "It is the public policy of Fairfax County to promote a harmonious and cooperative relationship between the County government and its employees to ensure that the workforce is positioned to efficiently meet demands and deliver exceptional services to the community and stakeholders. Unresolved disputes in public service are harmful to employees and the public, and adequate means should be available for preventing disputes and for resolving them when they occur. To that end, it is in the public interest that employees have the opportunity to bargain collectively in good faith, without interference with the orderly processes of government and subject to the limitations of the County's annual budget and appropriations."

There is a lack of sufficient data and information to provide a complete analysis of the Collective Bargaining Agreement's (CBA) equity impact; however, the tentative CBA has potential to advance equity as noted in the areas of focus that are covered in the One Fairfax Policy. The proposals that are now codified in the CBA will reduce discrepancies in the application of County policies and procedures. Specifically, these proposals will further reduce inconsistencies of the application and potentially avoid disparate treatment among County employees. The CBA will support Areas of Focus #16 and #17 in the One Fairfax Policy.

FISCAL IMPACT:

Total fiscal impact for the three-year Collective Bargaining Agreement between Fairfax County and the Fairfax County Professional Firefighters and Paramedics, International Association of Firefighters Local 2068 is \$54.4 million dollars. Year One fiscal impact totals \$24.7 million dollars. Attachment 2 provides details on fiscal items included in this agreement. Due to the timing of step increases throughout the year, \$21.8 million of the Year One cost will impact the FY 2025 budget and the remaining \$2.9 million represents the full-year impact of Year One compensation increases that will require funding in the FY 2026 budget.

In order to provide equity in pay and benefits for those uniformed employees not included in the bargaining unit, there is an additional fiscal impact of \$1.3 million dollars over the three-year period of this agreement. Year One fiscal impact for non-union

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uniformed employees is \$770,016. Due to the timing of step increases throughout the year, \$725,800 of the Year One cost will impact the FY 2025 budget and the remaining \$44,216 represents the full-year impact of Year One compensation increases that will require funding in the FY 2026 budget.

Assuming approval of the contract by the Board of Supervisors, the FY 2025 Advertised Budget Plan will include funding of \$22.5 million to support all costs associated with the contract.

CREATION OF POSITIONS:

There are 4/4.0 FTE new merit positions associated with the Collective Bargaining Agreement. The contract stipulates the IAFF shall be granted 2/2.0 FTE positions, one to support the President of IAFF Local 2068 for the purpose of discharging official duties of the Union and the second to assist the President.

The other 2/2.0 FTE positions will provide administrative support to the Fire and Rescue Department as a result of increased workload and new reporting requirements included in the agreement. These positions will be presented to the Board of Supervisors for approval as part of the FY 2024 Third Quarter Review.

ENCLOSED DOCUMENTS:

Attachment 1 – Resolution
Attachment 2 – Fiscal Impact Study
Attachment 3 – Tentative Collective Bargaining Agreement (CBA)
Attachment 4 – Contract Summary

STAFF:

Thomas Arnold, Deputy County Executive
Christina Jackson, Deputy County Executive/Chief Financial Officer
Ellicia Seard-McCormick, Deputy County Executive and Acting Director of Human Resources
Patricia Richter, Senior Labor Relations Consultant, Department of Human Resources

ASSIGNED COUNSEL:

Karen L. Gibbons, Deputy County Attorney
Marin B. Greene, Assistant County Attorney

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Fairfax County Government Center at Fairfax, Virginia, on Tuesday, December 5, 2023, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, on October 19, 2021, the Board of Supervisors adopted an ordinance to amend Chapter 3 of the Code of the County of Fairfax, County Employees, by adding Article 10, Collective Bargaining, Sections 3-10-1 through 3-10-18, to allow specific bargaining units of County employees to engage in collective bargaining with the County;

WHEREAS, pursuant to Section 3-10-9, a vote was held among the fire and emergency medical services bargaining unit employees of the County resulting in the election of the International Association of Fire Fighters, Local 2068 (IAFF Local 2068) as the exclusive bargaining representative for the Fire and EMS bargaining unit employees in the County;

WHEREAS, the Labor Relations Administrator appointed by the County Executive and confirmed by the Board of Supervisors pursuant to Section 3-10-7 certified IAFF Local 2068 as the exclusive bargaining representative of the Fire and EMS bargaining unit on November 15, 2022, as provided in Section 3-10-7(j)(1);

WHEREAS, IAFF Local 2068 made a written request for bargaining to the County Executive on February 7, 2023, as required by Section 3-10-12(a);

WHEREAS representatives of the County and IAFF Local 2068 met in good faith from February 22, 2023, through September 29, 2023, and negotiated many articles known as tentative agreements;

WHEREAS, because the parties failed to reach a tentative agreement on all articles by September 1, 2023, the impasse resolution procedures in § 3-10-14 were automatically triggered pursuant to Section 3-10-12;

WHEREAS, the parties participated in mediation on September 11 and 19, 2023, which resolved some, but not all, of the outstanding articles, and continued to attempt to reach a tentative agreement on the remaining outstanding articles pending arbitration as permitted by Section 3-10-14(b)(2);

WHEREAS, arbitration was scheduled for three days in October commencing on October 3, 2023;

WHEREAS, on September 29, 2023, the parties reached tentative agreements on the remaining outstanding articles;

WHEREAS, pursuant to Section 3-10-13(1), the County's Department of Management and Budget (DMB) prepared a fiscal impact study of the tentative agreement

dated November 6, 2023;

WHEREAS, pursuant to Section 3-10-13(2), the Board of Supervisors must be asked, no later than the last day of December, whether it wishes to express a good faith commitment to appropriate funding necessary to meet the obligations imposed by a tentative agreement, “with the understanding that any such resolution remains subject to actual appropriation” as the Board of Supervisors exercises its plenary authority to determine the budget and tax levies each fiscal year after extensive public engagement, including three days of public hearings in which competing budgetary demands are presented to the Board of Supervisors;

WHEREAS, pursuant to Section 3-10-13(3), the tentative agreement was ratified by IAFF Local 2068 in accordance with its governing procedures;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors for Fairfax County, Virginia that it hereby expresses a good faith commitment to appropriate funding necessary for the County to meet the obligations under the tentative agreement with IAFF Local 2068 as set forth in DMB’s fiscal impact study, **with the understanding that all funding remains subject to actual appropriation and is contingent upon budget adoption as the Board exercises its plenary authority to determine the budget following extensive budget hearings, and further that each fiscal year’s financial commitments are subject to, and contingent upon, appropriation by the Board for that fiscal year.**

This resolution is effective immediately upon its adoption by the County Board of Supervisors.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

Collective Bargaining Agreement (CBA) Fiscal Impact - International Association of Firefighters (IAFF)

CBA Article	CBA Article Title	CBA Section	FY 2025 CBA Positions/FTE	Year 1 Contract Impact (net Increase)	Year 2 Contract Impact (net Increase)	Year 3 Contract Impact (net Increase)	3-Year Contract
Article 11	Union Security and Union Activities	11.2A	0.0	\$808	\$40	\$32	\$880
		11.2B	0.0	\$24,237	\$1,200	\$949	\$26,386
		11.4A/B	2.0	\$407,690	\$20,810	\$15,716	\$444,216
		11.5	0.0	\$34,335	\$1,701	\$1,344	\$37,380
		11.5C	0.0	\$49,147	\$2,434	\$1,924	\$53,505
		11.5D	0.0	\$0	\$67,833	\$2,530	\$70,363
Article 32	Dispute Resolution Procedure	32.7G	0.0	\$7,800	\$0	\$0	\$7,800
		32.8	0.0	\$49,147	\$2,434	\$1,924	\$53,505
Article 33	Joint Labor-Management Committee (JLMC)	33.2	0.0	\$4,309	\$213	\$169	\$4,691
		33.8	0.0	\$4,847	\$240	\$190	\$5,277
Article 34	Training for FRD Specialized Functions	34.1	0.0	\$880,184	\$42,947	\$33,810	\$956,941
Article 35	Paramedic Certification Program	35	0.0	\$4,847	\$240	\$190	\$5,277
Article 51	Holidays	51	0.0	\$903,038	\$53,343	\$41,733	\$998,114
Article 53	Replacement of Personal Property	53	0.0	\$960	\$0	\$0	\$960
Article 58	FRD Hours of Work	58	0.0	\$44,239	\$0	\$0	\$44,239
Article 67	Promotions	67E	0.0	\$2,351	\$0	\$0	\$2,351
Article 71.5	Selection Advisory Committee (SAC)	71.5	0.0	\$236	\$0	\$0	\$236
Article 74	Wages	74.1 and Attachment A	0.0	\$21,975,775	\$16,338,063	\$12,943,788	\$51,257,626
Article 75	Premium and Differential Pay Rates	75.2	0.0	\$198,834	\$93,550	\$62,247	\$354,631
		75.7B	0.0	\$62,764	\$3,776	\$2,951	\$69,491
Total Contract Cost			2.00	\$24,655,548	\$16,628,823	\$13,109,497	\$54,393,869

**COLLECTIVE BARGAINING
AGREEMENT**

between

FAIRFAX COUNTY, VIRGINIA

and

**FAIRFAX COUNTY PROFESSIONAL
FIREFIGHTERS & PARAMEDICS,
IAFF LOCAL 2068**

**Effective From
July 1, 2024 through June 30, 2027**

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GENERAL PROVISIONS

Article 1: Preamble

This Agreement is entered into by and between the County of Fairfax, Virginia (the “County”) and the Fairfax County Professional Fire Fighters & Paramedics, International Association of Fire Fighters Local 2068 (“IAFF Local 2068” or the “Union”), and collectively known as the “parties.”). This Agreement is authorized under Chapter 3 of the Code of the County of Fairfax Virginia, Article 10 Collective Bargaining, Sections 3-10-1 through 3-10-18 (the “CBO” or the “Ordinance”). It is the purpose of this Agreement to achieve and maintain a harmonious and cooperative relationship between the County and IAFF Local 2068; to provide for the equitable and peaceful adjustment of differences which may arise, and to include the parties’ agreement on wages, hours, benefits, and other conditions of employment for the employees covered hereunder as set forth in the County’s CBO.

Article 2: Recognition

Section 2.1: Recognition of Union

The County recognizes IAFF Local 2068 as the exclusive bargaining representative for the Fire and Emergency Medical Services Employees’ Bargaining Unit, which shall consist of the uniformed fire employees, including fire marshals and fire apparatus personnel (excluding employees on the S Pay Plan) (“Fire and Rescue Department” or “FRD”) and emergency communications employees (“Department of Public Safety Communications” or “DPSC”) (collectively the “Departments”), , except those excluded by definition under the CBO Sec. 3-10-2.

Section 2.2: Bargaining Unit

The parties agree that the following ranks and job classifications fall within the bargaining unit:

1. Public Safety Communicator I
2. Public Safety Communicator II
3. Public Safety Communicator III
4. Public Safety Communications Records Analyst
5. Fire Apparatus Mechanic (excluding employees on the S Pay Plan)
6. Fire Apparatus Assistant Supervisor (excluding employees on the S Pay Plan)
7. Firefighter & Firefighter 40-42
8. Firefighter/Medic & Firefighter/Medic 40-42
9. Fire Technician & Fire Technician 40-42
10. Fire Master Technician
11. Fire Lieutenant & Fire Lieutenant 40-42 & EMS Lieutenant
12. Fire Captain & Fire Captain 40-42 & EMS Captain I
13. Fire Captain II & Fire Captain II 40-42 & EMS Captain II

- 14. Fire Battalion Chief & Fire Battalion Chief 40-42
- 15. Fire Deputy Chief & Fire Deputy Chief 40-42

The parties agree that that the three Battalion Chiefs who serve as confidential aides to the Assistant Chiefs are excluded from the bargaining unit.

Section 2.3: New Personnel Classifications

The inclusion or exclusion in the Fire and Emergency Medical Services Employees' Bargaining Unit of new personnel classifications established by the County subsequent to the effective date of this Agreement shall be preceded by discussion with the Union. Any impasse in this area shall be submitted to the Labor Relations Administrator for resolution.

Article 3: Scope of Agreement

This Agreement is entered into by the County Executive on behalf of the County and IAFF Local 2068 on behalf of the employees of the Fire and Emergency Medical Services bargaining unit, as defined in the CBO Sec. 3-10-6. The County, Union, and the Fire and Emergency Medical Services Bargaining Unit employees shall be afforded the rights and privileges, and be bound by the duties and obligations, set forth in this Agreement.

Article 4: Management Rights

The provisions of the CBO Sec. 3-10-4 prescribe the rights reserved by management. This Agreement is not intended to, and does not, waive the Union's right to negotiate topics listed as negotiable in Section 3-10-4 (a), subsections 3, 4, 5, and (b).

Article 5: Prevailing Rights

Section 5.1: Maintenance of Employee Rights

During the term of this Agreement, and to the extent not inconsistent with this Agreement, and subject to the procedure outlined in Section 5.2 of this Article, the following written documents shall remain in effect to the extent they directly impact bargaining unit employees' wages, benefits, or terms and conditions of employment:

- A. The FRD Rules and Regulations document and any written DPSC Rule or Regulation (excluding County Personnel Regulations), or Procedural Memoranda that was issued by the FRD or DPSC on or before July 1, 2024.
- B. Any written FRD or DPSC General Order, Standard Operating Procedure, Policy, Rule, or Regulation (excluding County Personnel Regulations) that was issued by FRD or DPSC on or before July 1, 2024.

Section 5.2: Maintenance of Union Rights

If the County desires to implement a change(s) to any of the documents listed in Section 5.1 and such change(s) directly impacts wages, benefits, or terms and conditions of employment of bargaining unit employees, the County shall serve IAFF Local 2068 with advance notice of the proposed change(s) at least 14 calendar days prior to any proposed implementation date for such change(s). Upon request by IAFF Local 2068, the parties shall bargain over the change(s), consistent with the CBO as it applies to bargaining unit employees. Should IAFF Local 2068 fail to request to bargain over the change within 7 calendar days of receipt of the advanced notice, the County can implement the proposed change without bargaining.

The provisions of this Section shall not apply to any change in the above written documents that does not impact bargaining unit employees' wages, benefits, or terms and conditions of employment.

Article 6: Strikes and Lockouts

Strikes and lockouts are prohibited pursuant to CBO Sec. 3-10-15. The Union agrees that it will not coordinate, promote, or participate in any strike or concerted, willful refusal by bargaining unit employees to perform the duties of their employment, nor will the County engage in any lockout of employees. Any bargaining unit member participating in a strike or concerted, willful refusal to perform the duties of their employment shall be subject to the penalties set forth in CBO Sec. 3-10-15. The parties acknowledge and agree that Section 3-10-15 does not take away the right of the Union, or individual bargaining unit members, to engage in informational picketing, so long as the picketing does not interfere with daily operations.

In the event strikes or lockouts become lawful in Virginia, the parties agree to reopen this agreement for the sole purpose of negotiating such a provision.

Article 7: Equal Employment Opportunity

Section 7.1: No Unlawful Harassment, Retaliation, or Discrimination

A. The County is committed to providing equal opportunity to all employees and potential employees. The County agrees that it shall not permit unlawful harassment, retaliation, or discrimination against any employee or applicant with regard to recruitment, application, testing, certification, appointment, assignment, performance evaluation, training, working conditions, promotion, demotion, discipline, lay-off, discharge, retirement, or any other aspect of employment on the basis of race; color; creed; national origin; age; religion; person(s) with a disability; sex; pregnancy, childbirth, or related medical conditions; gender identity; sexual orientation; genetic information; marital status; military or veteran status; or political affiliation. Any claimed violation of this section shall be filed in accordance with the County grievance procedure, Procedural Memorandum 39-06, Policy and Procedure on Discrimination, Harassment, and Retaliation, or the Equal Employment Opportunity Commission.

- B. The County further agrees that, pursuant to the CBO, it prohibits discrimination against employees and applicants based on labor organization status. Any claimed violation of this section shall be filed pursuant to the CBO, or this Agreement's contract dispute resolution procedure, and in accordance with the Labor Relations Administrator's Procedures and Rules.
- C. The County agrees that it shall not retaliate against any employee with regard to recruitment, application, testing, certification, appointment, assignment, performance evaluation, training, working conditions, promotion, demotion, discipline, lay-off, discharge, retirement, or any other aspect of employment because the employee has used or participated in the County's grievance procedure and/or the negotiated dispute resolution procedure; complied with any law of the United States or of the Commonwealth,, reported any violation of such law to a governmental authority, or sought any change in law before the Congress of the United States or the General Assembly of Virginia,; or reported an incidence of fraud, abuse, or gross mismanagement to the Board of Supervisors, the County Executive, or other governmental authority.
- D. The County agrees that when making hiring decisions it shall take into consideration or give preference to an applicant's status as an honorably discharged veteran of the armed forces of the United States. Additional consideration will be given to veterans who have a service-connected disability rating fixed by the United States Department of Veteran Affairs. The County agrees that when making hiring decisions it shall take into consideration or give preference to an applicant's status as a person with a disability.
- E. Considerations or preferences identified in this section shall be limited to initial appointments to County service, provided that such person meets all the knowledge, skills, and eligibility requirements for the applied for position, and shall not be required in demotions, promotions transfers.

Section 7.2: Union Commitment to Equal Opportunity

IAFF Local 2068 is committed to supporting a work environment free of discrimination. Accordingly, IAFF Local 2068 affirms its policy to not discriminate against any bargaining unit employee or cause or attempt to cause the County to discriminate against any employee on the basis of race; color; creed; national origin; age; religion; person(s) with disability, sex, pregnancy, childbirth, or related medical conditions, gender identity; sexual orientation; genetic information; marital status; military or veteran status; political affiliation; or labor organization status.

Section 7.3: Equal Treatment of Employees

The parties agree that the provisions of this Agreement shall be applied equally to employees without regard to the protected statuses listed in Section 7.1.

Section 7.4: Changes to ADA and ADEA Policies and Practices

If the County needs to change any current policy or practice affecting the bargaining unit in order to comply with the provisions of the Americans with Disabilities Act, as amended, or the Age Discrimination in Employment Act, the County will provide IAFF Local 2068 with at least 15

business days' notice, when practicable, of any change prior to its implementation. Such notification shall also be accompanied with information explaining in sufficient detail the basis necessitating the change in current policy or practice. The parties agree that IAFF Local 2068 can request to bargain over the effects of the implementation but that the parties shall not negotiate over proposals that are inconsistent with law.

Article 8: Probation and Promotional Probationary Period

Section 8.1: New Hire Probationary Period

- A. All new hire employees will serve a probationary period of 12 months in active service starting with the date they complete and graduate from:
 - 1. FRD Recruit Training; or
 - 2. DPSC Public Safety Communicators Academy, including pre-probationary on-the-job training.

- B. An employee is considered at-will during their probationary period as described in paragraph A of this Section. The County shall have the sole right to discipline, terminate, or layoff probationary employees without any reason or notice. Probationary employees shall not have access to either this Agreement's dispute resolution procedure or County Personnel Regulations Chapter 17, Grievance Procedure, except for allegations of discrimination as defined in Section 17.3-2d and 17.3-2e, as may be amended, allegations of violation of CBO Sec. 3-10-16, or allegations of violations of the Equal Employment Opportunity Article of this Agreement.

Section 8.2: Promotional Probationary Period

- A. All employees in FRD promoted to a higher rank will serve a promotional probationary period of 12 months in active service following their promotion.

- B. All employees in DPSC who have acquired a skill increase will serve a promotional probationary period of six months in active service following their promotion. During this period, the employee shall maintain all other rights and privileges of this Agreement except that the employee may be returned to their prior classification for documented and continued poor performance despite notification and counseling. Involuntary demotions are only grievable under the County grievance procedure.

- C. Members' pay during the promotional probationary period will be received at the appropriate rate of pay. During the promotional probationary period, if the employee fails to meet required minimum position qualifications or performance requirements in the higher class, the County will return the employee to their prior rank and pay. Such employees will not serve another initial probationary period when returned to their prior rank and pay unless they have not already completed their initial probationary period.

- D. Nothing in this Section precludes an employee from requesting a voluntary demotion.

Section 8.3: Layoff or Reduction in Force

If there is a layoff or reduction in force that results in an employee being placed in a lower rank during their probation period or promotional probationary period and subsequently reemployed, the employee will be given credit for the portion of the probation or promotional probationary period completed.

Article 9: Contracting Out

The County retains the right to contract for FRD and/or DPSC's operations, pursuant to CBO Sec. 3-10-4(a)(4). If the County elects to contract out work, the County will provide notice to IAFF Local 2068 as soon as practicable. The Union may seek to negotiate alternatives to and the impact of the County's decision.

Article 10: Reduction in Force (Layoffs)

- A. The Union shall be notified of any proposed Reduction-in-Force ("RIF") affecting bargaining unit members within 30 calendar days of the County Executive's determination that a RIF should be implemented. The Union may propose alternatives to the anticipated RIF. The County agrees to meet and confer with the Union in good faith regarding said proposals.
- B. Should the County elect to implement a RIF that affects bargaining unit members, the RIF will be administered according to the procedures set forth in County Personnel Regulations Chapter 9, Lay-Offs. Compensation for these employees shall follow the guidelines outlined in County Personnel Regulations Chapter 9, as in effect on November 15, 2022.
- C. Members who have been laid off will be placed on a reemployment list. Reemployment shall follow the procedures outlined in County Personnel Regulations Chapter 9.

ORGANIZATIONAL SECURITY PROVISIONS

Article 11: Union Security & Union Activities

Section 11.1: Union Dues

A. Dues Deduction Authorization

Any bargaining unit member may at any time execute a payroll deduction authorization form as agreed to by IAFF Local 2068 ("Deduction Authorization Form"). IAFF Local 2068 will provide the County with certification that it has and will maintain a Deduction Authorization Form, signed by the individual from whose salary or wages the deduction or reduction is to be made ("Certification").

B. County's Obligation

The County shall begin deductions in the amount prescribed by IAFF Local 2068 (including any Union dues, fees or assessments permitted by law) in the first full payroll period after receipt of written Certification from IAFF Local 2068. The County agrees to deduct, once each biweekly paycheck, amounts certified to be current by the Secretary-Treasurer of IAFF Local 2068 from the pay of those employees who individually request in writing that such deductions be made. There will be a reasonable processing fee (which is currently \$0.25 per employee per pay period) set by the County deducted from each employee's dues deduction. The County shall only change the processing fee if it also changes the fee for all other employee organizations and shall provide 60 calendar days' notice and the opportunity for IAFF Local 2068 to comment on any proposed rate change.

C. Revocation of Authorization

The Deduction Authorization Form may only be revoked in writing by the employee. The revocation shall be on a form mutually agreed upon by the Union and the County. Upon receipt of the Revocation of Authorization form, the County will notify the Union of the revocation as soon as practicable. Revocations received too late to be processed in a given pay period will be put into effect for the subsequent payroll periods.

D. Indemnification

IAFF Local 2068 shall defend, indemnify, and hold harmless the County, its officers, and employees, from/for (a) any and all claims, demands, suits, or any other cause of action any third party, including employees, arising from deductions made based on representations of IAFF Local 2068; and (b) any and all claims, demands, suits, or any other cause of action made by an employee for deductions made based on representations of IAFF Local 2068 regarding changes or cancellations to the deduction authorization.

E. Reopener Clause

In the event union security or agency fee agreements become lawful in the Commonwealth the parties agree to reopen this agreement for the sole purpose of negotiating such a provision.

Section 11.2: Union Communication with Employees

A. New Employee Orientation

IAFF Local 2068 will be allowed representatives at all newly hired employee orientations where future bargaining unit members will be attending in accordance with CBO Sec. 3-10-11(f). The County will notify IAFF Local 2068 at least 30 calendar days in advance of such orientation sessions.

For newly hired employees of the FRD, IAFF Local 2068 will host a working lunch with future bargaining unit members during the last weeks of each training academy to give a presentation and answer questions from employees. The lunch will last at least 60 minutes but will be no longer than 90 minutes. The training academy director, or their designee, shall notify IAFF Local 2068 at least 30 calendar days in advance of the planned session. The lunch shall not interfere with instruction time or the normal operation of the training academy.

For newly hired employees of DPSC, IAFF Local 2068 will host a working lunch with future bargaining unit members during a mutually agreed upon date during the first five weeks of DPSC's training academy. The lunch will last no more than 60 minutes. The training academy director, or their designee, shall notify IAFF Local 2068 at least 30 calendar days in advance of the planned session. The lunch shall not interfere with instruction time or the normal operation of DPSC's training academy.

B. Union Visitation

For uniformed fire employees, the County agrees that Union representatives shall have reasonable access to non-secure areas of bargaining unit work locations to meet with bargaining unit members and conduct Union business while employees are on break, in a non-duty status, or when employees are on standby for emergency response. Representatives shall report to the supervisor or the supervisor's designee upon entering a facility. Such visitation shall not interfere with the normal operation of the FRD.

For employees of DPSC, the County agrees to provide access to McConnell Public Safety and Transportation Operation Center ("MPSTOC") to Union representatives for Union business. Such visitation shall not interfere with the normal operation of DPSC. The Union shall not conduct any business on the DPSC operations floor, and the Union shall meet with bargaining unit members only in the common areas of MPSTOC.

For purposes of this Section, "non-secure" means any area that the union representative has access to as either a private citizen or County employee.

C. Union Activities

No bargaining unit employee shall be discharged, disciplined, or discriminated against because of activity on behalf of the Union which does not interfere with the discharge of their duties or any assignments or violate any provisions of the Agreement or existing law.

FRD and DPSC agree not to assign confidential employee duties to the President, Vice President, Secretary, or Treasurer of the Union.

D. Union's Use of County Communication Infrastructure

Union representatives shall be permitted to use County email in accordance with Department of Information Technology ("DIT") policies to disseminate information to bargaining unit members

for the purpose of discharging official duties of the Union in accordance with CBO Sec. 3-10-11(e).

Section 11.3: Information Requests

A. Bargaining Unit Employee List

Except as otherwise provided in this section, each quarter of the year (January 10, April 10, July 10, and October 10), the County shall provide a written or electronic roster with the following information (to the extent that the information is in the County's possession): employee name, job title or classification, department, work location, and work email address of all employees in the bargaining unit. Along with the employee roster, the County shall provide an accompanying report indicating the accumulated amounts of IAFF Local 2068 dues deducted per employee.

B. Release of Information

Upon written request, the County shall provide IAFF Local 2068, within a reasonable period of time, information necessary for collective bargaining and the administration of this Agreement, including, but not limited to, information regarding hours worked, pay, and benefits of bargaining unit members, and specific operational information related to subjects covered by collective bargaining as that term is defined in the CBO Sec. 3-10-2; provided that such information is not restricted by law, confidential, or privileged.

Section 11.4: Details to Union Office

- A. The President of IAFF Local 2068 shall be detailed to a full-time position at Public Safety Headquarters for the purpose of discharging official duties of the Union. The President of IAFF Local 2068 shall continue to earn base wages, benefits, and applicable stipend equivalent to a day-work assignment and position. In the event that the President chooses not to be detailed to Public Safety Headquarters, or chooses to return to their regular duties, is incapacitated or is on extended military leave, the President may appoint a designee from the Union's Executive Board in their place. With pre-approval, the President is permitted to work voluntary overtime. The President shall accumulate seniority and receive all benefits afforded to day-work employees.
- B. One additional employee, chosen by the IAFF President, shall be detailed to a full-time position at Public Safety Headquarters to assist the IAFF President in performing their duties (including performing representative functions such as assisting with grievances and disciplinary matters). The same conditions granted above to the President of IAFF shall be extended to this employee.
- C. Nothing in this section shall be interpreted to require the two Union representatives cited above, detailed to Public Safety Headquarters, to be required to spend any set amount of their work time at Public Safety Headquarters.

D. The President and their designee shall be required to meet the following minimum requirements while detailed out of operations:

1. Respond to an emergency recall;
2. Maintain uniform and required certifications (e.g., EMT);
3. Maintain medical rating sufficient to work in field operations;
4. Attend court when required by subpoena;
5. Report usual and customary changes for personnel records;
6. Adhere to Department grooming standards while the member is in the usual and customary in-service training;
7. Attend basic in-service training required for the member's grade or rank. The time of attendance shall be by mutual agreement;
8. Maintain a valid state driver's license;
9. Adhere to basic laws and the standards of conduct set forth in this Agreement; and
10. Adhere to the operational service time requirements as applicable pursuant to this Agreement for the employee's grade or rank similar to other administrative positions.

Section 11.5: Union Leave

- A. IAFF Local 2068 shall have a Union Business/Seminar Official Time Bank of a maximum of 750 hours per fiscal year to conduct union business (including, but not limited to, attending, preparing for, or traveling to meetings, training, conventions, or seminars). Once such leave is exceeded, annual leave, compensatory leave, or leave without pay may be used by the IAFF President and/or designee for such purposes. *De minimis* actions (less than 15 minutes) will not be required to be logged or be counted against the time bank. This time bank shall replace the PPAPP 39, Employee Advisory Council Members and Officers of Authorized Employee Organizations – Allowable Activities and Leave Usage, 240-hour administrative leave bank.
- B. The employees shall use the appropriate internal order for time used from this bank. Unused hours from this bank will not carry over to the following calendar year. All requests for Union business official time pursuant to this section are subject to approval of the Fire Chief or DPSC Director or their designees and shall not be unreasonably withheld. IAFF Local 2068 will provide written notice at least one week (seven calendar days) in advance, when practicable.
- C. Time spent by union members performing duties related to discipline, investigations, contract disputes, or grievances will not count towards the Union Business / Seminar Official Time Bank, pursuant to CBO Sec. 3-10-5(c) and as addressed otherwise in this agreement.
- D. Employees who, upon the request of IAFF Local 2068, are excused from their regular assignment for the purpose of participating in negotiation sessions with representatives of the County shall suffer no loss of pay or leave. This provision shall be limited to six employees at one time.

Section 11.6: Union Apparel and Insignia

Union members shall be permitted to wear Union apparel to and from work as well as on duty while conducting physical fitness. Additionally, Union members shall be permitted to wear Union insignia on duty on their department-issued jacket if the insignia reasonably conforms to safety standards of the department in accordance with Article 15 of this Agreement.

IAFF Local 2068 insignia or stickers may be placed upon County-owned apparatus and County-owned work location(s) in which bargaining unit members work, so long as it does not interfere or distract from the primary identification of the FRD. IAFF Local 2068 insignia or stickers may not be placed at MPSTOC.

IAFF Local 2068 insignia or stickers may not be placed upon volunteer-owned apparatus or at work locations unless the volunteer organization provides written consent.

Article 12: Bulletin Boards

Section 12.1: Provision of Bulletin Boards

The County shall provide a non-electronic bulletin board for the use of IAFF Local 2068 in each permanent work location of the members of the bargaining unit at a convenient location accessible to employees.

Section 12.2: Permissible Postings

Materials posted on the bulletin boards marked "IAFF Local 2068" shall be limited to Union postings of interest to employees. With the exception of postings related to internal Union elections, no political postings, or candidate endorsements shall be posted. The parties agree that, for purposes of this Agreement, political postings do not include information related to pending or adopted legislation or legislative meetings related to the terms of employment of bargaining unit employees. All postings shall comply with the Standards of Conduct set out in the County's Personnel Regulations. The Union agrees to promptly remove any material in violation of this Article upon notification by County Management.

Article 13: Quarterly Information

Section 13.1: Available Information

The Departments will update quarterly and make the following information available electronically to the President of IAFF Local 2068.

1. The number of authorized positions for each rank within the bargaining unit.
2. A roster that includes the name, rank and assigned work location and shift of bargaining unit employees along with identifying the minimum staffing of bargaining unit employees for each work location listing the current available vacant positions.

3. Data related to operational performance, including the number, types, and wait time of calls received by DPSC, and the number, types, and response time for calls responded to by FRD.
4. For bargaining unit members, data showing gross number of holdover, mandatory overtime and voluntary overtime hours, if available.
5. For bargaining unit members, data showing gross number of hours by type of leave taken.
6. For bargaining unit members, data showing callback hours.

Section 13.2: Confidential Personnel Information

The Union acknowledges and agrees that the President of IAFF Local 2068 will be afforded access to confidential personnel information in connection with the reports set forth in Section 13.1. The Union agrees to limit dissemination of this confidential personnel information to the Union's Executive Board.

Article 14: Distribution of Agreement

The County shall provide a copy of the Agreement including all Appendices by way of an electronic copy that will be distributed via email to all members of the bargaining unit and maintained on the County's intranet.

Article 15: Uniforms

Section 15.1: FRD Uniforms

- A. Bargaining unit member's uniforms shall be issued, worn, and replaced in accordance with SOP 03.01.03, Uniforms, as in effect on January 30, 2023, except for the following changes: Employees shall notify their supervisor if their uniform becomes unsafe, worn, or no longer meets the department's appearance standards.
- B. The County shall make available uniform items that are sized and cut for women, pregnant employees, and employees with a disclosed disability that prevents them from wearing the standard uniform.
- C. Members shall be allowed to wear pre-approved company designed and purchased t-shirts, sweatshirts, hooded garments, baseball caps, knit caps, and boonie hats in accordance with FRD SOP 03.01.03. Any denials shall be communicated in writing to the Union President and submitting member(s) within 14 calendar days.
- D. T-shirts must be 100% cotton or other Department-pre-approved material. All apparel must be navy blue and clearly identify the individual as a member of the FRD through a company patch or department seal.
- E. When any member below the rank of Battalion Chief is performing operational duties, they may wear a class D uniform.

- F. Employees shall be authorized to wear Department-issued or Department pre-approved job shirts (Department-issued or pre-approved sweatshirt and Department-issued or pre-approved outerwear) any time during their work shift. The County may require employees to wear a Class A, B, or C uniform during events and activities such as school visits, formal events, meetings with senior managers or County officials, indoor training, etc. Members may continue to purchase and wear embroidered Carhartt chore coats or similar coats, pre-approved by the Department, as well as other outerwear with embroidery or screen printing, that is navy blue or black, with the chore coat specifications amended to include allowing both the FCFD or FCFRD logo on the back.
- G. Employees are required to present themselves in a professional appearance anytime they are interacting with members of the public.
- H. Employees shall be ready and dressed in appropriate department issued or authorized clothing, coverall, or gear upon relieving off going personnel, placing themselves on the unit roster, and for the duration of their scheduled shift.
- I. The County will provide three sets of Class C uniforms upon initial hire and will provide members with replacement uniforms on an as-needed basis.
- J. The County will continue to provide employees with laundry facilities at each worksite to include washers, dryers, and laundry soap for the purpose of laundering uniform items.
- K. Employees can personally purchase work safety shoes as long as they are ASTM/OSHA compliant to wear on duty as long as they follow the all-Black or Black with Dark Gray color scheme. This will not be reimbursed by the Department and will have to be maintained as in any other uniform articles.

Section 15.2: Union Apparel and Insignia

- A. Employees are permitted to wear an IAFF, Virginia Professional Fire Fighters (“VPPF”), and/or Local 2068 pin on the Class A, B, or C uniform.
- B. Employees are permitted to display one Union, company, or section patch on the right shoulder of the Class A blouse, Class B blouse, and Class C uniform, and any personally purchased outerwear. Such patches shall be no greater than 4 inches in width and five inches in length.
- C. All Union Members shall be permitted to wear the International, Commonwealth or Local emblem of the IAFF on long and short sleeve t-shirts, outerwear, in the form of a patch on their button up or Class A uniform, a pin on their Class A uniform, or a hat with the emblem of the IAFF, consistent with FRD SOP 03.01.03. Such patches shall be no greater than four inches in width and five inches in length.

Section 15.3: DPSC Uniforms

DPSC Members will not be required to wear DPSC-issued uniforms. Members will be expected to wear casual attire in accordance with DPSC SOP 1.2.2, [Civilian Clothing & Personal Appearance](#), as in effect January 21, 2022, with the following revisions:

- A. All DPSC employees will be provided with at least one short sleeve agency issue polo shirt for use at outreach events, to be worn with casual style or cargo-style pants (“Dockers” type) which must be either tan, black, or navy blue or jean style in tan, black, or blue denim. Items shall be free of rips, tears, patches, or embellishments (other than standard manufacturer rivets and labels.) Tactical 5.11 pants in tan, black, or navy blue are also permitted.
- B. Shorts may be worn only with a polo shirt with the following parameters: Must be purchased by employee, are the 5.11 Tactical or similar style shorts with a minimum 9.5-inch inseam in either black, navy blue, or tan in color.
- C. Stud nose piercings will be allowed not to exceed 1/8 inch in diameter.

GENERAL EMPLOYMENT PROVISIONS

Article 16: Outside Employment

Outside employment shall be governed by County Personnel Regulations Chapter 4, Pay Plan, Hours of Work and Overtime, and Chapter 16, Conduct and Discipline, Addendum 1, as in effect on November 15, 2022, and Va. Code § 2.2-3100 *et seq.* with the following addition:

If the County does not disapprove of an employee's request within a 14-calendar day period, the employee is entitled to the assumption of County approval and is free to engage in the requested outside employment.

Article 17: Polygraphs

No member of the bargaining unit shall be compelled by the County to submit to a polygraph, lie detector test, or any other mechanical or physical device or test for the purpose of determining veracity, hereinafter collectively referred to as a “polygraph examination,” against their will. This provision does not apply to criminal investigations.

Neither FRD nor DPSC will discipline or retaliate against a member for refusing to submit to a polygraph examination.

Article 18: Employee Rights During Investigations

- A. FRD bargaining unit employee rights during an investigation shall be as set forth in FRD SOP 01.03.03, Internal Investigations, dated January 13, 2023.
- B. DPSC bargaining unit employees shall adhere to County Personnel Regulations Chapter 16, Conduct and Discipline. DPSC members shall receive the same Notice of Right to Union Representation form as FRD bargaining unit employees.
- C. In addition, the following shall apply to members of the bargaining unit:
 - 1. Upon request by the employee, Professional Standards Officers shall not be armed while conducting an interrogation or interview.
 - 2. The use of polygraphs shall be consistent with the Article 17 of this Agreement.

Article 19: Residency

There shall be no residency requirement for employees in the bargaining unit.

Article 20: Personnel Files

Section 20.1: General

Bargaining unit members will have access to view and respond to the documents in their personnel files in accordance with the provisions of this Article.

Section 20.2: Disciplinary Actions and Response Materials

- A. Formal disciplinary actions, which include written reprimands and above, will remain in the member's personnel file. Formal disciplinary actions more than three years old will not be considered in determining discipline to be imposed for subsequent violations of County policies and procedures unless the employee commits the same or similar offense within three years of the date of the last formal disciplinary action. Bargaining unit members may submit written responses to any disciplinary action.
- B. Members may also submit a reasonable amount of correspondence originating from other sources directly related to their job performance. To submit either for inclusion in their respective Departmental file and their official Department of Human Resources ("DHR") file, employees shall send the items to the HR Division Chief for DPSC or Director of Policy and Grievance Administration for FRD. The materials will be placed in the respective Departmental file and forwarded to DHR within five business days for inclusion in the official DHR file within 30 business days from date of receipt by DHR.

Section 20.3: Review of Personnel Files

Bargaining unit members have the right to examine the contents of their official personnel file maintained by the County during regular business hours by appointment, Monday through Friday excluding County holidays, by providing five business days advance written notice to the DHR – HR Central email inbox.

Article 21: Adapting to Technological Changes

The parties recognize that during the life of this Agreement, there may be improvements or advancements in technology that may impact bargaining unit members. If the technology is to be used by employees to perform their job functions, the County will proactively train current members of the bargaining unit on the new technology or new implementation at least 30 calendar days prior to implementation when practicable.

If the County's final adoption of such technological advances will result in a decrease in size or composition of the bargaining unit, that results in a layoff or a reduction in force of employees, the County will follow the layoff procedures set forth in the RIF Article of this contract.

Article 22: Verification of Employment

Verification of employment shall only be provided by the appropriate County or department HR representative. Without the employee's written consent, only the following information will be released:

1. Confirmation of dates of employment (if the requestor specifies dates in its request);
2. Whether currently employed;
3. Agency;
4. Rate of pay; and
5. Position title.

Article 23: Job Description-Classification

- A. Employees shall have access to bargaining unit FRD and DPSC position descriptions and all County class specifications.
- B. Classification/reclassification of positions, position descriptions, and class specifications are exclusively management rights. For encumbered positions, classification/reclassification decisions and changes to position descriptions, and updates to class specifications are subject to effects bargaining.
- C. FRD and DPSC will share any changes to encumbered bargaining unit FRD and DPSC position descriptions or class specifications with the union at least 10 business days prior to implementation of the changes made to position descriptions or class specifications. This does not remove the County's obligation to engage in effects bargaining.

Article 24: Specialty Designations

A specialty is a designation carried by the bargaining unit member. Examples include:

1. Any designation in staffing software (i.e., Telestaff) not listed below;
2. Driver of apparatus (ambulance, engine, truck, tower, rescue, tiller, tractor, tanker, etc.);
3. ALS provider;
4. Technical Rescue;
5. Hazmat;
6. Safety Officer;
7. EMS Specialist;
8. Acting Command Officer;
9. Police Dispatch;
10. Fire Dispatch; and
11. Teletype.

The County shall ensure that any specialty certification or training record submitted is correct and will notify the member as soon as possible if it is incorrect and shall work in good faith with the member to rectify the issue.

Article 25: Facilities

- A. The County agrees to furnish and maintain, in proper working condition, those items or facilities provided for all bargaining unit employees as of the effective date of this Agreement. When identified by FRD or DPSC as needing replacement, the following items will be replaced: mattresses, microwaves, refrigerators, tables and chairs, washers and dryers, and cookware.
- B. In the event that an FRD work location becomes infested with fleas, bed bugs, lice, mold, or mildew, the County will move swiftly to address the problem, and limit future potential exposure for members until the issue is fully resolved.
- C. FRD will make reasonable efforts to provide one refrigerator/freezer combo per shift at each fire station.
- D. The County will provide at least one dishwasher at each fire station.
- E. The County will provide one filtered water fountain at each fire station with the capability to fill water bottles. At locations where filtered water fountains do not exist, they will be provided for upon renovation or new construction.
- F. Where space permits, fire stations will be equipped with a range (electric preferable) and Standard Oven Base, and appropriate ventilation. The County will make reasonable efforts to install such equipment, keeping in mind that in many cases, this will require a complete kitchen redesign as well as invasive and costly base building systems to meet code

requirements. These improvements will be made when FRD budgets are approved for such improvements.

- G. FRD will provide a minimum of two clothes washers and two dryers per fire station. These improvements will be made when FRD budgets are approved for such improvements.
- H. The County will provide a locker for each uniformed FRD members' personal effects in each fire station.
- I. Apparatus bays shall continue to be equipped with exhaust removal systems.
- J. All quarters shall have heating, air conditioning, hot water, sanitary living conditions, and sanitation facilities. In addition, the following conditions shall be repaired and maintained at fire stations and MPSTOC:
 - 1. All electrical, plumbing, sanitary, heating, ventilating, air-conditioning, and other facilities, and appliances, including elevators will be maintained in good and safe working order;
 - 2. Necessary repairs, as determined by the County, will be made to stations and MPSTOC;
 - 3. Where there is visible evidence of mold, the County shall make reasonable efforts to promptly remediate the mold conditions and reinspect the facility to confirm that there is no longer visible evidence of mold;
 - 4. The County will supply running water and reasonable amounts of hot water;
 - 5. Every place used for the preparation or distribution of any food shall be properly lighted, drained, plumbed, and ventilated;
 - 6. The County shall provide written notice prior to the application of an insecticide or pesticide. Employees who have concerns about specific insecticides or pesticides shall notify the County as soon as possible before the scheduled insecticide or pesticide application;
 - 7. The County will provide and maintain appropriate receptacles and conveniences for the collection, storage, and removal of garbage;
 - 8. The County will ensure all FRD and DPSC facilities have passed Fire Prevention Code Permit inspections;
 - 9. The Union may request signage in front of fire stations indicating that this is a work location that includes bargaining unit employees represented by IAFF Local 2068. Any signage must be agreed to by FRD prior to any placement in the front of fire stations;
 - 10. FRD and DPSC shall identify and make known areas within work sites that are suitable for lactation in accordance with Procedural Memorandum 39-02, Employment Policies and Procedures Relating to Pregnancy and Childbirth; and
 - 11. Personal lockers and bunk rooms will not be entered by members of the public unless authorized by a supervisor or manager and advance notice is given to working employees.

Article 26: Relief of Duty for Cause

To the extent not inconsistent with this Agreement, FRD members shall follow FRD SOP 02.04.03, Fitness for Duty, as in effect on August 6, 2021.

Article 27: Progressive Discipline

Section 27.1: General

- A. **Just Cause:** No member of the bargaining unit shall be disciplined or discharged without just cause. The disciplinary procedures prescribed herein shall be applicable to those employees of the competitive service assigned to a merit position. Employees are not covered by the rules of progressive discipline until they have completed their probationary period and may be terminated without benefit of this procedure.

- B. **Types of Disciplinary Actions:** The types of disciplinary actions that may be taken shall include only oral reprimand, written reprimand, suspension without pay, disciplinary demotion, or dismissal. The type of disciplinary action taken shall be determined by the severity of infraction and review of the employee's work record.

- C. **Mitigating or Aggravating Factors:** The County agrees to give due consideration to any mitigating and/or aggravating factors, in deciding to administer disciplinary action. Nothing in this Article prohibits the County from dismissing an employee for a first-time offense if the misconduct is egregious, or from imposing more severe discipline based on the nature of the misconduct.

Section 27.2: Reprimands

- A. **Oral Reprimands:** An oral reprimand is considered an informal warning and shall be recorded in the member's agency personnel file. Oral reprimands are not grievable under County Personnel Regulations Chapter 17, Grievance Procedure, nor under the Dispute Resolution Procedures under this Agreement.
 - 1. The Oral Reprimand form FRD-133 (for FRD), or the DHR Oral Reprimand Template in PPAPP 21, Oral and Written Reprimands, (for DPSC) shall be filled out by the supervisor. The employee shall be provided the opportunity to review and rebut the contents of the oral reprimand.
 - 2. The supervisor will inform the employee of their right to have a Union representative present at the time of the employee being informed of their oral reprimand.

- B. **Written Reprimands:** A written reprimand is considered a formal warning. It shall be administered when the supervisor determines that the offense is severe enough that a formal written record should be placed in the employee's official personnel file, or when the employee has failed to correct the problem despite previous oral reprimand(s). Written reprimands are eligible to receive an advisory decision from a hearing officer under County Personnel Regulations Chapter 17. Alternatively, members may file a dispute under the Contract Dispute Resolution procedures outlined in Article 32.

Section 27.3: Investigations of Employee Conduct

- A. The County shall provide the member with a Form 297 as in effect on November 15, 2022 notifying the member of an investigation within 20 business days from the date of the incident, or within 20 business days following the time when the FRD Fire Chief or FRD Assistant Chief(s) or for DPSC, the DPSC Director, or DPSC Assistant Director(s) should have reasonably known of its occurrence, whichever occurs later.
- B. The parties recognize the importance of completing an investigation of a bargaining unit employee in as timely a manner as possible. However, when an FRD employee has been the subject of an investigation, the determination will be made in accordance with FRD SOP 01.03.03, Internal Investigations. When a DPSC employee has been the subject of an investigation, the determination will be made in accordance with County Personnel Regulations Chapter 16, Conduct and Discipline. Whenever the County proposes to discipline an employee, excluding oral and written reprimands, the County shall comply with the provisions of County Personnel Regulations 16.6, Criteria for Advance Notice Letter.
- C. If the employee responds to the Advance Notice Letter, the Employer must carefully consider the response and decide:
 - 1. If the proposed disciplinary action should be taken;
 - 2. If no disciplinary action should be taken; or
 - 3. If a different disciplinary action should be taken.

If DPSC or FRD decides that a more severe disciplinary action is appropriate, an amended Advance Notice should be issued in compliance with Personnel Regulations 16.6, Criteria for Advance Notice Letter.

Section 27.4: Access to Records

The County shall provide the employee or their counsel or chosen representative, without charge, with a transcript of any interrogation of the employee, if one is made, and the employee so requests a copy in writing. Nothing in this subsection requires the County to record an interview or to transcribe a recorded interview.

Article 28: Minimum Staffing Notifications

At any point in time in which the Department, for 24 hours or longer, removes, converts, browns out, blackouts, or disbands a unit, team, station or apparatus, including, but not limited to, moves that limit services citizens rely on from ALS providers, and specialty teams, the County shall notify the Union President as soon as practicable.

Article 29: Fire Investigations Section Provision

The following provisions shall apply to the Fire Investigations Section (“FIS”) of the FRD.

A. Equipment

2. FIS members shall receive duty equipment as determined by the Department.
3. Investigatory tools shall be provided as determined by the Department.
4. An FIS employee shall be provided with PPE and additional clothing to include: a duty belt, a hat, one winter coat, one pair of winter coveralls and one pair of warm weather coveralls.

B. The County shall abide by Va. Code, Title 27.

C. To ensure the safety of members, FIS members shall not be required to work alone at the scene of an investigation.

D. The County shall cover the costs of required FIS member training and (re)certification for those assigned to Fire Investigations Section.

E. The County shall endeavor to comply with NFPA 1321.

Article 30: USAR

Members of the bargaining unit who are engaged in Urban Search and Rescue (“USAR”) training, work, and administrative duties shall be covered under the terms of this Agreement except when not possible due to the nature of such work. The following provisions apply to members of the USAR team:

1. Members of the USAR team shall be exempt from maximum hours worked restrictions when deployed; and
2. When USAR members are detailed out of operations, they shall continue to receive 12 hours of pay for 8 hours of training (i.e., 24-hour shift covers 2 consecutive days of 8-hour trainings).

DISPUTE RESOLUTION AND ARBITRATION

Article 31: Alternative Dispute Resolution

Section 31.1: Alternative Dispute Resolution Services

The County’s Office of Alternative Dispute Resolution (“ADR”) provides Fairfax County Government employees with information, training, and neutral third-party services to prevent, address and resolve workplace conflicts. Available services include consultations, conflict coaching, mediation, facilitated conversations, and team processes. ADR services are completely voluntary and confidential. Exceptions to confidentiality are allegations of abuse or neglect of children or other vulnerable individuals, criminal activity, gross violation of County policies (including allegations of discrimination, harassment, and/or retaliation), and threats of future harm to self or others.

Bargaining unit employees covered by this Agreement may request ADR services, subject to ADR's established policies and practices, as may be amended by the ADR program. ADR staff retain the right to determine the appropriateness and availability of ADR Services. Such ADR services are not intended to be the exclusive method of mediation between IAFF Local 2068 or its bargaining unit employees and the County.

Section 31.2: Confidentiality and ADR

Confidentiality is a core principle of the ADR program. In order to maintain ADR's confidentiality mandates, ADR staff and practitioners shall not be required to notify the County or the Union of a member's request for or participation in ADR services nor matters discussed during any ADR service.

The ADR staff and practitioners are not an investigative body, do not make findings of fact, do not assess discipline, and will not determine the outcome of any Dispute, as defined under the Dispute Resolution Procedure provision of this Agreement. ADR staff and practitioners will not provide neutral third-party services in any cases where a Dispute or prohibited practice charge is currently pending. Therefore, ADR staff and practitioners are not required to provide the Notice of Right to Union Representation Form to employees who request or participate in ADR services.

ADR staff and practitioners cannot be called as witnesses or compelled to testify in any proceeding regarding the request for or receipt of ADR services, nor the matters discussed during any ADR service, except as required by law.

Article 32: Dispute Resolution Procedure

Section 32.1: No Reprisal

The parties recognize that bargaining unit employees, the Union, and the County are entitled to file and seek resolution of disputes under the provisions of this negotiated dispute resolution procedure. The parties agree not to interfere with, restrain, coerce, or engage in any reprisal against a bargaining unit employee or IAFF Local 2068 representative for exercising rights under this Article.

Section 32.2: Filing of Disputes

A. The term "Dispute" means any disagreement concerning:

1. The administration or interpretation of the terms of this Agreement, including discipline issued pursuant to Article 27 of this Agreement; the County's Personnel Regulations; or any written policy affecting the terms and conditions of bargaining unit members' employment; or
2. An action by the County or by IAFF Local 2068 that violates the language of this Agreement.

- B. When filing a Dispute, the filing party at each step must include, in writing, the following information:
1. A statement of facts surrounding the Dispute, including the date of the alleged event(s) giving rise to the Dispute;
 2. Contentions of the filing party;
 3. The specific provision(s) of this Agreement, the County's Personnel Regulations, or any written policy allegedly violated;
 4. The remedy sought; and
 5. If applicable, the extent to which the filing party has sought a settlement of the Dispute.
- C. The party filing a Dispute can meet the requirement of providing the information in Section B(2) of this Article at each step by providing a copy of the initial grievance, which includes the requisite information, along with a statement that the grievance is being moved to the next step in the grievance process.
- D. Any Dispute filed by the County will be filed directly at Step 3 of the procedure below and will be submitted in writing to the IAFF Local 2068 President. Any Dispute filed by IAFF Local 2068 shall be filed directly at Step 3 with the Fire Chief or DPSC Director.

Section 32.3: Election of Remedies

If a Dispute filed by or on behalf of a bargaining unit member also meets the definition of a "grievance" under Va. Code § 15.2-1507, the employee must elect to file their claim under either the County Personnel Regulations Chapter 17, Grievance Procedure, if covered, or the procedures outlined in this Article. An employee's initial election to file a Dispute or grievance shall be binding and irrevocable at the time of the initial filing of the Dispute or grievance. That is, when an employee elects to pursue a Dispute remedy under this Article, the employee is waiving any right the employee may have to pursue the matter under County Personnel Regulations Chapter 17.

Section 32.4: Dispute Resolution Procedure

Step 1

The Union or an employee shall submit a Dispute, in writing, to the employee's first line supervisor within 20 business days of the date the employee knew or reasonably should have known of the facts giving rise to the Dispute. The supervisor shall meet with the filing party within 30 calendar days of receipt of the Dispute. No resolution reached as a result of the Step 1 meeting or discussion shall be a precedent for any purpose. Any withdrawal of a dispute at Step 1 shall be in writing. The supervisor shall respond in writing within 14 calendar days of the Step 1 meeting.

Step 2

If the Dispute is not settled at Step 1, the filing party may submit the Dispute to the employee's FRD Division Supervisor or an Assistant DPSC Director within 14 calendar days of receipt of the Step 1 decision. The filing party shall send a copy of the Dispute to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. The FRD Division Supervisor or Assistant DPSC Director or their designee shall meet with the filing party within 14 calendar days after receipt of the Step 1 appeal. Any settlement or withdrawal of a Dispute at Step 2 shall not be a precedent for any purpose. The FRD Division Supervisor or Assistant DPSC Director shall render a written decision within 14 calendar days after the receipt of the Step 1 Dispute.

Step 3

If the Dispute is not settled at Step 2, the filing party may submit the Dispute to the Fire Chief or DPSC Director within 14 calendar days of receipt of the Step 2 decision. The party shall send a copy of the Dispute to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov. The Fire Chief or DPSC Director, or their designee, shall meet with the filing party within 14 calendar days after receipt of the filing party's Step 2 Dispute. Any settlement or withdrawal of a Dispute at Step 3 shall not be a precedent for any purpose, unless the parties specifically so agree or develop an agreement to dispose of future similar or related Disputes. The Fire Chief or DPSC Director shall render a written decision within 14 calendar days after the Step 3 meeting.

Step 4 Arbitration

If the dispute is not resolved at Step 3, IAFF Local 2068 or the County may submit the Dispute to arbitration by providing written notice to the other party within ten calendar days of the Step 3 decision. Only IAFF Local 2068 can invoke arbitration on Disputes initially filed by bargaining unit employees or IAFF Local 2068. Only the County can invoke arbitration on Disputes initially filed by the County.

Section 32.5: Time Limits

Time limits for the processing of Disputes are intended to expedite handling of Disputes and may be extended, in writing, upon mutual agreement but, if not so extended, must be observed. After the initial filing of a Dispute, failure of any party to comply with all substantial procedural requirements of this Article without just cause shall result in a decision in favor of the other party on any issue within the scope of the definition of Dispute, provided the party not in compliance fails to correct the noncompliance within ten business days of receipt of written notification by the other party of the compliance violation. Such written notification by IAFF Local

2068 or a bargaining unit employee shall be made to the Fire Chief or DPSC Director with a copy to the County Labor Relations Division at hrlaborrelations@fairfaxcounty.gov.

If at any time during the dispute resolution procedure, the County grants in full the remedy sought in the dispute, the dispute shall be considered resolved.

Section 32.6: Arbitrator Panels

- A. A request for arbitration shall be submitted within the specified time limit for appeal. If a Dispute is submitted to arbitration, the arbitrator will be selected from a standing panel composed of persons agreed upon by the parties using a strikethrough method. Within 30 business days of approval of the tentative agreement in accordance with CBO Sec. 3-10-13, the Union and the County will each submit 12 names for the panel. The parties will alternate strikes, and the final panel will consist of 12 panel members and will be comprised only of members of the National Academy of Arbitrators who have a business address within a 300-mile radius of the Fairfax County Government Center. Once the panel make-up is determined, Arbitrators will be placed on the panel by the parties with the parties alternating placement on the panel. Whenever an arbitrator is replaced, the newly added arbitrator will take the same spot on the rotation as the arbitrator they are replacing.
- B. At least 60 calendar days prior to the expiration of this Agreement, one or both parties may provide written notice to the other that it no longer consents to retaining a particular member(s) of the arbitration panel. Any time there is a vacancy, the parties shall fill the panel vacancy by mutual consent. If the parties are unable to agree on a replacement arbitrator, they shall request a list of seven arbitrators who are members of the National Academy of Arbitrators from the Federal Mediation and Conciliation Service and shall select a replacement through the process of alternating strikes. Panel members cannot be removed by the parties if they are actively involved in an arbitration.
- C. All arbitrators shall serve for the term of this Agreement and shall continue to serve for up to six months thereafter, unless the parties otherwise mutually agree.
- D. The parties may, upon mutual agreement, in order to avoid loss of available hearing time, schedule alternate cases to be heard in the event of late settlement or withdrawal of Disputes before a hearing. In the case of disciplinary or adverse actions, up to three alternate cases may be scheduled on a day. In the case of contractual disputes, up to three alternate cases may be scheduled on a day. Alternate case scheduling is by mutual agreement. If all the cases are not able to be completed at the arbitration hearing, they should be scheduled with the next available arbitrator at the earliest reasonably available date. If a case cannot be completed on the date of hearing, then a continuance date shall be scheduled with the same arbitrator at the earliest possible date.
- E. In the event that either party withdraws a case or requests to postpone a hearing on a date that would incur an arbitrator's cancellation fee, the withdrawing/postponing party shall pay the full cancellation fee for that date. In the event that the parties settle a case close enough to

arbitration that it would incur an arbitrator's cancellation fee, the parties shall share the cancellation fee evenly.

- F. Arbitrator assignments will be considered made at the time of invocation of arbitration of a Dispute and will cycle through the panel in the established order, unless otherwise agreed to by the parties. The County, in consultation with the Union, will be responsible for maintaining appropriate dockets of disputes, as appealed, and for administrative functions necessary to assure efficient scheduling and hearing of cases by arbitrators. The County will establish a numbering system for Disputes that are received at Step 2, and such number will identify the Dispute at Step 2 through arbitration.
- G. The arbitrator in any given case should render an award no later than 45 calendar days after the close of the record in the case.

Section 32.7: Arbitration Procedures

- A. Parties shall make every effort to schedule arbitration of the matter as expeditiously as possible. The parties will provide witness lists to each other at least ten business days prior to a scheduled arbitration hearing. The non-filing party to the Dispute shall be required to raise any procedural and/or arbitrability defenses no later than 30 calendar days prior to the scheduled arbitration hearing.
- B. The arbitration hearing will be held, if possible, at the Fairfax County Government Center during regular business hours on a regular business day. The decision of the arbitrator shall be considered an award pursuant to the Virginia Uniform Arbitration Act. All decisions of an arbitrator will be final and binding, except as provided for in Va. Code §§8.01-581.010 and 8.01-581.011.
- C. The arbitrator is restricted to making a determination specifically on the issues submitted. When the parties do not agree on the issue, the arbitrator shall have the power to frame the issue taking into account the issues submitted by each party.
- D. Arbitrators shall have no power to add to, detract from, or alter in any way the provisions of this Agreement, the County Code, the County's Personnel Regulations, or any written policy affecting the terms and conditions of bargaining unit members' employment. The arbitrator shall have no power to award litigation fees, costs, or expenses, or compensatory or punitive damages, including attorneys' fees.
- E. The arbitrator shall have the authority to make all arbitrability determinations and shall make all arbitrability determinations prior to addressing the merits of the original Dispute; however, in order to avoid unnecessary delay, arbitrability and merits issues shall be presented as part of a single hearing.
- F. The moving party shall proceed first in arbitration hearings. The County shall be considered as the moving party in Disputes appealing disciplinary action taken by the County. In all other

cases, the filing party shall be considered to be the moving party. For purposes of this Article, an unsatisfactory service separation shall be classified as a contract dispute.

- G. All expenses involved in the arbitration proceedings (i.e., arbitrator fees and arbitrator hearing transcripts) shall be equally shared between both parties, unless indicated otherwise in this Agreement. Except as set forth above, the parties shall bear their own fees and costs. At any arbitration, any time spent by bargaining unit employees serving as witnesses or representatives shall be without loss of pay or leave. The County may, with the assistance of IAFF Local 2068, adjust the regular work schedules of witnesses and representatives so that the employees' regularly scheduled hours coincide with the hearing schedule.
- H. If multiple bargaining unit employees file identical Disputes, IAFF Local 2068, at its election, may decide, at any time between the filing of the Dispute(s) and invocation of arbitration, to consolidate the Disputes for presentation and representation by IAFF Local 2068.

Section 32.8: On-Duty Time

An employee or a Union representative may present a Dispute while on duty, provided such use of on-duty time is reasonable in duration and does not interfere with County or departmental operations.

Section 32.9: Exclusions

The Union or employees may not file Disputes over the items listed in County Personnel Regulations Chapter 17.3-3 and 17.4, excluding written reprimands. This exclusion is not intended to and shall not prevent bargaining unit employees or IAFF Local 2068 from filing Disputes over alleged violations of this Agreement that relate to the same topics. In addition, as set forth in Article 8 of this Agreement, probationary employees do not have access to the Dispute procedure set forth in this Article.

Article 33: Joint Labor-Management Committee

Section 33.1: Purpose

The purpose of the Joint Labor-Management Committee ("JLMC") shall be to study and discuss possible solutions to matters of mutual concern affecting labor-management relations.

Section 33.2: Representation

The JLMC shall consist of four members as selected by the Union and four members as selected by the County Executive or their designee. The Union or the County may substitute members where necessary, but continuity of membership is preferred. Members shall serve for the term of this Agreement. Each side shall select at least one member from DPSC. Three voting members

from the Union and three voting members from the County will be required to establish a quorum. In the absence of a quorum, the parties will reschedule the JLMC meeting.

- A. The Union voting representatives on the JLMC shall be considered to be on a detail if scheduled to work during these meetings.
- B. Each side may have up to two additional non-voting participants attend each meeting.
- C. No additional compensation or overtime shall be paid for attendance at JLMC meetings.

Section 33.3: Chair

The responsibility for chairing meetings shall alternate each meeting between the Union and the County. Each party will determine whether their chair assignment will be permanent or will rotate among their members.

Section 33.4: Authority

Matters of mutual concern, including conditions tending to cause misunderstandings, shall be considered and recommendations may be made to either the County or the Union, or to both, by the persons present at any JLMC meeting. This Committee shall have the authority to make non-binding recommendations to the Union and the Fire Chief, DPSC Director, County Executive, or their designee(s). This committee shall have no power to add to or amend this Agreement or to discuss or adjust any grievances or contract disputes.

Section 33.5: Reporting

Topics will be documented as they are discussed. Any procedures or recommendations developed from these meetings will be communicated to the proper group (e.g., Negotiating Committee, the Apparatus Committee, etc.). Drafts of the meeting minutes will be maintained by one designated representative from each party. To encourage a frank and open discussion, prior to the start of any JLMC meeting the members will vote on what issues being discussed should be considered confidential.

Section 33.6: Date and Time of Meetings

Meetings will be held once a quarter, and they shall be limited to no more than four hours. At the first meeting, a specific day and time shall be selected for future meetings. Every attempt shall be made to keep to such a schedule, realizing that some flexibility is necessary. The parties may mutually agree to meet on a more frequent basis. Members who are not otherwise scheduled to work may attend meetings virtually.

Section 33.7: Agenda

An agenda shall be provided to members one week prior to the meeting. The party chairing the meeting shall be responsible for creating and distributing the agenda. Topics not on the agenda shall not be discussed but rather shall be placed on the agenda for the next meeting. The agenda

shall include a brief description of each item to be discussed. Emergency items may be added to the agenda by mutual consent. Discussion of agenda topics will be alternated, with the party occupying the chair exercising the right to designate the first topic.

Section 33.8: Committee Appointments and Existing Committees

- A. Committee Appointments & Existing Committees:** The parties acknowledge that the County or Department(s) may, from time to time, form committees in addition to those to which this Agreement specifically refers, to discuss and/or provide recommendations addressing various matters exclusively relating to FRD and/or DPSC, and affecting bargaining unit employees. In the interest of labor-management cooperation, the parties agree that any committee, formed by the County or Department(s) to discuss and/or provide recommendations regarding any matters exclusively relating to FRD and/or DPSC, and affecting bargaining unit employees, will consist of 50% bargaining unit employees chosen by the Union. The Union's selection of representatives for each such committee will not require the County's approval. The County, Department(s), or Union may elect to explicitly waive representation on any specific committee, reserving the ability to reverse their decision at any time. Prior to the formation of any such committee, the County will notify the Union as soon as practicable, normally at least ten business days prior to the first scheduled meeting of such committee.
- B. Existing Committees:** All current committees existing within the Department(s) exclusively relating to FRD and/or DPSC and affecting bargaining unit employees will be reviewed by the JLMC within 90 calendar days of the approval of the tentative agreement as set forth in CBO Sec. 3-10-13. The JLMC will have the authority to create or discontinue any committees exclusively relating to FRD and/or DPSC and affecting bargaining unit employees.

TRAINING

Article 34: Training for FRD Specialized Functions

Section 34.1: Training for Specialized Functions

When FRD determines a standard requiring a certification or qualification for specialized functions (e.g. HazMat, TROT, Fire Marshals, ALS etc.), FRD shall:

- A. Have the authority to determine the members who shall receive said training;
- B. Pay the cost of training;
- C. Consider the employees to be functioning in the scope of their employment during the training;
- D. Provide details when the employee is on regularly-scheduled duty during training; and
- E. Consider the time spent by members of the bargaining unit in training as hours worked.

Section 34.2: Maintenance and Use of Specialized Function

Employees who receive and complete the training described in Section 34.1 above, at the County's expense, will, in consideration of the funds and time invested by FRD, maintain the applicable certification or qualification for a minimum of three years (a five-year period for ALS certification) after completing the training. During the three- or five-year period, at the request of FRD, employees are expected to function in the capacity of their qualification in a field operations position. Employees who fail to maintain the certification for the applicable three-year period may be subject to discipline, up to and including demotion to a prior rank if the position that they hold requires the certification.

Section 34.3: Tuition Reimbursement

- A. Tuition Assistance Program - Employees covered by this Agreement shall be eligible under the County's Tuition Assistance Program ("TAP") on the same terms and conditions as other County employees in accordance with PPAPP No. 24, Tuition Assistance Program (TAP) and Language Tuition Assistance Program (LTAP) as in effect July 1, 2016.
- B. For bargaining unit members, the following additions to PPAPP No. 24 Section 4.1.5 shall apply:

Prior to submitting for any applicable TAP reimbursement, uniformed FRD employees covered by this Agreement shall apply for reimbursement for courses covered under the FRD Professional Development Resource Guide, dated August 2019. Members are prohibited from receiving reimbursements from both programs for the same course.

Article 35: Paramedic Certification Program

The Union and the County agree to form a committee under the Joint Labor Management Committee to work on ways to continue to study and improve the paramedic certification program.

Article 36: FRD Daily Scheduled Trainings

Section 36.1: Scheduling of Training

FRD will make reasonable efforts to enter training and events into the Master Calendar (or equivalent scheduling software) by 18:00 on the employee's prior shift day. The County may conduct make-up training sessions for those employees who may have missed training.

The FRD shall make reasonable efforts to avoid scheduling non-essential activities between the hours 18:00-07:00, unless training specifically pertains to night operations.

Section 36.2: Mandatory Training

The FRD shall make reasonable efforts to hold training while employees are on duty during regularly scheduled work shifts.

Section 36.3: Voluntary Trainings

The FRD may detail employees out of operations to attend Fire or EMS/job related training for career development. Course acceptance and review by FRD is required prior to use of detailed out of operations.

Article 37: DPSC Scheduled Trainings

The DPSC is committed to the principle of training for all employees in the bargaining unit. Training shall be provided insofar as it does not adversely affect or interfere with the orderly performance and continuity of governmental services within DPSC.

Section 37.1: Mandatory Training

- A. Mandatory departmental trainings will be administered in accordance with DPSC SOP 2.5, Operations Trainings and Certifications, as in effect on September 28, 2022.
- B. DPSC may conduct make-up sessions for mandatory training for those employees who may have missed training due to sick or annual leave, or other unforeseen circumstances.
- C. DPSC shall make reasonable efforts to hold mandatory training while employees are on-duty during regularly scheduled work shifts. In the event a mandatory training session requires members to attend during non-regularly scheduled workdays, DPSC will attempt to provide written notice to the employee at least three months in advance of the mandatory training. All mandatory training that occurs outside of regularly scheduled hours shall be paid at the applicable overtime rate.

Section 37.2: Voluntary Trainings

- A. DPSC will continue to provide opportunities for employees to attend job related trainings for career development subject to approval by the DPSC Director of Operations or Director of Support Services. Such approval is required prior to attendance.
- B. DPSC management will make reasonable efforts to adjust the employee's schedule to attend voluntary trainings.

SAFETY AND HEALTH

Article 38: Accident Review

The County shall review, investigate, and evaluate significant FRD accidents and incidents in accordance with FRD SOPs 01.03.01, Vehicle Accidents, and 01.09.01, Incident Review, as may be amended by FRD from time to time. A significant accident or incident may include an accident or incident involving a bargaining unit member with a life-threatening injury, line of duty death, or another significant incident related occurrence. The intent of these investigations shall be to:

1. Identify the root cause(s) of the accident or incident;
2. Determine internal trend analysis; and
3. Provide recommendations to FRD leadership related to the minimizing or preventing future accidents or incidents.

The President of IAFF Local 2068 will nominate two individuals to participate in a review conducted by FRD. Such individuals nominated by IAFF Local 2068 must be approved by the leadership of FRD, as appropriate.

Article 39: Health & Wellness

Section 39.1: FRD Uniformed Employee Health Program

A. Physical Examinations: The county shall continue to pay for, and conduct, annual physicals for FRD uniformed employees. These physicals shall be of the same quality as those in effect on November 15, 2022. All bargaining unit members shall be required to take an annual physical examination paid for by the County. Such examinations must meet the standards of NFPA 1582. When the contract for the physical examination services is put out for bid, the President of Local 2068 shall appoint one representative from the bargaining unit on the selection advisory committee.

B. Inoculations:

- i. Hepatitis B Inoculation - At the bargaining unit member's option, and at no cost to the unit member, the County agrees to provide Hepatitis B inoculations to any unit member whose medical plan does not provide such immunization without cost. Bargaining unit employees who have elected to receive Hepatitis B inoculations may request a follow up examination with the Occupational Health Center ("OHC") Physician to determine whether the inoculations were effective. Such follow up examination shall be conducted at no cost to the bargaining unit member.
- ii. Additional immunizations, as needed for a member's scope of work, shall be provided at no cost to the member, subject to availability.

C. Personal Exposure Record: The County agrees to provide each unit member with annual access to a personal exposure record service. The County shall provide IAFF Local 2068 with any data collected by the personal exposure record, including the number of bargaining unit employees participating in the program, and the number of reports.

Section 39.2: Scheduling Physical Exams

FRD shall continue to use the process to schedule physicals as was in effect on November 15, 2022. Any changes to this process are subject to negotiations with the Union prior to the implementation of such changes.

Article 40: Drug Testing

Section 40.1: Policy

The County and the Union recognize that on-the-job drug use or impairment by employees is a threat to the public welfare and the safety of department personnel. In accordance with County Personnel Regulations Chapter 16, Conduct and Discipline, employees are prohibited from manufacturing, possessing, using, or being under the influence of alcohol or controlled substances at the County's work sites and/or while an employee is on duty. Marijuana is defined as a controlled substance for purposes of this Agreement, regardless of whether the marijuana was prescribed, manufactured, or distributed for medical or recreational purposes. Employees likewise are prohibited from use, whether improper or as prescribed, of prescription drugs that impair their ability to work safely.

Section 40.2: Testing

- A. **Employee Testing:** All employees shall be subject to drug testing and reporting as set forth in PPAPP 28, Initial Action in Dealing with Impaired Employees Suspected of Alcohol/Drug Use; FRD SOP 01.03.01, Vehicle Accidents; and/or FRD SOP 02.04.03, Fitness for Duty.
- B. **Independent Testing:** An employee may request a test by an independent laboratory within 72 hours after being informed of a positive test result.
1. The test will be conducted on the split sample from the same specimen used in the first round of testing within five calendar days of the employee's request for independent testing.
 2. The employee shall specify an HHS-certified laboratory to perform the test and shall provide FRD or DPSC with the name and address of the selected laboratory at the time the request for independent testing is made.
 3. The employee will pay all costs associated with independent testing including any shipping costs.
 4. The independent testing lab shall send the results to FRD or DPSC.

- C. **Confidentiality:** The County will be required to keep the results confidential, and they shall not be released to the general public. Release of such records pursuant to a court order, subpoena, compliance with applicable law, or during the course of an administrative hearing shall not be considered a release to the general public, nor shall the County's internal use of such results (including but not limited to the dissemination of such results to supervisors, investigators, management or the County Attorney) be considered a release to the general public.
- D. **Testing Program Costs:** Except as provided in Section B above, the County shall continue to pay for all costs involving drug and alcohol testing.
- E. **Changes in Testing Procedures:** The parties recognize that during the life of this Agreement, there may be improvements in the technology of testing procedure which provide more accurate testing. In that event, the parties will meet to discuss any potential changes that impact testing procedures.

Section 40.3: Rehabilitation and Treatment

- A. **Rehabilitation Program:** Any employee who tests positive for a controlled substance or who misuses prescription medications may be medically evaluated, counseled, and treated for rehabilitation (in addition to any applicable disciplinary action) at the election of DPSC or FRD. The rehabilitation must be recommended by an E.A.P. counselor, and the employee must meet the following conditions:
 - 1. The treatment and rehabilitation shall be paid for by the employee's insurance program (if covered), subject to any deductible, co-payment and policy limits of the insurance program. Other than as specified in this section or required by law, the County shall have no obligation to pay for or insure treatment or rehabilitation.
 - 2. Employees will be allowed to use their accrued and earned leave for the necessary time off involved in the rehabilitation program.
 - 3. Employees who complete a rehabilitation program will be subject to random drug testing, at times determined by the County, for the following 24 months.
 - 4. If an employee tests positive during this subsequent 24-month period, the employee will be subject to discipline as set forth in this Agreement and/or the applicable County and Department discipline procedures.
 - 5. This Article shall not be construed as an obligation on the part of the County to retain an employee during the period of rehabilitation.
- B. **Voluntary treatment:** Pursuant to PPAPP 28, employees who voluntarily acknowledge an alcohol or drug dependency are encouraged to take advantage of appropriate treatment services. The confidentiality of such a request will be maintained, and the employee's job security will not be jeopardized as a result of such a request for help.
- C. **Duty assignment after treatment:** Once an employee successfully completes rehabilitation, FRD or DPSC will evaluate and may attempt to return the employee to his or her regular duty assignment.

Section 40.4: Right of Appeal

The employee has the right to challenge the results of the drug or alcohol tests and any discipline imposed in the same manner that any other County action under the terms of this Agreement may be grieved or otherwise subject to challenge.

Section 40.5: Conflict with other Laws

This Article is in no way intended to supersede or waive any constitutional or other rights that the employee may be entitled to under Federal, State or Local statutes.

Article 41: Reproductive Rights

The following Article applies to FRD Field or Fire Investigation Personnel.

Section 41.1: Taking Leave While Pregnant and Work During Pregnancy.

Employees may request a light duty assignment in accordance with Procedural Memorandum 39-02, Employment Policies and Procedures Relating to Pregnancy and Childbirth, and the FRD's Pregnancy and Reproductive Manual. Fairfax County shall not require a pregnant employee to take Paid Family Leave ("PFL") or transfer to a light duty position due to pregnancy where the employee can continue to perform the essential functions of her position. That decision rests solely with the employee.

Section 41.2: Transfer to Light Duty

A pregnant employee may request to transfer to a light duty assignment within the Department by submitting the request to the employee's supervisor with a certification signed by the employee's health care provider.

- A. If there is a delay in the transfer, the employee may use accrued leave until an appropriate assignment can be determined.
- B. Whenever possible, FRD shall place the pregnant employee in appropriate light duty assignment within 10 business days of approval of the employee's request.
- C. The pregnant employee shall be paid in accordance with FRD SOP 02.03.06, Light Duty.
- D. The pregnant employee shall remain in that light duty assignment for the duration of their pregnancy. The employee may take any leave to which they are entitled and/or remain in a light duty assignment for any medical condition(s) that are related to the pregnancy. A request for a light duty assignment for any medical condition(s) following the employee's pregnancy shall be considered a separate and distinct medical condition, for which the employee is entitled to a new period of light duty in accordance with the FRD's light duty policy.

Section 41.3: Rights Retained By Employees On Light Duty.

Members of the bargaining unit who have been assigned to light duty are eligible to participate in the transfer process to the same extent as other similarly situated employees.

Section 41.4: Employee Rights After Pregnancy

Regardless of assignment, breastfeeding employees shall be granted reasonable breaks and accommodations to allow them to lactate in private in accordance with applicable law and Procedural Memorandum 39-02.

Section 41.5: Bunker Pants

Bargaining unit employees shall not be required to wear bunker pants when not necessary for job tasks in order to reduce the adverse effects of heat exposure on male fertility.

Article 42: Job Related Injuries

- A. Any employee who is injured or becomes ill on duty shall report such incident to their immediate supervisor, or their designee, as soon thereafter as practicable.
- B. The County agrees to continue following PPAPP 10, Policy and Procedures for Fairfax County Uniformed Retirement System (“URS”) Alternative Placement Program, as it was in effect on July 27, 2021. Any enhancements to this benefit shall apply to bargaining unit members.
- C. The President of the Union shall be notified of service-connected deaths or injuries that occur to bargaining unit employees that require medical transport and/or are of such a serious nature to merit notification of the Fire Chief.

Article 43: Personal Protective Equipment

Section 43.1: Training and Modifications

It shall be the County’s responsibility to train members in the use of protective equipment.

Modifications required to achieve correct fit shall be performed at no cost to the member by a qualified professional. Modifications required to accommodate a bailout system furnished by the member shall be performed at no cost to the member by a qualified professional.

Section 43.2: Employee-Furnished Equipment

Employees shall have the right to furnish their own helmets, gloves, and boots (“gear”) from a list submitted by the union annually and pre-approved by the Department. If the Department does not approve gear submitted by the Union, it shall notify the Union President the reason of the denial.

All personally purchased helmets must comply with Department color and style guidelines. All personally purchased gear shall be subject to the same inspection, cleaning, and tracking requirements as Department purchased PPE. Members shall be responsible for any replacement or repair cost of personally purchased PPE.

Section 43.3: Employees with Law Enforcement Duties

All employees assigned to law enforcement duties shall continue to be issued law enforcement equipment as currently provided including, but not limited to, ballistic vest, flashlight, handcuffs, baton, handgun, and ammunition. These shall be replaced on the same cycles as Fairfax County Police. Upgrades in the quality of the issued equipment received by Fairfax County Police Officers shall also be received by these bargaining unit employees. These employees shall also have access to firearms, less than lethal force, and self-defense training of the same quality as Fairfax County Police Officers. The County shall continue to provide ammunition to law enforcement employees so they can maintain proficiency.

Section 43.4: Reduction of Hazards from PPE

The parties recognize the fact that modern firefighting protective ensembles contain substances such as per- and polyfluoroalkyl substances (“PFAS”) that pose a health risk to firefighters and firefighting ensembles raise body temperature to levels that create heat stress on all employees and pose a risk to male reproductive health.

In the event that protective equipment becomes available with reduced or no amounts of PFAS or other toxins that meets applicable standards and the standards set by the joint Health & Safety Committee, the County agrees to negotiate the calendar of replacing the current carcinogenic gear with the new gear, calendar of current gear, regardless of preexisting replacement schedules.

Article 44: Light Duty

Light Duty will be administered in accordance with FRD SOP 02.03.06, Light Duty, as in effect on February 14, 2023, for FRD employees, unless contrary to the following provisions:

- A. The FRD shall provide light duty assignments for those employees who become injured in the line of duty and are not permanently disabled. The purpose of these assignments is to assist the affected employee in moving toward a return to full- duty and to augment FRD staff with non-emergency administration or support roles.

- B. Total time for light duty for non-job-related injuries shall be governed by FRD SOP 02.03.06 and Article 41 of this Agreement, Reproductive Rights.
- C. Once an employee has been medically certified as fit for duty, that employee will be returned to the assignment to which the employee was assigned prior to the light duty assignment, unless in the interim the employee has been promoted or has requested or agreed to a different assignment.
- D. Upon graduation, probationary bargaining unit employees shall be entitled to a light duty assignment in the same manner as non-probationary employees. While on a light duty assignment, the probationary period will be tolled until such time as the probationary bargaining unit employee is released to full duty. The probationary bargaining unit employee will resume the probationary period at the point at which the unit member went off full-duty work.

Article 45: Security of the 911 Facility

DPSC shall follow DPSC SOP 1.15, Security of the Facility, as in effect on March 17, 2017, with the following amendments:

In the event that the MPSTOC facility is operating in an emergency status due to safety or security concerns, DPSC will follow guidelines as set forth in both the County's and the MPSTOC Emergency Action Plans. Should it become necessary to make notifications to DPSC personnel, the on-duty communications operations supervisor or manager will initiate an employee alert network ("EAN") page through the Everbridge application to all DPSC personnel. A message will also be generated, via the computer-aided dispatch system ("CAD"), notifying all on-duty DPSC personnel of the building status. Additional CAD messages may be generated to make notifications to all police and fire terminals as soon as practicable.

LEAVE PROVISIONS

Article 46: Volunteer Activity Leave

Volunteer Activity Leave will be administered in accordance with County Personnel Regulations, Chapter 10, Leave, as in effect on November 15, 2022. Any additional volunteer leave benefit provided to County employees pursuant to County Personnel Regulations Chapter 10 shall also be granted to the members of the bargaining unit.

Article 47: Bereavement Leave

Bereavement leave will be administered in accordance with County Personnel Regulations Chapter 10, Leave, as in effect on November 15, 2022. Any additional bereavement leave benefit provided

to County employees pursuant to County Personnel Regulations Chapter 10, shall also be granted to the members of the bargaining unit.

Article 48: Quarantine Leave

Section 48.1: Exposure Related Leave

If an FRD member is recommended to quarantine by the FRD infectious disease practitioner, the County shall grant the member administrative leave up to a maximum of 10 business days, unless the exposure was caused by the employee not properly wearing appropriate safety equipment and/or PPE provided or approved by the County. Additional administrative leave may be granted at the discretion of the County Executive.

Section 48.2: Quarantine Leave

In the event of a declared public health emergency, or outbreak, as determined by the state or federal government that may require employees to quarantine or isolate from others, the County will meet with the Union to negotiate issues of concern to the union and/or County, including compensation, leave accounts and quarantine/ isolation period as it applies to all bargaining unit members.

Article 49: Accrual and Reporting of Sick Leave

Sick leave will be accrued and administered in accordance with County Personnel Regulations Chapter 10, Leave, for all bargaining unit members.

FRD bargaining unit members shall comply with the provisions of FRD SOP 02.01.03, Requesting and Granting Annual, Emergency Annual, Sick, and Civil Leave for Department Employees. DPSC bargaining unit members shall comply with the provisions of DPSC SOP 2.10, Universal Squad Policy.

Article 50: Provisions for Military Personnel

Section 50.1: Coverage

Employees covered under this Agreement shall be covered by the provisions of USERRA, Virginia State Code Section 44-93, Fairfax County Code 3-1-21, County Personnel Regulations Chapter 1, Equal Employment Opportunity, PPAPP 17, Military Leave, FRD SOP 02.01.04, Military Reservist, and the County's Military Pay Differential Program.

Section 50.2: Promotional Examinations

To the extent the County can practically and reasonably accommodate a FRD employee's request, an employee on military leave may participate in a promotional examination.

Section 50.3: Changes to National and Commonwealth Military Leave Policies

All applicable changes made to Va. Code § 44-93 will be recognized and implemented by the County at the date in which the changes take effect.

Article 51: Holidays

Bargaining unit employees shall be compensated, either by holiday pay, holiday compensatory time, or holiday leave in accordance with County Personnel Regulations Chapters 4, Pay Plan, Hours of Work and Overtime, and 10, Leave, and PPAPP 13, Attendance/Absence Reporting for All Employees Except 24-Hour Shift Fire Protection and Law Enforcement Personnel and 14A, Absence/Attendance Reporting for 24-Hour Shift Fire Protection Personnel as Defined in the Personnel Regulations, Chapter 2, for the following holidays each year. Nothing in this Article shall prohibit compensation for additional holidays approved by the County Board of Supervisors or the County Executive.

The following Holidays will be observed by the County:

- New Year's Day (January 1st)
- Martin Luther King Jr. Day (third Monday in January)
- Inauguration Day (January 20, Every Fourth Year) when it falls on a Business Day
- Presidents' Day (third Monday in February)
- Memorial Day (last Monday in May)
- Juneteenth (June 19th)
- Independence Day (July 4th)
- Labor Day (first Monday in September)
- Election Day (the Tuesday after the first Monday in the month of November)
- Veteran's Day (November 11th)
- Thanksgiving Day (fourth Thursday in November)
- Day After Thanksgiving (the Friday after the fourth Thursday in November)
- Christmas Eve (December 24th)
- Christmas Day (December 25th)

Article 52: Procedures for Requesting Scheduled Annual Leaves

- A. FRD annual leave selection shall be governed by FRD SOP 02.01.03, Requesting and Granting Annual, Emergency Annual, Sick, and Civil Leave for Department Employees, as in effect on September 28, 2022.
- B. DPSC annual leave shall be governed by DPSC SOP 2.11, Request and Approval Process for Annual and Compensatory Leave, as in effect on May 6, 2015.
- C. Apparatus Mechanic annual leave selection shall continue as in effect November 15, 2022.

REIMBURSEMENTS AND STIPENDS

Article 53: Replacement of Personal Property

Employees shall be reimbursed for the replacement costs of specific items that have been damaged in the performance of their fire suppression and/or EMS duties, provided such loss or damage is not caused by carelessness of the individual employee.

Reimbursement is limited to the following items: watches, driver's license, false teeth, and eyeglasses. Reimbursement for watches shall be limited to \$50.00 and driver's licenses shall be replaced at the cost determined by the members' home state DMV. Reimbursements for eyeglasses or false teeth shall be in accordance with FRD SOP 02.03.05, Repair or Replacement of False Teeth and Eyeglasses, as in effect on November 5, 2020. The maximum number of reimbursements for watches and driver's license is one per calendar year. All reimbursements will be distributed within 45 calendar days of the County's receipt of the proper notification.

Article 54: Mileage Reimbursement

Mileage and Travel Reimbursement shall be governed by Procedural Memorandum 06.03, Fairfax County Travel Policies and Procedures, as in effect on March 1, 2007, for both DPSC and FRD employees. FRD employees will be reimbursed in accordance with SOP 01.05.10, Local Mileage Reimbursement, as in effect on March 23, 2022, and SOP 01.05.11, Non-Local, Local Travel, and Training, as in effect on October 4, 2017, except as modified below:

1. All correctly submitted reimbursement requests shall be processed by the County within 30 calendar days.
2. The mileage and travel reimbursement rate shall automatically increase as the standard IRS rate increases.
3. Employees who are asked to use their private automobiles for County business or to change work assignments/locations shall be compensated at the maximum rate deemed deductible reimbursable by the IRS for business use of an automobile.
4. Employees directed by their supervisor to report from home to an alternate work location or to attend trainings or meetings are only eligible to submit for reimbursement of mileage that is more than the round-trip mileage from the employee's home to the normal work location. Requests for reimbursement from home must show the subtraction of normal commute miles. Employees commuting to and from their scheduled work location, including any light duty assignment, will not be reimbursed for mileage or other expenses.

Article 55: Apparatus Shop Provisions

The following provisions apply to the Apparatus Mechanic members of the bargaining unit.

- A. Employees covered by this Agreement shall continue to receive an annual tool stipend of \$900.

- B. Employees shall have the option to be provided with boots/footwear at no cost to the employee from an on-site shoe vendor up to a total value of \$187.50. In the event the employee selects boots/footwear that exceed \$187.50, the employee will be responsible for the difference. Any boots/footwear selected shall be in compliance with OSHA/ANSI standards.

HOURS OF WORK

Article 56: FLSA Calculation

The FLSA calculation methodology used by the County shall remain the same as in effect on November 15, 2022, unless the County is required to increase the calculated rate by Commonwealth or Federal law.

Article 57: Shift Exchanges

Work substitutions shall be administered according to FRD SOP 02.01.02, Work Substitution, as in effect on November 18, 2019 and DPSC SOP 1.8, Employee Leave Option Program, as in effect February 17, 2017, except for the following changes.

- A. **Ten calendar days or Greater from Exchange Date:** Either employee can cancel the scheduled exchange for any reason with written notification to the other party. This shall be done via County email and sent through the chain of command to have the exchange be removed from staffing.
- B. **Nine calendar Days or Less from Exchange Date:** The scheduled employee may cancel the work substitution any time until 24 hours prior to their scheduled shift, when practicable, via the County's staffing system.

The substituting employee may request to cancel the work substitution by emailing the scheduled employee. The work substitution shall only be canceled if both parties agree to the cancelation. If the originally scheduled employee does not agree to cancel the substitution, then the substituting employee is responsible for the work hours.

If the substituting employee requests sick leave for the scheduled shift, they shall be debited leave in an amount equal to the substitution period. Sick leave shall be debited unless the employee requests the time be debited from annual or compensatory leave balances. The originally scheduled employee shall not be affected.

Article 58: FRD Hours of Work

The parties agree to maintain the current FRD field operations schedule throughout the course of this Agreement. The parties also agree to conduct a study, through the JLMC, to determine the associated cost, and applicable timeline, of an hours of work reduction for FRD field operations. The study shall be concluded by January 1, 2026. A report shall be created and shared with the Union President, County Executive, and County Board of Supervisors.

Article 59: Early Relief

It is a recognized practice for some FRD Operational Personnel to voluntarily relieve other unit employees working the previous shift prior to the scheduled starting time at their designated work location, per 29 C.F.R. § 553.225. This practice shall not change the actual number of hours worked nor afford additional benefits to an employee.

Article 60: On Call Procedures

On-call shall be administered in accordance with FRD SOP 02.01.01, Call-back, Holdover, and Mandatory Recall Procedures, as in effect on January 5, 2022.

Article 61: FRD Tardy Policy

FRD SOP 2.00.03, Work Hours, Tardiness, and Unauthorized Absences, as in effect on July 19, 2021, shall remain in effect unless in conflict with the following provisions:

- A. The supervisor shall use their discretion to determine if the tardy is excused or unexcused when an employee is late reporting for duty. Subject to supervisor discretion, examples of excused tardiness may include, but are not limited to, personal vehicle breakdown, major traffic accidents, or stopping to assist a citizen in an emergency. The supervisor may request evidence for justification of the reason for their tardiness.
- B. Tardiness shall not apply to an employee who is already at work and delayed from reporting from the previous assignment due to circumstances beyond their own control.

Article 62: Details

FRD shall have the discretion to detail personnel for training, deployment, or other staff and operational needs as required by the Department.

Section 62.1: Operational Details

The parties agree that bargaining unit employees will need to be detailed out of their primary work location / home station from time to time in order to ensure FRD operations are effectively staffed. When possible, the County shall assign details in the following order: Battalion, Division, County wide.

Section 62.2: Staff Details

- A. Staff details may be used to fill the Academy training staff needs. These details may have a defined end date.

- B. The FRD will make reasonable efforts to return employees who have been assigned to a staff detail to their previous position unless the affected employee made and was granted a request for transfer to another open position.
- C. The FRD will make reasonable efforts to provide Bargaining unit employees subjected to staff details 28 calendar days' notice prior to the detail taking place.

Article 63: Public Safety Communicator Schedule

Section 63.1: DPSC Work Hours for PSCs I, II and III

- A. Full Time and Job Share PSC I, II, and IIIs are scheduled to work 12-hour shifts preceded by a 30-minute roll call period. Regular shift reporting times are 06:30 for day work and 18:30 for night work; for a total of 84 hours with 3.5 overtime hours. Job Share (part-time) PSC I, II, and III's work half the full-time schedule as dictated by their team assignment and schedules.
- B. There are four operational teams: 2 day shifts and 2 night shifts; working on either A side or B side. The teams work a 2-2-3, also known as a Pitman Schedule (2 days on, 2 days off, 2 days on, 3 days off, 2 days on, 2 days off, 1 day on for A side designations and 2 days off, 2 days on, 2 days off, 3 days on, 2 days off, 2 days on, 1 day off for B side designations). Employees may be placed on modified shifts at the request of the employee, in alignment with identified agency workload, and in compliance with DPSC SOP 2.9, Requests for Reassignment, Section 3.3, Modified Shifts, as may be amended by the County from time to time.

Section 63.2: Details

- A. PSCs I, II, and III's working in detailed assignments are assigned to a 40-hour work week. Detailed assignments last for a maximum of 2 years. Those on detailed assignments can reapply for the same position at the end of the 2-year assignment. PSCs working in this capacity remain active members of the operations bureau and can be returned to an operational team at any time, as dictated by agency need. Detailed assignments include, but are not limited to the following:
 - 1. Teletype Quality Assurance Analyst;
 - 2. VCIN Validations/ Certifications Coordinator;
 - 3. Public Safety Communications Academy Instructors; and
 - 4. Professional Standards Specialist.
- B. From time to time, it may be necessary for the agency to temporarily detail PSCs into workgroups (i.e., CAD workgroup, Phone Team, CTO Flex trainers) to assist in facilitating training and implementation of new technologies. The scope of these assignments will be defined by the designated project manager, in cooperation with team leadership and the Assistant Directors of Operations and Support Services.

- C. Special assignment (“SA”) time is granted to PSCs working assignments that are a temporary deviation from normal operations but are not outside of their regularly scheduled hours. For example, special assignment is designated on the lineup for a 4- or 6-hour block when a PSC is completing CPR recertification during their scheduled shift.
- D. Carried as Working (“CAW”) is designated when PSCs have a short term need to adjust their schedule to attend work related activities that conflict with their regularly scheduled hours. For example, PSCs who would like to attend training that covers several consecutive days, and crosses into a day the PSC is scheduled to work their shift. Overtime may also be approved in lieu of using CAW.

Article 64: Public Safety Communicator Tardy Policy

- A. Employees are expected to report on time for roll calls, regular shifts, or modified shifts. With the exception of roll call, employees who report to work after their scheduled reporting time are considered late and shall code Leave Without Pay for the amount of unexcused time absent, to the nearest 1/10 hr. increment for all regularly scheduled hours.
- B. If a shift includes a roll call, the employees are expected to attend roll call on time. An employee who misses a portion or all of the roll call will be considered late and will not be compensated for the portion missed.
- C. The employee shall notify their supervisor as soon as practicable when it is apparent that they will be late in accordance with DPSC SOP 2.10, Universal Squad Policy, as in effect on September 19, 2019. The employee shall provide a reason for their lateness as well as an estimated time of arrival.
- D. The supervisor shall determine if the lateness is excused or unexcused. Examples of excused lateness include, but are not limited to, personal vehicle breakdown, major traffic accidents, or stopping to assist a citizen in an emergency. The supervisor may request evidence for justification of the reason for lateness.
- E. Discipline is progressive for each infraction of unexcused lateness. Once an employee has an unexcused late incident, an email shall be sent to the employee, and the Union President and/or the IAFF Local 2068 Battalion Representative, advising them of the tardy. Subsequent occurrences of unexcused lateness within 180 calendar days of a previous infraction shall result in discipline beginning at the level of an Oral Reprimand.
- F. In a situation where the employee is late and has failed to make any notification or contact with the DPSC within two hours of their scheduled reporting time, the discipline may be escalated.

Article 65: Rest Periods

Section 65.1: DPSC Breaks

- A. Employees working 8 to 10 hours in DPSC shall be afforded a 30-minute paid break, unless the employee's break will disrupt operations. DPSC employees working 10 or more hours (up to a maximum of 16 hours) shall be afforded a one-hour paid break, unless the employee's break will disrupt operations.
- B. DPSC members working any increment of time less than 8 hours shall be afforded incidental breaks in alignment with County policy and DPSC's current customary practices, so long as the frequency of those breaks does not hinder operations. When staffing is such that breaks must be shortened or eliminated, DPSC will make reasonable efforts to restore breaks as soon as practicable.

Section 65.2: FRD Rest Periods

- A. Employees working 24-hour shifts shall be provided reasonable time for three meal periods each shift. Such meal periods shall not impact operational readiness.
- B. The use of beds will be permitted for FRD employees after 21:00 at fire stations, unless there is a problem or activity requiring immediate attention. At the discretion of the immediate supervisor, beds may be used outside the permitted hours.
- C. Between 22:00 and 07:00 no employee will be required to engage in routine station maintenance or clean up. This excludes activities resulting from emergency incidents or other calls.

Article 66: Time for Meetings

Members of the bargaining unit may participate during work time on committees that have been authorized by the JLMC, subject to the operational needs of FRD and DPSC.

PROMOTIONS

Article 67: Promotional Exams for FRD Operational Personnel

The following procedure shall govern all promotional testing for FRD Operational Personnel within and from the bargaining unit:

- A. Promotional examinations shall be held every two years for ranks Technician through Battalion Chief. The County shall make reasonable efforts to ensure that all necessary prerequisite certification courses are offered to all members who are otherwise eligible to take the exam, in the year preceding the test.

- B. A list of reference materials that will be used to generate questions for the test will be made available at least 180 calendar days prior to the examination.
- C. The procedure for promotion of all ranks from Technician through Battalion Chief will be administered in accordance with County Personnel Regulations and FRD SOP 02.06.05, Uniformed Promotions and Deferral Procedures, as in effect on July 1, 2020.
- D. Where the Department has established a minimum score for a written examination or the assessment center, such score shall be published in the examination announcement.
- E. With respect to promotional processes for the ranks of Lieutenant through Battalion Chief, the assessment center results shall also be graded by a panel, consisting of employees from other regional Fire Departments at the equivalent rank or higher to the one being tested.
- F. A list shall be certified as soon as practicable after completion of the exam unless a challenge has been filed.
- G. Announcements for promotional examinations shall normally be communicated by Informational Bulletin approximately 180 calendar days prior to the examination date. Five business) days prior to the job opening date, a follow-up Informational Bulletin will be sent to include the opening and closing date of the application period. The application period shall be no less than 14 calendar days.
- H. All applicants will be notified of their final score and their relative standing prior to publication of the list. The period of eligibility of the promotional list shall be for two years, unless exhausted earlier, but may be extended in accordance with County Personnel Regulations Chapter 6, Eligible Lists.
- I. Members may seek a reevaluation of the written multiple-choice examination pursuant to County Personnel Regulations Chapter 5, Promotional Public Safety/Uniformed Employee Examinations.
- J. Promotion Lists shall be published and updated as the list is utilized. For all ranks of Battalion Chief and below, the list shall be ordered numerically based upon the final score, highest to lowest. All promotions are made at the discretion of the Fire Chief.

Article 68: Promotions

Vacant positions will be filled at the discretion of FRD and DPSC. Promotions will be made in accordance with FRD SOP 02.06.05, Uniform Promotions and Deferral Procedures and FRD SOP 02.06.04, Uniformed and Civilian Selection Policies and Processes, as in effect on July 1, 2020. DPSC bargaining unit employees shall have the same promotional process as in effect on November 15, 2022.

TRANSFERS

Article 69: Voluntary Transfers

- A. Voluntary transfers will be administered in accordance with FRD SOP 02.02.02, Operations Bureau Transfer Requests, as in effect on November 30, 2020 DPSC SOP 2.9, Public Safety Communicator Request for Reassignment, as in effect on August 31, 2020, and County Personnel Regulations Chapter 8, Transfers, Promotions, Demotions.
- B. Requests to voluntarily transfer are at the discretion of the employee.
- C. Management has the final right to choose between qualified members when filling open positions. Management shall consider the needs of the department(s) and members as indicated in FRD SOP 02.02.02 for FRD employees and DPSC SOP 2.9 for DPSC employees when deciding amongst volunteer transfer requests.

Article 70: Involuntary Transfers

Involuntary transfers will be administered in accordance with FRD SOP 02.02.02, Operations Bureau Transfer Requests, FRD SOP 02.06.05, Uniformed Promotions and Deferral Procedures, DPSC SOP 2.9, Public Safety Communicator Request for Reassignment, and County Personnel Regulations Chapter 8, Transfer, Promotions, Demotions.

In instances where a bargaining unit member's assignment is no longer valid through actions by management such as unit regrades (i.e., an ALS provider in a station that has had its ALS transport unit regrade to a BLS transport unit), or the loss of specialty (*see* Article 24), bargaining unit members shall be offered the opportunity to voluntarily transfer to the available vacancies for which they are qualified.

BENEFITS

Article 71: Insurance

Section 71.1: Medical, Dental, and Vision Insurance

- A. The County shall continue to provide each eligible employee (as defined in the benefits eligibility chart, DHR Benefits Division) with the option to participate in the County's medical, dental, and vision insurance plans with the same plan design, premiums, and other terms and conditions as other County employees, unless contrary to this Agreement. The details of the current plans are available online in the Fairfax County Active Employee Benefit Guide.
- B. Any change, elimination, or modification to any of the insurance plans and or coverages provided by the County shall require written notice to the Union at least 45 calendar days prior

to the implementation of the changes. The Union may request to bargain over the effects of any change, elimination, or modification of coverage.

- C. The County shall contribute to each eligible employee's County medical, dental, and vision plan at the contribution percentages in effect as of May 31, 2023.
- D. Relevant benefit information will be available via the County Intranet in advance of each annual Open Enrollment period.
- E. The County shall offer a Flexible Spending Account ("FSA") to eligible employees.

Section 71.2: Life Insurance

- A. The County shall continue to provide eligible employees with the option to participate in the County's life insurance and accidental death and dismemberment insurance ("AD&D") plans under the same terms and conditions as all other eligible employees. The County shall continue to offer basic life insurance at the level of at least one time the employee's salary (rounded up to the nearest thousand) at no cost to the employee.
- B. The County shall continue to provide an option for eligible employees to obtain supplemental employee life insurance and AD&D with employees making 100% of the contribution. The County may amend the structure of such plans from time to time. The County will present any change(s) to IAFF Local 2068 prior to implementation. Eligible employees will be provided information via the County Intranet in advance of each annual Open Enrollment period.

Section 71.3: Insurance Committee

IAFF Local 2068 shall have the right to establish an Insurance Committee. The Committee may review insurance-related documents and present recommendations to the County with regards to coverage. Any action on these recommendations must be in compliance with Commonwealth and federal law and regulations and is subject to County approval, which may include a fiscal impact study.

Section 71.4: Disability Benefits

The County shall continue to provide each eligible employee with the option to participate in the County's voluntary Long-Term Disability insurance plan. Eligible employees will be provided information on the County's Intranet in advance of each annual Open Enrollment period.

Section 71.5: Section Advisory Committee

One bargaining unit member, selected by the Union President, shall serve on the Selection Advisory Committees when the County distributes Request for Proposals ("RFP") related to County Benefit Plans (specific RFPs for medical plans, HSA, FSA, Medicare Advantage plans, dental plans, vision plans, Group Life Insurance, LTD, and deferred compensation plan record

keeper). Representation on this committee does not negate the County’s obligation to negotiate impacts of the changes to insurance benefits initiated by the County.

Section 71.6: Flexible Spending

The FSA benefit shall be greater than, or equal to, those benefits as in effect on November 15, 2022.

If at any point during the term of this Agreement the IRS increases the maximum annual amount that may be allocated to any of the County provided FSAs, bargaining unit members shall be eligible to contribute up to that new maximum at the start of the succeeding plan year (i.e., if the IRS maximum increases in calendar year 2024, bargaining unit members will receive the appropriate increase effective on January 1, 2026).

Article 72: Deferred Compensation

The County shall maintain a deferred compensation plan in accordance with the Fairfax County Deferred Compensation Plan, effective January 1, 2009.

Article 73: Uniformed Retirement System

Section 73.1: Retirement and Pension Benefits

- A. Except as provided for in Section 73.2 of this Article, all retirement and pension benefits will remain the same except as modified with the agreement of the parties or as established in this Agreement.
- B. The County will be able to make changes to the retirement and pension plans when required by applicable law or regulation. In addition, the County can make administrative changes, such as changing third-party vendors, at the County’s discretion.

Section 73.2: Purchase of Up to 4 Years of Prior Active-Duty Military Service

- A. Subject to the recommendation of the Board of Trustees for the Fairfax County URS and subsequent approval by the Board of Supervisors, the County agrees to amend the URS ordinance effective July 1, 2024, to provide that any member in active service who is a uniformed member of the FRD may purchase service credit for prior active-duty military service in the armed forces of the United States, provided that the discharge from a period of active-duty status with the armed forces was not dishonorable. For purposes of this Article, such amendment shall be referred to as the “Amendment.”
- B. Under the Amendment, no member in service shall be allowed to purchase more than a total of four years of service credit. Nor shall any member in service be allowed to purchase service credit included in the calculation of any retirement allowance received or to be received by the member from the URS or other retirement system, or if there is a balance in a defined

contribution account that serves as a primary retirement account related to such service, except as otherwise required by Chapter 1223 of Title 10 of the United States Code, as amended. The Amendment shall also provide that service credit purchased pursuant to its provisions shall apply to the calculation of the member's retirement allowance and the calculation of the member's retirement eligibility but shall not apply to the vesting requirements of URS.

- C. Service credit purchased pursuant to the Amendment shall be credited to a member only for each full month of service, as indicated on the member's DD-214 submitted to the Fairfax County Retirement Administration Agency ("RAA").
- D. For purposes of the Amendment, "active-duty military service" shall mean full-time service of at least 180 consecutive days in the United States Army, Marine Corps, Navy, Air Force, Space Force, Coast Guard, or reserve components thereof (including the National Guard). "State" shall include the District of Columbia and any territory of the United States.
- E. The Amendment shall allow the member to make payment for covered service credits in a lump sum at the time of purchase, through the transfer of funds from another retirement account, as permitted by and consistent with federal and state law, or by a payment plan with a maximum duration of 48 months, or any combination thereof. Regardless of the method of payment, the member shall be responsible for paying the full costs of the service credits, including any increase in cost due to the timing of payments. In addition, any member who chooses a payment plan shall enter into a contract with the RAA, which shall be responsible for calculating the total cost of the purchase, including any applicable interest. The contract shall provide that, in the event the member terminates the payment plan prior to making full payment, the member shall only be credited service credits equivalent to the total amount of the payments made prior to the termination.

WAGE PROVISIONS

Article 74: Wages

Section 74.1: Pay Plans

- A. Effective July 1, 2024, two new pay plans shall be implemented. FRD employees will remain on the revised F-Plan and DPSC employees currently on the P-Plan will move to the new D-Plan.
- B. Both the revised F-Plan and new D-Plan include 26 steps with increases that range from 5.0% to 1.0%. Steps 2 through 9 reflect 5.0% increases, while Steps 10 through 26 reflect 1% increases. These new plans include the elimination of longevity steps and step holds.
- C. The current FY 2024 pay plans, the new FY 2025 through FY 2027 pay plans, slotting scale, and the slotting methodology are shown in Attachment A.

Section 74.2 Fire and Rescue Department Employees

- A. After slotting is completed as outlined in Attachment A, for FY 2025, in addition to the funding of steps, the F-Plan will reflect a 3.0% increase to the pay scale.
- B. For FY 2026, in addition to funding of steps, the F-Plan will include a 3.1% increase to the pay scale.
- C. For FY 2027, in addition to funding of steps, the F-Plan will include a 2.0% Cost of Living Adjustment (“COLA”) or the funded Market Rate Adjustment (“MRA”), whichever is higher.
- D. The F-Plan shall be administered in accordance with County Personnel Regulations Chapter 4, Pay Plan, Hours of Work and Overtime, as amended from time to time, to the extent consistent with this Agreement.

Section 74.3 Department of Public Safety Communications Employees

- A. After slotting is completed as outlined in Attachment A, for FY 2025, in addition to the funding of steps, the new D-Plan will reflect a 3.0% increase to the pay scale.
- B. For FY 2026, in addition to funding of steps, the D-Plan will include a 3.1% increase to the pay scale.
- C. For FY 2027, in addition to funding of steps, the D-Plan will include a 2.0% COLA or the funded MRA, whichever is higher, as described in Attachment A.
- D. The D-Plan shall be administered in accordance with County Personnel Regulations Chapter 4 as amended from time to time, to the extent consistent with this Agreement.

Section 74.4 Cost of Living/Market Rate Adjustment

- A. As described in Section 74.2.C. and Section 74.3.C, the County shall apply a 2.0% COLA to the scales in FY 2027. In the event that the County continues to fund a MRA for other County Employees that is higher than the 2.0% COLA, employees will receive the higher funded MRA instead of the 2.0% COLA.

Article 75: Premium and Differential Pay Rates

A member who is assigned the duties below will be entitled to the additional pay indicated.

Section 75.1: Day Work

FRD members who are assigned to day work or who are on long-term detail to a day-work position (Fire and Rescue Academy), excluding mechanics, and employees on light duty or in alternative placement positions, shall be entitled to a premium of \$75.00 per pay period.

Section 75.2: Certification Pay

FRD members who obtain and maintain an ALS Authorization – Paramedic will be entitled to premium pay in the amount of 10% of base firefighter salary.

Section 75.3: Riding Pay

The following additional payments will be on the basis of actual hours worked while assigned to the unit indicated:

- a. ALS Transport Unit Lead Provider - \$3.00/hour worked; and
- b. ALS Non-Transport Unit Lead Provider - \$2.00/hour worked.

Section 75.4: DPSC Field Training Incentive (“FTI”)

Members engaged in the role of educating/evaluating/mentoring/coaching a member into a role/qualification while still performing that role themselves shall be entitled to FTI pay in the amount of \$6.00/hour worked. FTI pay shall be awarded in the situations where members are responsible for conducting the following trainings:

- a. New Hire;
- b. Remedial Training;
- c. Refresher Training;
- d. New Skill Training; and
- e. Sit-Alongs.

Section 75.5: Preceptor Pay

FRD Members engaged in the role of educating/evaluating/mentoring/coaching a Medic Intern or a VCU student into a role/qualification while still performing that role themselves shall be entitled to preceptor pay in the amount of \$1.50/hour worked.

Section 75.4: DPSC Shift Differential

Eligible DPSC members will receive shift differential pay in accordance with PPAPP 13, Attendance/Absence Reporting for All Employees Except 24-Hour Shift Fire Protection and Law Enforcement Personnel, and County Personnel Regulations, Chapters 2, Definitions, 4, Pay Plan, Hours of Work and Overtime, and 10, Leave.

- A. Members who are scheduled to start between the hours of 13:00 and 19:59 will receive \$0.90/hour.

- B. Members who are scheduled to start between the hours of 20:00 and 07:00 will receive \$1.35/hour.

Shift differential premium pay is not paid for overtime hours.

Section 75.5: FRD Shift Differential

Eligible FRD members will receive shift differential pay in A and B below in accordance with PPAPP 13, PPAPP 14A, and County Personnel Regulations, Chapters 2, 4, and 10.

- A. Shift differential for employees assigned to the 24-hour shift is \$0.7275 per hour. An employee assigned to the 24-hour shift schedule receives the shift rate for all hours worked between 07:00 and 06:59 the next day. Shift differential premium pay is not paid for overtime hours.

- B. For 42-hour employees, the following will apply:

- 1. FRD members who are scheduled to start between the hours of 13:00 and 19:59 will receive \$0.90/hour.
- 2. FRD members who are scheduled to start between the hours of 20:00 and 07:00 will receive \$1.35/hour.

Section 75.6: Foreign Language Stipend

The language stipend will be administered in accordance with PPAPP 52, Foreign Language Skills Compensation, as in effect on November 27, 2019.

Section 75.7: Step Adjustments for Incentives

The County shall provide compensation for specific incentives by way of an increase in the employees' step within their pay grade. This would be in addition to their step earned by time in grade. There is a maximum of three increased steps via these incentives.

- A. **ALS Provider Incentive:** Effective July 1, 2024, firefighters and Technicians who are serving as County authorized ALS providers shall have their step increased by two, with the exception of employees who receive their certification funded by FRD.

- B. **Education Pay Incentive:** Bargaining unit members earning one of the degrees in (1) and (2) below from an accredited learning institution shall receive the following educational incentive pay. These incentives will only apply for degrees conferred after July 1, 2024 to employees who are in a position within the bargaining unit. Proof of degrees must be submitted to FRD within six months of receiving such degrees or the implementation of this Agreement, whichever is later. Bargaining unit members who receive a degree as outlined in this Article will receive a maximum of one step for either a bachelor's or master's degree, even if other degrees are also obtained:

1. Employees of the bargaining unit earning a Bachelor's Degree shall have their step increased by one;
2. Employees of the bargaining unit earning a Master's Degree shall have their step increased by one.

Article 76: Overtime Definitions and Selection

Overtime shall be administered in accordance with FRD SOP 02.01.01, Callback, Holdover, Budget Staffing, and Mandatory Recall Procedures, as in effect on January 5, 2022, and DPSC SOP 1.7, Overtime Assignments – Operations, as in effect on May 6, 2015.

Article 77: Emergency Closings

When emergency administrative leave is declared in accordance with County Personnel Regulations Chapter 10, Emergency Administrative Leave, the following shall apply:

Members of the bargaining unit who are required to work when emergency administrative leave is declared shall receive extra compensation in accordance with provisions contained in County Personnel Regulations Chapter 4.

Article 78: Compensatory Time

Compensatory time will be earned and used in accordance with County Personnel Regulations Chapter 4, Pay Plan, Hours of Work and Overtime, County Personnel Regulations Chapter 10, Leave, PPAPP 13, Attendance/Absence Reporting for All Employees Except 24-Hour Shift Fire Protection and Law Enforcement Personnel, and PPAPP 14A, Absence/Attendance Reporting for 24-Hour Shift Fire Protection Personnel as Defined in the Personnel Regulations, Chapter 2.

MISCELLANEOUS PROVISIONS

Article 79: Effect of Agreement

This instrument constitutes the entire agreement between the County and IAFF Local 2068 on the provisions covered herein, and may be amended only by mutual consent, which shall be reduced to writing and signed by named, authorized representatives of the County and IAFF Local 2068.

Article 80: Legal Indemnification

- A. Bargaining unit employees shall be covered by Fairfax County's Board of Supervisors Indemnification Resolution dated September 22, 1997 (Indemnification and Representation of Officers and Employees). If the County declines to indemnify a bargaining unit employee, the County will provide an explanation in writing with specific citation(s) to the provisions of the 9/22/97 resolution pursuant to which indemnification is being denied.

B. In the event that the County decides to provide such protection to the bargaining unit employees in whole or in part by the purchase of a policy or liability insurance, the amount of liability insurance will be available electronically.

Article 81: Savings Clause

Should any provision of this Agreement be rendered or declared invalid by reason of any existing or subsequently enacted law, regulation, or ordinance or by decree of a court or administrative agency of competent jurisdiction, such invalidation shall not affect any other part or provision of the Agreement. The parties agree, to the extent consistent with law, to negotiate a successor provision to the invalid provision. If the parties are unable to come to an agreement on the matter, the provisions of the CBO shall apply.

Article 82: Successor Agreements

As provided in Va. Code § 40.1-57.2(B), nothing in this Agreement shall be construed or interpreted as restricting the Board of Supervisors' authority to establish the budget or appropriate funds.

The non-compensation provisions of this Agreement shall be binding upon the parties.

Except for as permitted by Va. Code § 40.1-57.2(B), no provision, term, or obligation shall be affected, modified, altered, or changed unless mutually agreed to by both parties.

Article 83: Duration

Terms not requiring the appropriation of funds, as determined by the County, and as set forth in the fiscal impact study, shall go into effect 30 calendar days after the tentative agreement has been approved in accordance with CBO Sec. 3-10-13. Terms requiring the appropriation of funds shall go into effect July 1, 2024, after the tentative agreement has been approved in accordance with CBO Sec. 3-10-13. All terms shall remain in full force and effect until June 30, 2027. This Agreement shall be automatically renewed from year to year thereafter unless either party notifies the other in writing no later than March 1 of the year prior to the date of termination that it wishes to terminate or modify this Agreement for any reason.

Negotiations shall begin no later than July 1 of the year prior to the expiration of this Agreement. This Agreement shall remain in full force and effect during the period of negotiations.

IN WITNESS WHEREOF, the parties to this Agreement have caused their names to be subscribed below by their duly authorized officers and representatives on this _____ day of _____, 2024.

Fairfax County, Virginia

Fairfax County Career Firefighters
Association, IAFF Local 2068

Bryan Hill
County Executive

Robert Young

John S. Butler
Fire Chief

NAME
Negotiating Committee

Shelley Scianna
Deputy Director, Department of Human
Resources

NAME
Negotiating Committee

Karen Gibbons
Deputy County Attorney

NAME
Negotiating Committee

ATTACHMENT A

Employees will be slotted on the new pay plan using the following methodology:

First: Identify current pay rate based on rank and step on the FY 2024 pay plan.

Second: On the “Slotting Pay Scale” find the pay rate in the same rank that is the next highest to the current FY 2024 pay rate.

Third: Determine the new step on the pay plan identified in Step 2.

Fourth: Using the new step, find the pay rate in the same rank on the FY 2025 pay plan.

Fifth: Using the FY 2025 pay plan, move one step on anniversary date.

Example #1: First: Firefighter Step 2 on current FY 2024 pay plan is \$66,106.
Second and Third: Firefighter next highest rate on Slotting Scale is \$68,709 (Step 2).
Fourth: Firefighter rate on new FY 2025 pay plans is \$70,770 (Step 2).
Fifth: On the Firefighter’s anniversary date, they will move to \$74,309 (Step 3).

Example #2: First: Lieutenant Step 10 on current FY 2024 pay plan is \$123,566.
Second and Third: Lieutenant next highest rate on the Slotting Scale is \$124,060 (Step 10).
Fourth: Lieutenant rate on new FY 2025 pay plan is \$127,782 (Step 10).
Fifth: On the Lieutenant’s anniversary date, they will move to \$129,060 (Step 11).

Example #3: First: Captain in Step 10 on current FY 2024 pay plan is \$142,720.
Second and Third: Captain next highest rate on Slotting Scale is \$143,428 (Step 15).
Fourth: Captain rate on new FY 2025 pay plan is \$147,730 (Step 15).
Fifth: On the Captain’s anniversary date, they will move to \$149,208 (Step 16).

Example #4: First: PSC II Step 12 on current FY 2024 pay plan is \$96,955.
Second and Third: PSC II next highest rate on Slotting Scale is \$97,918 (Step 26).
Fourth: PSC II rate on new FY 2025 pay plan is \$100,856 (Step 26).
Fifth: The employee has reached the top step, thus there will be no additional step increases. The next pay increase will be in FY 2026 in accordance with Sec. 123.3 B of this Article.

The employee's total salary increase in FY 2025 will not be less than the amount of the pay increase the employee would have received from any step increases they would be eligible for in FY 2025 based on the prior pay system.

Pay Scales - FY 2024

Current Pay Plan F - FY 2024

	Step	1	2	3	4	5	6	7	8	9	10	11	12
Grade	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
F17	FIRE APP MECH	\$57,341	\$60,207	\$63,218	\$66,379	\$69,700	\$76,669	\$80,684	\$84,719	\$88,954	\$93,401	\$98,071	\$102,975
F18	FIREFIGHTER	\$62,960	\$66,106	\$69,412	\$72,881	\$76,527	\$80,352	\$84,371	\$88,590	\$93,021	\$97,672	\$102,557	\$107,685
F19	ASST FIRE APP SUP	\$65,963	\$69,260	\$72,725	\$76,360	\$80,179	\$84,189	\$88,398	\$92,817	\$97,458	\$102,332	\$107,448	\$112,820
F20	FIRE TECH	\$69,259	\$72,722	\$76,357	\$80,176	\$84,184	\$88,394	\$92,813	\$97,454	\$102,326	\$107,443	\$112,815	\$118,456
F23	LIEUTENANT	\$79,653	\$83,635	\$87,817	\$92,207	\$96,818	\$101,660	\$106,742	\$112,079	\$117,685	\$123,566	\$129,746	\$136,233
F26	CAPTAIN	\$91,998	\$96,599	\$101,429	\$106,501	\$111,824	\$117,417	\$123,288	\$129,452	\$135,926	\$142,720	\$149,856	\$157,349
F27	CAPTAIN II	\$96,152	\$100,956	\$106,005	\$111,305	\$116,870	\$122,712	\$128,849	\$135,290	\$142,056	\$149,158	\$156,617	\$164,448
F29	BATTALION CHIEF	\$107,316	\$112,680	\$118,316	\$124,231	\$130,443	\$136,966	\$143,814	\$151,004	\$158,467	\$166,393	\$174,712	\$183,448
F31	DEPUTY CHIEF	\$118,128	\$124,035	\$130,235	\$136,746	\$143,584	\$150,763	\$158,303	\$166,217	\$174,529	\$183,256	\$192,418	\$202,039

Current Pay Plan P - FY 2024

	Step	1	2	3	4	5	6	7	8	9	10	11	12
Grade	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
P17	PSC I	\$48,968	\$51,418	\$53,988	\$56,688	\$59,521	\$62,497	\$65,623	\$68,904	\$72,349	\$75,966	\$79,765	\$83,753
P20	PSC II	\$56,688	\$59,521	\$62,497	\$65,623	\$68,904	\$72,349	\$75,966	\$79,765	\$83,753	\$87,940	\$92,338	\$96,955
P22	PSC III	\$62,497	\$65,623	\$68,904	\$72,349	\$75,966	\$79,765	\$83,753	\$87,940	\$92,338	\$96,955	\$101,801	\$106,891
P23	PSC RECORDS ANALYST	\$65,623	\$68,904	\$72,349	\$75,966	\$79,765	\$83,753	\$87,940	\$92,338	\$96,955	\$101,802	\$106,893	\$112,237

Pay Scales For Slotting - FY 2025

Fairfax Fire and Rescue Bargaining Unit Pay Scale - FY 2025

Used for slotting employees

Grade	Step	Step %																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
F17	FIRE APP MECH	\$59,223	\$62,184	\$65,294	\$68,558	\$71,986	\$75,586	\$79,365	\$83,333	\$87,500	\$88,375	\$89,259	\$90,151	\$91,053	\$91,963	\$92,883	\$93,812	\$94,750	\$95,697	\$96,654	\$97,621	\$98,597	\$99,583	\$100,579	\$101,585	\$102,600	\$103,626
F18	FIREFIGHTER	\$65,437	\$68,709	\$72,144	\$75,751	\$79,539	\$83,516	\$87,692	\$92,076	\$96,680	\$97,647	\$98,623	\$99,610	\$100,606	\$101,612	\$102,628	\$103,654	\$104,691	\$105,738	\$106,795	\$107,863	\$108,942	\$110,031	\$111,131	\$112,243	\$113,365	\$114,499
F19	ASST FIRE APP SUP	\$68,107	\$71,512	\$75,088	\$78,842	\$82,784	\$86,923	\$91,270	\$95,833	\$100,625	\$101,631	\$102,647	\$103,674	\$104,711	\$105,758	\$106,815	\$107,883	\$108,962	\$110,052	\$111,152	\$112,264	\$113,387	\$114,520	\$115,666	\$116,822	\$117,990	\$119,170
F20	FIRE TECH	\$71,981	\$75,580	\$79,359	\$83,327	\$87,493	\$91,867	\$96,461	\$101,284	\$106,348	\$107,412	\$108,486	\$109,571	\$110,666	\$111,773	\$112,891	\$114,020	\$115,160	\$116,311	\$117,474	\$118,649	\$119,836	\$121,034	\$122,244	\$123,467	\$124,702	\$125,949
F21	MASTER FIRE TECH	\$75,580	\$79,359	\$83,327	\$87,493	\$91,867	\$96,461	\$101,284	\$106,348	\$111,666	\$112,782	\$113,910	\$115,049	\$116,200	\$117,362	\$118,535	\$119,721	\$120,918	\$122,127	\$123,348	\$124,582	\$125,828	\$127,086	\$128,357	\$129,640	\$130,937	\$132,246
F23	LIEUTENANT	\$83,138	\$87,294	\$91,659	\$96,242	\$101,054	\$106,107	\$111,412	\$116,983	\$122,832	\$124,060	\$125,301	\$126,554	\$127,820	\$129,098	\$130,389	\$131,693	\$133,010	\$134,340	\$135,683	\$137,040	\$138,410	\$139,794	\$141,192	\$142,604	\$144,030	\$145,471
F26	CAPTAIN	\$91,451	\$96,024	\$100,825	\$105,866	\$111,160	\$116,718	\$122,554	\$128,681	\$135,115	\$136,466	\$137,831	\$139,209	\$140,601	\$142,008	\$143,428	\$144,862	\$146,310	\$147,774	\$149,251	\$150,744	\$152,251	\$153,774	\$155,312	\$156,865	\$158,433	\$160,018
F27	CAPTAIN II	\$96,024	\$100,825	\$105,866	\$111,160	\$116,718	\$122,554	\$128,681	\$135,115	\$141,871	\$143,290	\$144,723	\$146,170	\$147,632	\$149,108	\$150,599	\$152,105	\$153,626	\$155,162	\$156,714	\$158,281	\$159,864	\$161,462	\$163,077	\$164,708	\$166,355	\$168,019
F29	BATTALION CHIEF	\$105,626	\$110,908	\$116,453	\$122,276	\$128,389	\$134,809	\$141,549	\$148,627	\$156,058	\$157,619	\$159,195	\$160,787	\$162,395	\$164,019	\$165,659	\$167,315	\$168,989	\$170,678	\$172,385	\$174,109	\$175,850	\$177,609	\$179,385	\$181,179	\$182,990	\$184,820
F31	DEPUTY CHIEF	\$116,189	\$121,998	\$128,098	\$134,503	\$141,228	\$148,290	\$155,704	\$163,489	\$171,664	\$173,381	\$175,114	\$176,866	\$178,634	\$180,421	\$182,225	\$184,047	\$185,887	\$187,746	\$189,624	\$191,520	\$193,435	\$195,370	\$197,323	\$199,297	\$201,289	\$203,302

Fairfax DPSC Bargaining Unit Pay Scale - FY 2025

Used for slotting employees

Grade	Step	Step %																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
D17	PSC I	\$50,874	\$53,417	\$56,088	\$58,893	\$61,837	\$64,929	\$68,176	\$71,585	\$75,164	\$75,915	\$76,675	\$77,441	\$78,216	\$78,998	\$79,788	\$80,586	\$81,392	\$82,206	\$83,028	\$83,858	\$84,696	\$85,543	\$86,399	\$87,263	\$88,135	\$89,017
D20	PSC II	\$55,961	\$58,759	\$61,697	\$64,782	\$68,021	\$71,422	\$74,993	\$78,743	\$82,680	\$83,507	\$84,342	\$85,185	\$86,037	\$86,898	\$87,767	\$88,644	\$89,531	\$90,426	\$91,330	\$92,244	\$93,166	\$94,098	\$95,039	\$95,989	\$96,949	\$97,918
D22	PSC III	\$61,557	\$64,635	\$67,867	\$71,260	\$74,823	\$78,564	\$82,493	\$86,617	\$90,948	\$91,858	\$92,776	\$93,704	\$94,641	\$95,587	\$96,543	\$97,509	\$98,484	\$99,469	\$100,463	\$101,468	\$102,483	\$103,507	\$104,543	\$105,588	\$106,644	\$107,710
D23	PSC RECORDS ANALYST	\$64,635	\$67,867	\$71,260	\$74,823	\$78,564	\$82,493	\$86,617	\$90,948	\$95,496	\$96,451	\$97,415	\$98,389	\$99,373	\$100,367	\$101,370	\$102,384	\$103,408	\$104,442	\$105,487	\$106,541	\$107,607	\$108,683	\$109,770	\$110,867	\$111,976	\$113,096

FY 2025 - FY 2027 Pay Scales

Fairfax Fire and Rescue Bargaining Unit Pay Scale - FY 2025

Step		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Grade	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
F17	FIRE APP MECH	\$61,000	\$64,050	\$67,253	\$70,615	\$74,146	\$77,853	\$81,746	\$85,833	\$90,125	\$91,026	\$91,936	\$92,856	\$93,784	\$94,722	\$95,669	\$96,626	\$97,592	\$98,568	\$99,554	\$100,549	\$101,555	\$102,570	\$103,596	\$104,632	\$105,678	\$106,735
F18	FIREFIGHTER	\$67,400	\$70,770	\$74,309	\$78,024	\$81,925	\$86,021	\$90,322	\$94,839	\$99,581	\$100,576	\$101,582	\$102,598	\$103,624	\$104,660	\$105,707	\$106,764	\$107,831	\$108,910	\$109,999	\$111,099	\$112,210	\$113,332	\$114,465	\$115,610	\$116,766	\$117,934
F19	ASST FIRE APP SUP	\$70,150	\$73,658	\$77,340	\$81,207	\$85,268	\$89,531	\$94,008	\$98,708	\$103,644	\$104,680	\$105,727	\$106,784	\$107,852	\$108,930	\$110,020	\$111,120	\$112,231	\$113,353	\$114,487	\$115,632	\$116,788	\$117,956	\$119,136	\$120,327	\$121,530	\$122,745
F20	FIRE TECH	\$74,140	\$77,847	\$81,739	\$85,826	\$90,118	\$94,624	\$99,355	\$104,322	\$109,539	\$110,634	\$111,740	\$112,858	\$113,986	\$115,126	\$116,277	\$117,440	\$118,615	\$119,801	\$120,999	\$122,209	\$123,431	\$124,665	\$125,912	\$127,171	\$128,443	\$129,727
F21	MASTER FIRE TECH	\$77,847	\$81,739	\$85,826	\$90,118	\$94,624	\$99,355	\$104,322	\$109,539	\$115,015	\$116,166	\$117,327	\$118,501	\$119,686	\$120,882	\$122,091	\$123,312	\$124,545	\$125,791	\$127,049	\$128,319	\$129,602	\$130,898	\$132,207	\$133,529	\$134,865	\$136,213
F23	LIEUTENANT	\$85,632	\$89,913	\$94,409	\$99,129	\$104,086	\$109,290	\$114,755	\$120,492	\$126,517	\$127,782	\$129,060	\$130,351	\$131,654	\$132,971	\$134,300	\$135,643	\$137,000	\$138,370	\$139,754	\$141,151	\$142,563	\$143,988	\$145,428	\$146,882	\$148,351	\$149,835
F26	CAPTAIN	\$94,195	\$98,905	\$103,850	\$109,042	\$114,494	\$120,219	\$126,230	\$132,542	\$139,169	\$140,560	\$141,966	\$143,386	\$144,820	\$146,268	\$147,730	\$149,208	\$150,700	\$152,207	\$153,729	\$155,266	\$156,819	\$158,387	\$159,971	\$161,571	\$163,186	\$164,818
F27	CAPTAIN II	\$98,905	\$103,850	\$109,042	\$114,494	\$120,219	\$126,230	\$132,542	\$139,169	\$146,127	\$147,588	\$149,064	\$150,555	\$152,061	\$153,581	\$155,117	\$156,668	\$158,235	\$159,817	\$161,415	\$163,029	\$164,660	\$166,306	\$167,969	\$169,649	\$171,346	\$173,059
F29	BATTALION CHIEF	\$108,795	\$114,235	\$119,947	\$125,944	\$132,241	\$138,853	\$145,796	\$153,086	\$160,740	\$162,347	\$163,971	\$165,610	\$167,267	\$168,939	\$170,629	\$172,335	\$174,058	\$175,799	\$177,557	\$179,332	\$181,126	\$182,937	\$184,766	\$186,614	\$188,480	\$190,365
F31	DEPUTY CHIEF	\$119,675	\$125,658	\$131,941	\$138,538	\$145,465	\$152,738	\$160,375	\$168,394	\$176,814	\$178,582	\$180,368	\$182,172	\$183,993	\$185,833	\$187,691	\$189,568	\$191,464	\$193,379	\$195,313	\$197,266	\$199,238	\$201,231	\$203,243	\$205,275	\$207,328	\$209,401

Fairfax Fire and Rescue Bargaining Unit Pay Scale - FY 2026

Step		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Grade	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
F17	FIRE APP MECH	\$62,891	\$66,036	\$69,337	\$72,804	\$76,444	\$80,267	\$84,280	\$88,494	\$92,919	\$93,848	\$94,786	\$95,734	\$96,692	\$97,658	\$98,635	\$99,621	\$100,618	\$101,624	\$102,640	\$103,666	\$104,703	\$105,750	\$106,808	\$107,876	\$108,954	\$110,044
F18	FIREFIGHTER	\$69,489	\$72,964	\$76,612	\$80,443	\$84,465	\$88,688	\$93,122	\$97,779	\$102,668	\$103,694	\$104,731	\$105,778	\$106,836	\$107,905	\$108,984	\$110,073	\$111,174	\$112,286	\$113,409	\$114,543	\$115,688	\$116,845	\$118,014	\$119,194	\$120,386	\$121,590
F19	ASST FIRE APP SUP	\$72,325	\$75,941	\$79,738	\$83,725	\$87,911	\$92,307	\$96,922	\$101,768	\$106,856	\$107,925	\$109,004	\$110,094	\$111,195	\$112,307	\$113,430	\$114,565	\$115,710	\$116,867	\$118,036	\$119,216	\$120,409	\$121,613	\$122,829	\$124,057	\$125,298	\$126,551
F20	FIRE TECH	\$76,438	\$80,260	\$84,273	\$88,487	\$92,911	\$97,557	\$102,435	\$107,556	\$112,934	\$114,064	\$115,204	\$116,356	\$117,520	\$118,695	\$119,882	\$121,081	\$122,292	\$123,515	\$124,750	\$126,007	\$127,277	\$128,530	\$129,815	\$131,113	\$132,424	\$133,749
F21	MASTER FIRE TECH	\$80,260	\$84,273	\$88,487	\$92,911	\$97,557	\$102,435	\$107,556	\$112,934	\$118,581	\$119,767	\$120,964	\$122,174	\$123,396	\$124,630	\$125,876	\$127,135	\$128,406	\$129,690	\$130,987	\$132,297	\$133,620	\$134,956	\$136,306	\$137,669	\$139,046	\$140,436
F23	LIEUTENANT	\$88,286	\$92,701	\$97,336	\$102,202	\$107,313	\$112,678	\$118,312	\$124,228	\$130,439	\$131,743	\$133,061	\$134,391	\$135,735	\$137,093	\$138,464	\$139,848	\$141,247	\$142,659	\$144,086	\$145,527	\$146,982	\$148,452	\$149,936	\$151,436	\$152,950	\$154,480
F26	CAPTAIN	\$97,115	\$101,971	\$107,069	\$112,423	\$118,044	\$123,946	\$130,143	\$136,650	\$143,483	\$144,918	\$146,367	\$147,831	\$149,309	\$150,802	\$152,310	\$153,833	\$155,371	\$156,925	\$158,494	\$160,079	\$161,680	\$163,297	\$164,930	\$166,579	\$168,245	\$169,928
F27	CAPTAIN II	\$101,971	\$107,069	\$112,423	\$118,044	\$123,946	\$130,143	\$136,650	\$143,483	\$150,657	\$152,164	\$153,685	\$155,222	\$156,774	\$158,342	\$159,926	\$161,525	\$163,140	\$164,771	\$166,419	\$168,083	\$169,764	\$171,462	\$173,176	\$174,908	\$176,657	\$178,424
F29	BATTALION CHIEF	\$112,168	\$117,776	\$123,665	\$129,848	\$136,341	\$143,158	\$150,315	\$157,831	\$165,723	\$167,380	\$169,054	\$170,744	\$172,452	\$174,176	\$175,918	\$177,677	\$179,454	\$181,249	\$183,061	\$184,892	\$186,741	\$188,608	\$190,494	\$192,399	\$194,323	\$196,266
F31	DEPUTY CHIEF	\$123,385	\$129,554	\$136,031	\$142,833	\$149,975	\$157,473	\$165,347	\$173,614	\$182,295	\$184,118	\$185,959	\$187,819	\$189,697	\$191,594	\$193,510	\$195,445	\$197,399	\$199,373	\$201,367	\$203,381	\$205,415	\$207,469	\$209,544	\$211,639	\$213,755	\$215,893

Fairfax Fire and Rescue Bargaining Unit Pay Scale - FY 2027

Step		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Grade	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
F17	FIRE APP MECH	\$64,149	\$67,356	\$70,724	\$74,260	\$77,973	\$81,872	\$85,966	\$90,264	\$94,777	\$95,725	\$96,682	\$97,649	\$98,625	\$99,612	\$100,608	\$101,614	\$102,630	\$103,656	\$104,693	\$105,740	\$106,797	\$107,865	\$108,944	\$110,033	\$111,134	\$112,245
F18	FIREFIGHTER	\$70,879	\$74,423	\$78,144	\$82,052	\$86,154	\$90,462	\$94,985	\$99,734	\$104,721	\$105,768	\$106,826	\$107,894	\$108,973	\$110,063	\$111,163	\$112,275	\$113,398	\$114,532	\$115,677	\$116,834	\$118,002	\$119,182	\$120,374	\$121,578	\$122,793	\$124,021
F19	ASST FIRE APP SUP	\$73,771	\$77,460	\$81,333	\$85,399	\$89,669	\$94,153	\$98,860	\$103,803	\$108,994	\$110,084	\$111,184	\$112,296	\$113,419	\$114,553	\$115,699	\$116,856	\$118,024	\$119,205	\$120,397	\$121,601	\$122,817	\$124,045	\$125,285	\$126,538	\$127,804	\$129,082
F20	FIRE TECH	\$77,967	\$81,865	\$85,959	\$90,257	\$94,770	\$99,508	\$104,483	\$109,708	\$115,193	\$116,345	\$117,508	\$118,683	\$119,870	\$121,069	\$122,280	\$123,502	\$124,737	\$125,985	\$127,245	\$128,517	\$129,802	\$131,100	\$132,411	\$133,735	\$135,073	\$136,424
F21	MASTER FIRE TECH	\$81,865	\$85,959	\$90,257	\$94,770	\$99,508	\$104,483	\$109,708	\$115,193	\$120,953	\$122,162	\$123,384	\$124,618	\$125,864	\$127,122	\$128,394	\$129,678	\$130,974	\$132,284	\$133,607	\$134,943	\$136,292	\$137,655	\$139,032	\$140,422	\$141,826	\$143,245
F23	LIEUTENANT	\$90,052	\$94,555	\$99,282	\$104,246	\$109,459	\$114,932	\$120,678	\$126,712	\$133,048	\$134,378	\$135,722	\$137,079	\$138,450	\$139,835	\$141,233	\$142,645	\$144,072	\$145,512	\$146,968	\$148,437	\$149,922	\$151,421	\$152,935	\$154,464	\$156,009	\$157,569
F26	CAPTAIN	\$99,057	\$104,010	\$109,211	\$114,671	\$120,405	\$126,425	\$132,746	\$139,383	\$146,353	\$147,816	\$149,294	\$150,787	\$152,295	\$153,818	\$155,356	\$156,910	\$158,479	\$160,064	\$161,664	\$163,281	\$164,914	\$166,563	\$168,229	\$169,911	\$171,610	\$173,326
F27	CAPTAIN II	\$104,010	\$109,211	\$114,671	\$120,405	\$126,425	\$132,746	\$139,383	\$146,353	\$153,670	\$155,207	\$156,759	\$158,327	\$159,910	\$161,509	\$163,124	\$164,755	\$166,403	\$168,067	\$169,748	\$171,445	\$173,160	\$174,891	\$176,640	\$178,406	\$180,190	\$181,992
F29	BATTALION CHIEF	\$114,411	\$120,132	\$126,138	\$132,445	\$139,067	\$146,021	\$153,322	\$160,988	\$169,037	\$170,728	\$172,435	\$174,159	\$175,901	\$177,660	\$179,436	\$181,231	\$183,043	\$184,874	\$186,722	\$188,590	\$190,475	\$192,380	\$194,304	\$196,247	\$198,209	\$200,192
F31	DEPUTY CHIEF	\$125,852	\$132,145	\$138,752	\$145,690	\$152,974	\$160,623	\$168,654	\$177,087	\$185,941	\$187,800	\$189,678	\$191,575	\$193,491	\$195,426	\$197,380	\$199,354	\$201,347	\$203,361	\$205,395	\$207,448	\$209,523	\$211,618	\$213,734	\$215,872	\$218,030	\$220,211

Final figures may differ by an immaterial amount after loading the pay plan into FOCUS.
 Captain II ranking will be eventually eliminated through attrition.
 Master Fire Technician is not a job classification but represents proficiency pay which is being phased out through attrition.

FY 2025 - FY 2027 Pay Scales

Fairfax DPSC Bargaining Unit Pay Scale - FY 2025

Grade	Step	Step %																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
D17	PSC I	\$52,400	\$55,020	\$57,771	\$60,660	\$63,693	\$66,877	\$70,221	\$73,732	\$77,419	\$78,193	\$78,975	\$79,765	\$80,562	\$81,368	\$82,181	\$83,003	\$83,833	\$84,672	\$85,518	\$86,374	\$87,237	\$88,110	\$88,991	\$89,881	\$90,780	\$91,687
D20	PSC II	\$57,640	\$60,522	\$63,548	\$66,726	\$70,062	\$73,565	\$77,243	\$81,105	\$85,161	\$86,012	\$86,872	\$87,741	\$88,618	\$89,505	\$90,400	\$91,304	\$92,217	\$93,139	\$94,070	\$95,011	\$95,961	\$96,921	\$97,890	\$98,869	\$99,857	\$100,856
D22	PSC III	\$63,404	\$66,574	\$69,903	\$73,398	\$77,068	\$80,921	\$84,967	\$89,216	\$93,677	\$94,613	\$95,559	\$96,515	\$97,480	\$98,455	\$99,440	\$100,434	\$101,438	\$102,453	\$103,477	\$104,512	\$105,557	\$106,613	\$107,679	\$108,756	\$109,843	\$110,942
D23	PSC RECORDS ANALYST	\$66,574	\$69,903	\$73,398	\$77,068	\$80,921	\$84,967	\$89,216	\$93,677	\$98,360	\$99,344	\$100,337	\$101,341	\$102,354	\$103,378	\$104,412	\$105,456	\$106,510	\$107,575	\$108,651	\$109,738	\$110,835	\$111,943	\$113,063	\$114,193	\$115,335	\$116,489

Fairfax DPSC Bargaining Unit Pay Scale - FY 2026

Grade	Step	Step %																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
D17	PSC I	\$54,024	\$56,726	\$59,562	\$62,540	\$65,667	\$68,950	\$72,398	\$76,018	\$79,819	\$80,617	\$81,423	\$82,237	\$83,060	\$83,890	\$84,729	\$85,576	\$86,432	\$87,297	\$88,169	\$89,051	\$89,942	\$90,841	\$91,749	\$92,667	\$93,594	\$94,530
D20	PSC II	\$59,427	\$62,398	\$65,518	\$68,794	\$72,234	\$75,845	\$79,638	\$83,620	\$87,801	\$88,679	\$89,565	\$90,461	\$91,366	\$92,279	\$93,202	\$94,134	\$95,075	\$96,026	\$96,986	\$97,956	\$98,936	\$99,925	\$100,924	\$101,934	\$102,953	\$103,983
D22	PSC III	\$65,370	\$68,638	\$72,070	\$75,673	\$79,457	\$83,430	\$87,601	\$91,981	\$96,581	\$97,546	\$98,522	\$99,507	\$100,502	\$101,507	\$102,522	\$103,547	\$104,583	\$105,629	\$106,685	\$107,752	\$108,829	\$109,918	\$111,017	\$112,127	\$113,248	\$114,381
D23	PSC RECORDS ANALYST	\$68,638	\$72,070	\$75,673	\$79,457	\$83,430	\$87,601	\$91,981	\$96,581	\$101,410	\$102,424	\$103,448	\$104,482	\$105,527	\$106,583	\$107,648	\$108,725	\$109,812	\$110,910	\$112,019	\$113,139	\$114,271	\$115,414	\$116,568	\$117,733	\$118,911	\$120,100

Fairfax DPSC Bargaining Unit Pay Scale - FY 2027

Grade	Step	Step %																									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Step %	--	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
D17	PSC I	\$55,105	\$57,860	\$60,753	\$63,791	\$66,980	\$70,329	\$73,846	\$77,538	\$81,415	\$82,229	\$83,051	\$83,882	\$84,721	\$85,568	\$86,424	\$87,288	\$88,161	\$89,042	\$89,933	\$90,832	\$91,741	\$92,658	\$93,584	\$94,520	\$95,466	\$96,420
D20	PSC II	\$60,615	\$63,646	\$66,828	\$70,170	\$73,678	\$77,362	\$81,230	\$85,292	\$89,557	\$90,452	\$91,357	\$92,270	\$93,193	\$94,125	\$95,066	\$96,017	\$96,977	\$97,947	\$98,926	\$99,915	\$100,915	\$101,924	\$102,943	\$103,972	\$105,012	\$106,062
D22	PSC III	\$66,677	\$70,011	\$73,511	\$77,187	\$81,046	\$85,099	\$89,353	\$93,821	\$98,512	\$99,497	\$100,492	\$101,497	\$102,512	\$103,537	\$104,573	\$105,618	\$106,675	\$107,741	\$108,819	\$109,907	\$111,006	\$112,116	\$113,237	\$114,370	\$115,513	\$116,668
D23	PSC RECORDS ANALYST	\$70,011	\$73,511	\$77,187	\$81,046	\$85,099	\$89,353	\$93,821	\$98,512	\$103,438	\$104,472	\$105,517	\$106,572	\$107,638	\$108,714	\$109,801	\$110,899	\$112,008	\$113,128	\$114,260	\$115,402	\$116,556	\$117,722	\$118,899	\$120,088	\$121,289	\$122,502

Final figures may differ by an immaterial amount after loading the pay plan into FOCUS.

ATTACHMENT C

Memorandum of Understanding

IAFF Local 2068 and the County agree that there are 121 employees (the “Named Employees”) who were scheduled to receive their longevity step increase, if funded, in FY 2025 under the old pay plan. Under the new pay plan, the Named Employees could have earned less in FY 2025 than they would have earned had they received the applicable longevity step under the old pay plan. As a result, as set forth below, a different methodology is required in order to appropriately slot the Named Employees under the new pay plan.

First: Identify the current pay rate based on rank and step on the FY 2024 pay plan.

Second: Identify the longevity step that the Named employee would have received under the FY 2024 pay plan.

Third: On the “Slotting Pay Scale” find the pay rate in the same rank that is next highest as compared to the Named employee’s current FY 2024 pay rate.

Fourth: On the “Slotting Pay Scale”, once the next highest pay rate is found, move up one additional step within the same rank.

Fifth: After locating the step number in the Fourth item above, find the applicable step in FY 2025 pay plan.

Sixth: Using the FY 2025 pay plan; the Named employee will move up one step on their anniversary date.

Example: First: Deputy Chief on Step 11 on the FY 2024 pay plan is \$192,418.
 Second: Deputy Chief would have been at \$202,039 (Step 12) on the FY 2024 pay plan.
 Third: Deputy Chief next highest rate on the Slotting Scale is \$193,435 (Step 21).
 Fourth: Deputy Chief moves up one step on the Slotting Scale is \$195,370 (Step 22).
 Fifth: Deputy Chief rate on the FY 2025 pay pan is \$201,231 (Step 22)
 Sixth: On the Deputy Chief’s anniversary date, they will move to \$203,243 (Step 23).

The named employees affected under this MOU are:

<u>Name</u>	<u>Rank</u>
ADKINS, TIMOTHY ALFRED	FIRE CAPTAIN 40 42
ALI, BILAL ABU-BAKR	FIREFIGHTER 40 42
ALLEN, JOSHUA R	FIRE LIEUTENANT
ALLEN, RANDALL J	FIRE CAPTAIN
ANDRESON, BENJAMIN D	FIRE TECHNICIAN
ARCE CUZZI, JORGE ANTONIO	FIRE TECHNICIAN
ASHWOOD, ADAM W	FIRE LIEUTENANT
BARB, TIMOTHY O	FIRE CAPTAIN II
BARB, TODD IVAN	FIRE BATTALION CHIEF 40 42
BARNHART, MATHEW COFFMAN	FIRE CAPTAIN II 40 42
BARTOS, MONICA LANDFAIR	FIREFIGHTER
BEACH, SARAH MARIE	P S COMMUNICATOR III
BENDER, BRIAN JAMES	FIRE LIEUTENANT
BETZ, BILL C	DEP FIRE CHIEF
BISHOP, GREGORY R	FIRE CAPTAIN
BONDARUK, KIRILL	FIRE LIEUTENANT
BONKOSKI, BRIAN JOHN	FIRE TECHNICIAN
BOWIE, SETH A	FIRE TECHNICIAN
BOYLE, VINCENT LEO	FIRE TECHNICIAN
BRECHT, MATTHEW JOSEPH	FIRE TECHNICIAN
BREDBENNER, ELI ADAM	FIRE CAPTAIN
BRIDGES, DAVIN E	FIRE TECHNICIAN
BROWN, PHILIP JOSIAH	FIRE CAPTAIN
BURICH, ANDREA N	FIRE TECHNICIAN
CARNEY JR, JEFFREY H	FIRE LIEUTENANT
CARVER, ELENA M	FIRE TECHNICIAN
CHAMPAGNE JR, WAYNE R	FIREFIGHTER/MEDIC
CHAVEZ PAREDES, JOSE CARLOS	FIRE LIEUTENANT 40 42
CHIA, HYACINTH NTAM	FIRE CAPTAIN
CLEMENS JR, DONALD G	FIRE TECHNICIAN
COVERT JR, WALTER A	FIREFIGHTER
CURRIDEN, KEITH E	FIRE CAPTAIN
DEFRIEST, GARY C	FIRE TECHNICIAN
DICKENS II, CLARENCE B	FIRE CAPTAIN
DIMARTINO, JUAN D	FIRE TECHNICIAN
DIRUSSO, RICHARD	FIRE TECHNICIAN
DOJCAK, GREGG J	FIRE LIEUTENANT
DYE, EKATERINA THEODORA	FIRE LIEUTENANT
EVANS JR, JOHN DAVID	FIRE CAPTAIN 40 42
FEASTER, MICHAEL O	FIRE TECHNICIAN

FLORES, VINCENT ANTONIO	FIRE TECHNICIAN
FONTANA, MICHAEL JOSEPH	FIRE CAPTAIN
FRIAS, JONATHON HENRY	FIRE TECHNICIAN
GATES, KENNETH EUGENE	FIRE LIEUTENANT
GEFFEN, KENNETH G	FIRE CAPTAIN
GILLER, BRIAN S	FIRE TECHNICIAN
GUMMERSON, SAGE LEIGH	FIRE LIEUTENANT 40 42
HA, KYUNG S	FIRE TECHNICIAN
HARRIS, CHRISTINA KELLY	P S COMMUNICATOR III
HUEHN, MARK EDWARD	FIRE TECHNICIAN
HUNTER, GREGORY W	DEPT FIRE CHIEF 40 42
HURTADO, ALESSANDRA C	FIRE TECHNICIAN
HWANG, IN SUNG	FIRE TECHNICIAN
IGLESIAS, EDUARDO LINO	FIRE CAPTAIN
JACKSON, JENNA ANA MARIA	FIRE TECHNICIAN
JIMENEZ, DAVID	FIRE LIEUTENANT
JOHNSON, VERNON	FIRE TECHNICIAN
JOHNSTON, KELLY D	FIRE CAPTAIN
KENDALL, WILLIAM LOUIS	FIRE TECHNICIAN
KRAUT, SALLY YONO	FIRE TECHNICIAN
LAMONT III, WILLIAM J	FIRE LIEUTENANT 40 42
LANGLEY, JAMIE CLINTON	FIRE LIEUTENANT 40 42
LATHROP, RICHARD E	FIRE LIEUTENANT
LEE, WON CHUL	FIRE TECHNICIAN
LEWIS, GINNY M	FIREFIGHTER 40 42
LOCKHART, MARONDA SEZELL	P S COMMUNICATOR III
LOTZ, ROBIN M	FIRE TECHNICIAN
MAY, PAUL ADAM	FIRE APPARATUS MECHANIC
MCLAUGHLIN, ERIC DAVID	FIRE TECHNICIAN
MCNEW, RON A	FIRE TECHNICIAN
MENIFEE, JASON C	FIRE TECHNICIAN
MOORE, BRIAN P	FIRE TECHNICIAN
MOORE, NATHANIEL RYAN	FIRE TECHNICIAN
MORELL JR, JOSEPH A	FIRE CAPTAIN
MUNT, JASON RANDOLPH	FIRE LIEUTENANT 40 42
NAUGHTON, ANDREW JAMES	FIRE LIEUTENANT
NGUYEN, TRAVIS T	FIREFIGHTER
OCAMPO, ANGELA TELO	FIRE TECHNICIAN
PACI, TAWNYA DENISE	P S COMMUNICATOR III
PEFFER, DEBORAH JEAN	P S COMMUNICATOR III
PERKINS, NATHANAEL EDWARD	FIRE LIEUTENANT
PETERSON, EASTON MILLER	FIRE CAPTAIN
PICKERING, MICHAEL C	FIRE LIEUTENANT

REAKOFF, KURTIS SCOTT	FIRE LIEUTENANT
RHODES, CHRISTOPHER LEE	FIREFIGHTER
ROBERTS, JASON M	FIRE TECHNICIAN
ROSE, ANDREW LOCKWOOD	FIRE TECHNICIAN
ROTHWELL, JENNIFER REBECCA	P S COMMUNICATOR III
RUFFO-SWANSON, THERESA MADELINE	FIRE TECHNICIAN
SATCHELL, LAURA JANE	P S COMMUNICATOR III
SCHMIDT, JARROD A	FIRE LIEUTENANT
SHAW, IRIS OPHELIA	FIRE TECHNICIAN
SHAW, TRACY KIMBERLY	P S COMMUNICATOR III
SILVA, FACUNDO MARTIN	FIREFIGHTER
SIMPSON, JOSHUA C	FIRE TECHNICIAN
SLIVERS, ADAM J	FIRE CAPTAIN
SMITH, HAKIM LABEEB	FIREFIGHTER
SMITH, JESSICA PERRY SPEAR	FIRE CAPTAIN
SPRAGUE, STEVEN D	FIREFIGHTER
STUDDS, BEVERLY LYNN	FIRE TECHNICIAN
TCHEUFFA, SERGE SYLVAIN	FIRE CAPTAIN
TENNEY, DUANE PAUL	FIRE LIEUTENANT
TRAYNHAM, TRAVIS DONNELL	FIRE LIEUTENANT
VANCE, ALYSSA JODY	FIRE TECHNICIAN 40 42
VELASCO, MARK A	FIRE TECHNICIAN
VOGTEMBING, JOSEPH MARIE LEMOU	FIRE TECHNICIAN
WAGNER, ELIZABETH K	FIREFIGHTER
WALTER, JASON RICHARD	FIRE TECHNICIAN
WALTERS, MEGAN KATHLEEN	P S COMMUNICATOR III
WARD, WILLIAM FRANCIS	FIRE LIEUTENANT 40 42
WARNER, CHRISTOPHER	FIRE CAPTAIN
WEAND, DAVID EDMOND	FIRE BATTALION CHIEF
WHITE, CRAIG MARQUIS	FIRE TECHNICIAN
WILSON, MARCUS DERYL	FIREFIGHTER
WINTER, DAVID AARON	DEPT FIRE CHIEF 40 42
WOLF, HAROLD B	FIRE TECHNICIAN
WOOD, BRIAN TYLER	FIRE CAPTAIN
WOOLEVER, TRAVIS W	FIRE TECHNICIAN
WORKMAN, ROCKY L	FIRE LIEUTENANT
WYATT, ERIC MIDIAN	FIRE LIEUTENANT
ZDUNSKI, MICHAEL R	FIRE TECHNICIAN

Article Number	Article Title	Change in Current Policy	Fiscal Impact
1	Preamble	Defines the parties to the Collective Bargaining Agreement (CBA) and its purpose.	None
2	Recognition	Restates the recognition of the IAFF and the eligible classifications within the Fire and Rescue Department (FRD) and the Department of Public Safety Communication (DPSC) employees.	None
3	Scope of Agreement	Establishes the eligible employees covered by this Agreement as defined in CBO Sec. 3-10-6.	None
4	Management Rights	Restates the County's management rights per Collective Bargaining Ordinance (CBO).	None
5	Prevailing Rights	<p>"The following written documents shall remain in effect to the extent they directly impact bargaining unit employees' wages, benefits, or terms and conditions of employment:</p> <p>A. The FRD Rules and Regulations document and any written DPSC Rule or Regulation (excluding County Personnel Regulations), or Procedural Memoranda that was issued by the FRD or DPSC on or before July 1, 2024.</p> <p>B. Any written FRD or DPSC General Order, Standard Operating Procedure, Policy, Rule, or Regulation (excluding County Personnel Regulations) that was issued by FRD or DPSC on or before July 1, 2024."</p>	None
6	Strikes and Lockouts	"Strikes and lockouts are prohibited pursuant to CBO Sec. 3-10-15. In the event strikes or lockouts become lawful in Virginia, the parties agree to reopen this agreement for the sole purpose of negotiating such a provision."	None
7	Equal Employment Opportunity	No change to current policy.	None
8	Probation and Promotional Probationary Period	No change to current policy.	None
9	Contracting Out	<p>"The County retains the right to contract for FRD and/or DPSC's operations, pursuant to CBO 3-10-4(a)(4). If the County elects to contract out work, the County will provide notice to IAFF Local 2068 as soon as practicable.</p> <p>The Union may seek to negotiate alternatives to and the impact of the County's decision."</p>	None

10	Reduction in Force (Layoffs)	No change in current policy.	None
11	Union Security & Union Activities	<p>11.2A: IAFF will host a working lunch with future bargaining unit members during the last weeks of each training academy to give a presentation and answer questions. The lunch will last at least 60 minutes but will be no longer than 90 minutes.</p> <p>11.2B: Union representatives shall have reasonable access to meet with bargaining unit members and conduct Union business.</p> <p>11.4A/B: The President of IAFF Local 2068 shall be detailed to a full-time position for the purpose of discharging official duties of the Union. The President shall continue to earn base wages, benefits, and applicable stipend equivalent to a day-work position. One additional employee shall be detailed to a full-time position to assist the President in performing their duties.</p> <p>11.5: IAFF shall have a Union/Seminar Official Time Bank of a maximum of 750 hours per fiscal year. This is an increase from the 250 hours they previously utilized.</p> <p>11.5C: Time spent by union members performing duties related to discipline, investigations, contract disputes, or grievances will not count towards the Union Business / Seminar Official Time Bank.</p> <p>11.5D: Employees participating in negotiation sessions are excused from their regular assignment and shall suffer no loss of pay or leave. Participation shall be limited to six employees at a time.</p>	<p>Year 1: \$516,217 Year 2: \$94,018 Year 3: \$22,495</p>
12	Bulletin Boards	<p>“The County shall provide a non-electronic bulletin board for the use of IAFF Local 2068 in each permanent work location of the members of the bargaining unit at a convenient location accessible to employees.</p> <p>Materials posted on the bulletin boards marked “IAFF Local 2068” shall be limited to Union postings of interest to employees. With the exception of postings related to internal Union elections, no political postings, or candidate endorsements shall be posted. The parties agree that, for purposes of this agreement, political postings do not include</p>	None

		information related to pending or adopted legislation or legislative meetings related to the terms of employment of bargaining unit employees. All postings shall comply with the Standards of Conduct set out in the County's Personnel Regulations. The IAFF Local 2068 agrees to promptly remove any material in violation of this Article upon notification by County Management."	
13	Quarterly Information	<p>The Departments will update the union quarterly and make the following position data available electronically to the President of IAFF Local 2068.</p> <ul style="list-style-type: none"> • Number of authorized positions for each rank within the bargaining unit • Name, rank, assigned work location, and shift • Minimum staffing number for each work location and the current available vacant positions • Number, types, and wait time of calls received by DPSC, and the number, types, and response time for calls responded to by FCFRD • Per bargaining unit member: gross number of holdover, mandatory overtime and voluntary overtime hours, leave hours taken, and callback hours 	None
14	Distribution of Agreement	Requires County to make the CBA available on the County's intranet and email to all members of the bargaining unit.	None
15	Uniforms	Affirms current practice with the following addition: "Members shall be allowed to wear pre-approved company designed and purchased t-shirts, sweatshirts, hooded garments, baseball caps, knit caps, and boonie hats in accordance with FRD SOP 03.01.03. Any denials shall be communicated in writing to the Union President and submitting member(s) within 14 calendar days."	None
16	Outside Employment	No change in current policy.	None
17	Polygraphs	No change in current policy.	None

18	Employee Rights During Investigations	Affirms current policy with the following addition: “Upon request by the employee, Professional Standards Officers shall not be armed while conducting an interrogation or interview.”	None
19	Residency	No change in current policy.	None
20	Personnel Files	Affirms current practice.	None
21	Adapting to Technological Changes	“The parties recognize that during the life of this Agreement, there may be improvements or advancements in technology that may impact bargaining unit members. If the technology is to be used by employees to perform their job functions, the County will proactively train current members of the bargaining unit on the new technology or new implementation at least 30 calendar days prior to implementation when practicable.”	None
22	Verification of Employment	Affirms current practice.	None
23	Job Description-Classification	Affirms current practice with the addition of: “FRD and DPSC will share any changes to encumbered bargaining unit FRD and DPSC position descriptions or class specifications with the union at least 10 business days prior to implementation of the changes made to position descriptions or class specifications. This does not remove the County’s obligation to engage in effects bargaining.”	None
24	Specialty Designations	No change to current policy.	None
25	Facilities	Affirms current practice.	None
26	Relief of Duty for Cause	Affirms FRD SOP 02.04.03, Fitness for Duty, effective November 15, 2022.	None
27	Progressive Discipline	Affirms FRD SOP 01.03.03, Investigations of Employee Conduct Form-297, FRD Oral Reprimand form FRD-133 (for FRD), DHR Oral Reprimand Template in PPAPP 21, Chapter 16 and 17 of the Personnel Regulations and current practice with the addition of: “The supervisor will inform the employee of their right to have a Union representative present at the time of the employee being informed of their oral reprimand.” And “...members may file a dispute under the Contract Dispute Resolution procedures outlined in Article 11.”	None
28	Minimum Staffing Notifications	“At any point in time in which the Department removes, converts, browns out, blackouts, or disbands a unit, team, station or apparatus, including, but not limited to, moves that limit services citizens	None

		rely on from ALS providers, and specialty teams for 24 hours or longer, the County shall notify the Union President as soon as practicable.”	
29	Fire Investigations Section Provision	No change to current policy.	None
30	USAR	Affirms current practice.	None
31	Alternative Dispute Resolution	No change to current policy.	None
32	Dispute Resolution Procedure	32.7G: All expenses involved in the arbitration proceedings shall be equally shared between both parties. 32.8: Employee or Union representative may present a Dispute while on duty, such use of on duty time is reasonable in duration and does not interfere with County or departmental operations.	Year 1: \$56,947 Year 2: \$2,434 Year 3: \$1,924
33	Joint Labor-Management Committee	33.2: Establish JLMC to study and discuss solutions to matters of mutual concern affecting labor-management relations. The JLMC will consist of four members selected by IAFF and four members from the County. 33.8: Committees in addition to those to which this Agreement specifically referenced in this agreement might need to be formed, representation will consist of 50% bargaining unit members.	Year 1: \$9,156 Year 2: \$453 Year 3: \$359
34	Training for FRD Specialized Functions	When FRD determines a standard requiring a certificate for specialized functions, FRD shall pay the cost of the training.	Year 1: \$880,184 Year 2: \$42,947 Year 3: \$33,810
35	Paramedic Certification Program	The Union and the County agree to form a committee under the Joint Labor Management Committee to work on ways to continue to study and improve the paramedic certification program.	Year 1: \$4,847 Year 2: \$240 Year 3: \$190
36	FRD Daily Scheduled Trainings	Affirms current practice.	None
37	DPSC Scheduled Trainings	Affirms current practice.	None
38	Accident Review	“The County shall review, investigate, and evaluate significant FRD accidents and incidents in accordance with FRD SOPs 01.03.01, Vehicle Accidents, and 01.09.01, Incident Review, as may be amended by FRD from time to time. A significant accident or	None

		<p>incident may include an accident or incident involving a bargaining unit member with a life-threatening injury, line of duty death, or another significant incident related occurrence. The intent of these investigations shall be to:</p> <ul style="list-style-type: none"> • Identify the root cause(s) of the accident or incident; • Determine internal trend analysis; and • Provide recommendations to FRD leadership related to the minimizing or preventing future accidents or incidents <p>The President of IAFF Local 2068 will nominate two (2) individuals to participate in a review conducted by FRD. Such individuals nominated by IAFF Local 2068 must be approved by the leadership of FRD, as appropriate.”</p>	
39	Health & Wellness	Affirms current practice.	None
40	Drug Testing	<p>Affirms current practice, with the exception of:</p> <p>“Independent Testing: An employee may request a test by an independent laboratory within seventy-two (72) hours after being informed of a positive test result.</p> <p>The test will be conducted on the split sample from the same specimen used in the first round of testing within five (5) calendar days of the employee’s request for independent testing.</p> <p>The employee shall specify an HHS-certified laboratory to perform the test and shall provide FRD or DPSC with the name and address of the selected laboratory at the time the request for independent testing is made.</p> <p>The employee will pay all costs associated with independent testing including any shipping costs.</p> <p>The independent testing lab shall send the results to FRD or DPSC.</p> <p>Changes in Testing Procedures: The parties recognize that during the life of this Agreement, there may be</p>	None

		improvements in the technology of testing procedure which provide more accurate testing. In that event, the parties will meet to discuss any potential changes that impact testing procedures.”	
41	Reproductive Rights	Affirms Procedural Memorandum (“PM”) 39-02, FRD’s Pregnancy and Reproductive Manual, FRD SOP 02.03.06.	None
42	Job Related Injuries	Affirms PPAPP 10, Policy and Procedures for Fairfax County Uniformed Retirement System (URS) Alternative Placement Program, as it was in effect on November 15, 2022 and current practice with the addition of: “The President of the Union shall be notified of service-connected deaths or injuries that occur to bargaining unit employees that require medical transport and/or are of such a serious nature to merit notification of the Fire Chief.”	None
43	Personal Protective Equipment	Affirms current practice with the addition of: “Employees shall have the right to furnish their own helmets, gloves, and boots (“gear”) from a list submitted by the union annually and pre-approved by the Department. If the Department does not approve gear submitted by the Union, it shall notify the Union President the reason of the denial. All personally purchased helmets must comply with department color and style guidelines. All personally purchased gear shall be subject to the same inspection, cleaning, and tracking requirements as Department purchased PPE. Members shall be responsible for any replacement or repair cost of personally purchased PPE.”	None
44	Light Duty	Affirms FRD SOP 02.03.06, as in effect on November 15, 2022, and Article 41 of the CBA.	None
45	Security of the 911 Facility	Affirms DPSC SOP 1.15, as in effect on November 15, 2022, with the following addition: “In the event that the MPSTOC facility is operating in an emergency status due to safety or security concerns, DPSC will follow guidelines as set forth in both the County’s and the MPSTOC Emergency Action Plans. Should it become necessary to make notifications to DPSC personnel, the on-duty communications operations supervisor or manager will initiate an employee alert network (EAN) page through the Everbridge application to all DPSC personnel. A message will also be generated, via the	None

		computer-aided dispatch system (CAD), notifying all on-duty DPSC personnel of the building status. Additional CAD messages may be generated to make notifications to all police and fire terminals as soon as practicable.”	
46	Volunteer Activity Leave	No change to current policy.	None
47	Bereavement Leave	No change to current policy.	None
48	Quarantine Leave	<p>“Exposure Related Leave: If an FRD member is recommended to quarantine by the FRD infectious disease practitioner, the County shall grant the member administrative leave up to a maximum of ten (10) business days, unless the exposure was caused by the employee not properly wearing appropriate safety equipment and/or PPE provided or approved by the County. Additional administrative leave may be granted at the discretion of the County Executive.</p> <p>Quarantine Leave: In the event of a declared public health emergency, or outbreak, as determined by the state or federal government that may require employees to quarantine or isolate from others, the County will meet with the Union to negotiate issues of concern to the union and/or County, including compensation, leave accounts and quarantine/ isolation period as it applies to all bargaining unit members.”</p>	None
49	Accrual and Reporting of Sick Leave	Affirms Personnel Regulations Chapter 10, Leave, FRD SOP 02.01.03, Requesting and Granting Annual, Emergency Annual, Sick, and Civil Leave for Department Employees, and DPSC SOP 2.10, Universal Squad Policy.	None
50	Provisions for Military Personnel	Affirms current practice and the provisions of USERRA, Virginia State Code Section 44-93, Fairfax County Code 3-1-21, County Personnel Regulations Chapter 1, Equal Employment Opportunity, PPAPP 17, Military Leave, FRD SOP 02.01.04, Military Reservist, and the County’s Military Pay Differential Program.	None
51	Holidays	Employees will be granted an additional holiday - full day Christmas Eve.	Year 1: \$903,038 Year 2: \$53,343 Year 3: \$41,733
52	Procedures for Requesting	Affirms current practice and FRD SOP 02.01.03, Requesting and Granting Annual, Emergency Annual,	None

	Scheduled Annual Leaves	Sick, and Civil Leave for Department Employees, effective on November 14, 2022, DPSC SOP 2.11, Request and Approval Process for Annual and Compensatory Leave, as written November 15, 2022.	
53	Replacement of Personal Property	Employees shall be reimbursed for the replacement costs of items that have been damaged in the performance of their duties, limited to the following items: watches, driver's license, false teeth, and eyeglasses. The addition of watches and driver's licenses is new.	Year 1: \$960 Year 2: \$0 Year 3: \$0
54	Mileage Reimbursement	Affirms PM 06.03, FRD SOP 01.05.10, FRD SOP 01.05.11, and current practice with the following addition: "All correctly submitted reimbursement requests shall be processed by the County within 30 calendar days. The mileage and travel reimbursement rate shall automatically increase as the standard IRS rate increases. Employees who are asked to use their private automobiles for County business or to change work assignments/locations shall be compensated at the maximum rate deemed deductible reimbursable by the IRS for business use of an automobile. Employees directed by their supervisor to report from home to an alternate work location or to attend trainings or meetings are only eligible to submit for reimbursement of mileage that is more than the round-trip mileage from the employee's home to the normal work location. Requests for reimbursement from home must show the subtraction of normal commute miles. Employees commuting to and from their scheduled work location, including any light duty assignment, will not be reimbursed for mileage or other expenses."	None
55	Apparatus Shop Provisions	Affirms current practice.	None
56	FLSA Calculation	No change to current policy.	None
57	Shift Exchanges	Affirms current practice with the exception of: "A. Ten calendar days or Greater from Exchange Date: Either employee can cancel the scheduled exchange for any reason with written notification to the other party. This shall be done via County email and sent	None

		<p>through the chain of command to have the exchange be removed from staffing.</p> <p>B. Nine calendar Days or Less from Exchange Date: The scheduled employee may cancel the work substitution any time until 24 hours prior to their scheduled shift, when practicable, via the County’s staffing system. The substituting employee may request to cancel the work substitution by emailing the scheduled employee. The work substitution shall only be canceled if both parties agree to the cancelation. If the originally scheduled employee does not agree to cancel the substitution, then the substituting employee is responsible for the work hours. If the substituting employee requests sick leave for the scheduled shift, they shall be debited leave in an amount equal to the substitution period. Sick leave shall be debited unless the employee requests the time be debited from annual or compensatory leave balances. The originally scheduled employee shall not be affected.”</p>	
58	FRD Hours of Work	Parties agree to conduct a study to determine the associated cost, and applicable timeline, of an hours of work reduction for FRD field operations. The study shall be concluded by 1/1/26 and shared with the County Board of Supervisors. This is a one-time non-recurring cost.	Year 1: \$44,239 Year 2: \$0 Year 3: \$0
59	Early Relief	Affirms current practice.	None
60	On Call Procedures	Affirms FRD SOP 02.01.01, Call-back, Holdover, and Mandatory Recall Procedures.	None
61	FRD Tardy Policy	Affirms FRD SOP 2.00.03, Work Hours, Tardiness, and Unauthorized Absences, in effect on November 15, 2022, and current department practice.	None
62	Details	Affirms current practice.	None
63	Public Safety Communicator Schedule	Affirms current practice.	None
64	Public Safety Communicator Tardy Policy	Affirms DPSC SOP 2.10 Universal Squad Policy as in effect on November 15, 2022, and current practice.	None
65	Rest Periods	Affirms current practice.	None
66	Time for Meetings	“Members of the bargaining unit may participate during work time on committees that have been authorized by the JLMPC, subject to the operational needs of FRD and DPSC.”	None
67	Promotional Exams for FRD	Promotional process for the ranks of Lieutenant through Battalion Chief, the panel shall consist of	Year 1: \$2,351

	Operational Personnel	employees from other regional Fire Departments at the equivalent rank or higher to the one being tested.	Year 2: \$0 Year 3: \$0
68	Promotions	“Vacant positions will be filled at the discretion of FRD and DPSC. Promotions will be made in accordance with FRD SOP 02.06.05, Uniform Promotions and Deferral Procedures and FRD SOP 02.06.04, Uniformed and Civilian Selection Policies and Processes. DPSC bargaining unit employees shall have the same promotional process as in effect on November 15, 2022.”	None
69	Voluntary Transfers	Affirms FRD SOP 02.02.02, Operations Bureau Transfer Requests, DPSC SOP 2.9, Public Safety Communicator Request for Reassignment, and County Personnel Regulations Chapter 8, Transfers, Promotions, Demotions.	None
70	Involuntary Transfers	Affirms FRD SOP 02.02.02, Operations Bureau Transfer Requests, FRD SOP 02.06.05, Uniformed Promotions and Deferral Procedures, DPSC SOP 2.9, Public Safety Communicator Request for Reassignment, County Personnel Regulations Chapter 8, Transfer, Promotions, Demotions, and current department practice.	None
71	Insurance	One bargaining unit member will serve on the SAC for County Benefit Plans.	Year 1: \$236 Year 2: \$0 Year 3: \$0
72	Deferred Compensation	Affirms current practice.	None
73	Uniformed Retirement System	Bargaining unit members in the Uniformed Retirement System (URS) may purchase up to four years of service credit for prior active-duty military service, all of which must be paid for by the member and is subject to approval of the URS Board of Trustees and Board of Supervisor's approval of an amendment of URS ordinance.	None
74	Wages	Year 1 includes: -New pay plan for both FRD (F-Plan) and DPSC (D-Plan) to include 26 steps that range from 5% to 1%, the elimination of longevity steps and step holds and the establishment of new pay scale minimums -3% increase to the F and D pay scales -Merit increases Year 2 includes: -3.1 % increase to the F and D pay scales -Merit increases Year 3 includes:	Year 1: \$21,975,775 Year 2: \$16,338,063 Year 3: \$12,943,788

		-2% Cost of Living Adjustment -Merit increases	
75	Premium and Differential Pay Rates	75.2: FRD members who obtain and maintain an ALS Authorization- Paramedic certification will be entitled to premium pay in the amount of 10% of base firefighter salary. Cost reflects the increase as a result of adjustments to the pay scale. 75.7B: Bargaining unit employees who have received or obtains one of the following - a Bachelor's Degree, Master's Degree, or Doctorate Degree from an accredited college or university shall receive a one-step increase.	Year 1: \$261,598 Year 2: \$97,326 Year 3: \$65,198
76	Overtime Definitions and Selection	Affirms FRD SOP 02.01.01, Callback, Holdover, Budget Staffing, and Mandatory Recall Procedures, effective January 5, 2022, and DPSC SOP 1.7, Overtime Assignments - Operations.	None
77	Emergency Closings	Affirms Personnel Regulations Chapter 10, Emergency Administrative Leave and Personnel Regulations Chapter 4.	None
78	Compensatory Time	Affirms Personnel Regulations Chapter 4, Pay Plan, Hours of Work and Overtime, County Personnel Regulations Chapter 10, Leave, PPAPP 13, Attendance/Absence Reporting for All Employees Except 24-Hour Shift Fire Protection and Law Enforcement Personnel, and PPAPP 14A, Absence/Attendance Reporting for 24-Hour Shift Fire Protection Personnel as defined in the County Personnel Regulations, Chapter 2.	None
79	Effect of Agreement	"This instrument constitutes the entire agreement between the County and IAFF Local 2068 on the provisions covered herein, and may be amended only by mutual consent, which shall be reduced to writing and signed by named, authorized representatives of the County and IAFF Local 2068."	None
80	Legal Indemnification	No change to current policy.	None
81	Savings Clause	"Should any provision of this Agreement be rendered or declared invalid by reason of any existing or subsequently enacted law, regulation, or ordinance or by decree of a court or administrative agency of competent jurisdiction, such invalidation shall not affect any other part or provision of the Agreement. The Parties agree, to the extent consistent with law, to negotiate a successor provision to the invalid provision. If the parties are unable to come to an	None

		agreement on the matter, the provisions of the CBO shall apply.”	
82	Successor Agreements	<p>“A. As provided in Va. Code 40.1-57.2(B), nothing in this Agreement shall be construed or interpreted as restricting the Board of Supervisors’ authority to establish the budget or appropriate funds.</p> <p>B. The non-compensation provisions of this Agreement shall be binding upon the parties.</p> <p>C. Except for as permitted by Va. Code 40.1-57.2(B), no provision, term, or obligation shall be affected, modified, altered, or changed unless mutually agreed to by both Parties.”</p>	None
83	Duration	<p>“Terms not requiring the appropriation of funds, as determined by the County, and as set forth in the fiscal impact study, shall go into effect 30 days after the tentative agreement has been approved in accordance with CBO Sec. 3-10-13. Terms requiring the appropriation of funds shall go into effect July 1, 2024, after the tentative agreement has been approved in accordance with CBO Sec. 3-10-13. All terms shall remain in full force and effect until June 30, 2027. This Agreement shall be automatically renewed from year to year thereafter unless either party shall notify the other in writing not later than March 1 of the year prior to the date of termination that it wishes to terminate or modify this Agreement for any reason.</p> <p>Negotiations shall begin no later than July 1 of the year prior to the expiration of this Agreement. This Agreement shall remain in full force and effect during the period of negotiations.”</p>	None

Board Agenda Item
December 5, 2023

INFORMATION - 1

Presentation of the Fiscal Year (FY) 2023 Annual Comprehensive Financial Report (ACFR) and Popular Annual Financial Report (PAFR)

Annually, pursuant to the Code of *Virginia (Code), Section 15.2-2511*, as amended, Fairfax County's financial statements are audited by an independent certified public accountant. This audit is conducted in accordance with auditing standards generally accepted in the United States; the standards applicable to financial audits contained in the Government Auditing Standards issued by the Comptroller General of the United States; and the Specifications for Audits of Counties, Cities, and Towns issued by the Auditor of Public Accounts of the Commonwealth of Virginia. The Code also requires that an independent certified public accountant present a detailed written report to the local governing body at a public session by December 31. The County's financial statements for FY 2023 have been audited by Cherry Bekaert LLP, and Cherry Bekaert's opinion, with respect thereto, is presented on page 1 of the Financial Section of the County's ACFR (Attachment 1). A representative from Cherry Bekaert is participating in the meeting.

In addition to meeting the requirements of the Code, the audit was designed to meet federal regulations as outlined in Title 2 of the Code of Federal Regulation, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Known as the Single Audit, this is a special type of compliance audit applicable to federal grant programs. The requirements of the Single Audit are established by federal legislation and regulations and are very stringent. Cherry Bekaert's report related specifically to this audit activity is provided as a separate report and is included as a part of Attachment 2.

Auditing standards generally accepted in the United States require that the auditors communicate, in writing, to those charged with governance all significant deficiencies, including material weaknesses. In response to the Board's request, Attachment 3 is a memorandum summarizing any audit findings and management responses to those findings.

The ACFR presented today will be submitted for rigorous peer review by the Government Finance Officers Association of the United States and Canada (GFOA). The FY 2022 annual financial report for the County was awarded the GFOA's Certificate of Achievement for Excellence in Financial Reporting, the highest honor conferred by the GFOA, for the 45th time.

Board Agenda Item
December 5, 2023

Attachment 4 is the FY 2023 Popular Annual Financial Report (PAFR). To meet the varied needs of our citizens, legislative and oversight bodies, financial managers, investors, and others, the ACFR presents a large and complex volume of financial information presented at an extremely detailed level. Conversely, the PAFR is designed to offer those with a general interest in the County's financial activities a less detailed glimpse at selected data from the ACFR, presented in a highly readable format.

The GFOA PAFR award program annually recognizes high quality reports that meet the GFOA's criteria for reader appeal, understandability, dissemination, and other related requirements. We are extremely pleased to have received the award for Popular Annual Financial Reporting for the FY 2022 PAFR. First produced in FY 2017, this is the 6th consecutive year the award has been received. The FY 2023 report will be submitted to the GFOA for peer review and award consideration.

ENCLOSED DOCUMENTS:

Attachment 1 – The FY 2023 Annual Comprehensive Financial Report (ACFR) can be found online at:

<https://www.fairfaxcounty.gov/finance/financialreporting/annualcomprehensivefinancialreport>

Attachment 2 – Cherry Bekaert's required communications document titled "Fairfax County Board of Supervisors Reports"

Attachment 3 – Memorandum summarizing any audit findings and management responses

Attachment 4 – The FY 2023 Popular Annual Financial Report (PAFR) can be found online at:

<https://www.fairfaxcounty.gov/finance/financialreporting/popularannualfinancialreport>

STAFF:

Christina Jackson, Deputy County Executive/Chief Financial Officer

Christopher J. Pietsch, Director, Department of Finance

Tanya D. Burrell, Deputy Director, Department of Finance

Richard M. Modie, Jr., Chief, Financial Reporting Division, Department of Finance

COUNTY OF FAIRFAX, VIRGINIA

BOARD OF SUPERVISORS REPORTS

For the Fiscal Year Ended June 30, 2023

COUNTY OF FAIRFAX, VIRGINIA
BOARD OF SUPERVISORS REPORTS
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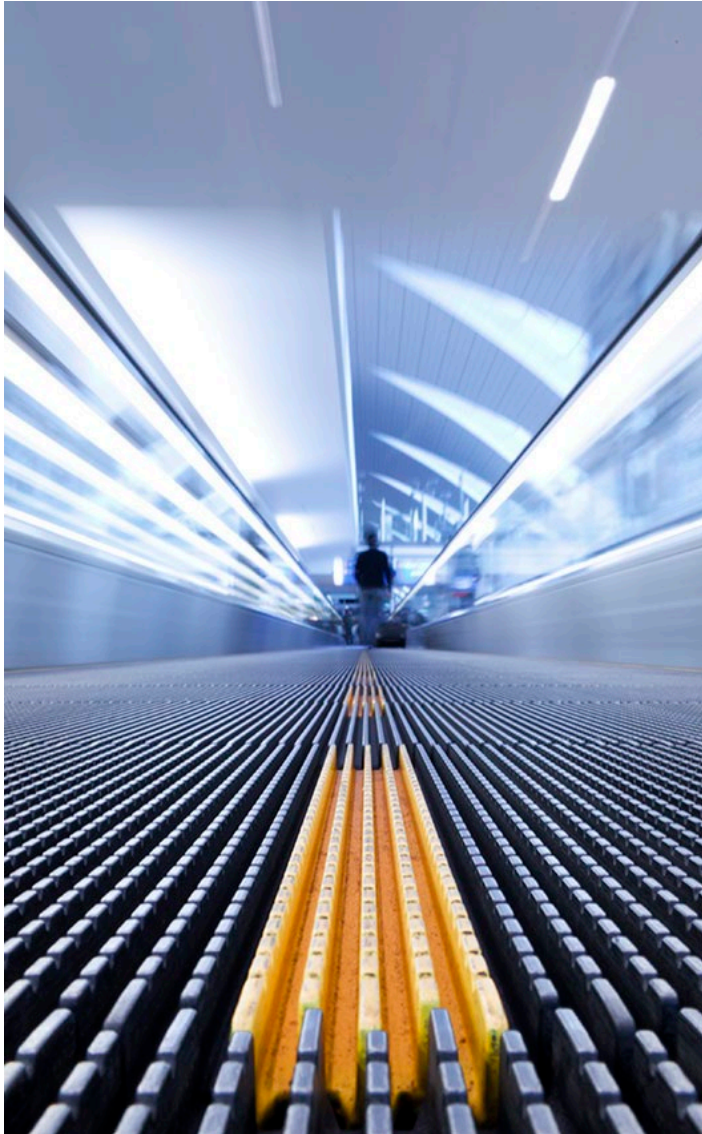
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Fairfax County, Virginia
Audit Executive Summary

November 17, 2023





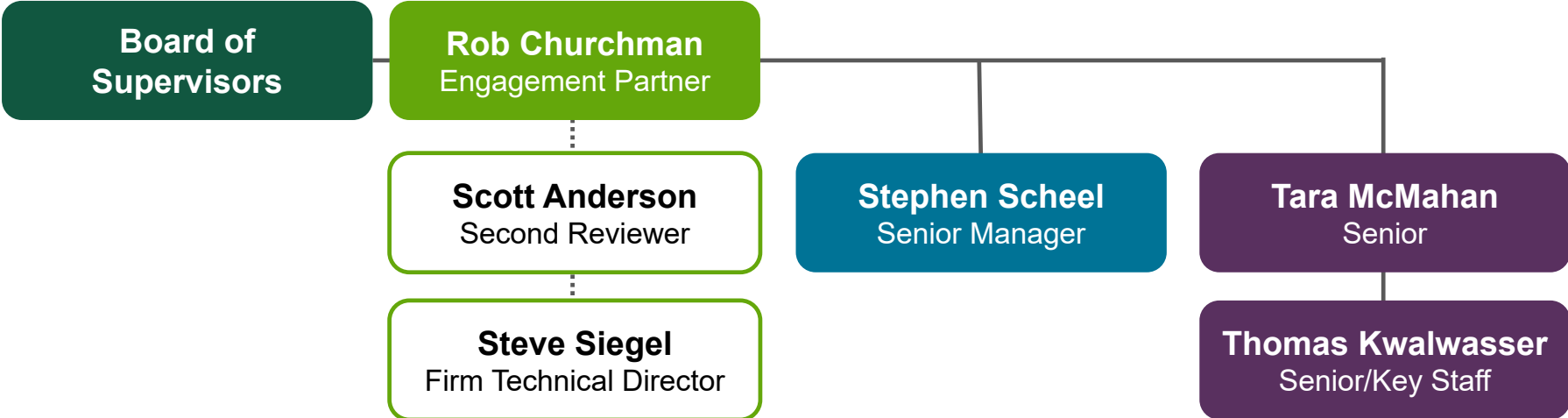
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- ▶ Client Service Team
- ▶ Results of the Audit
- ▶ Internal Control Communication
- ▶ Corrected and Uncorrected Misstatements
- ▶ Qualitative Aspects of Accounting Practices
- ▶ Independence Considerations
- ▶ Other Required Communications
- ▶ Other Matters
- ▶ Upcoming Financial Reporting and Auditing Changes

This information is intended solely for the use of the Board of Supervisors of Fairfax County, Virginia and is not intended to be, and should not be, used by anyone other than these specified parties.

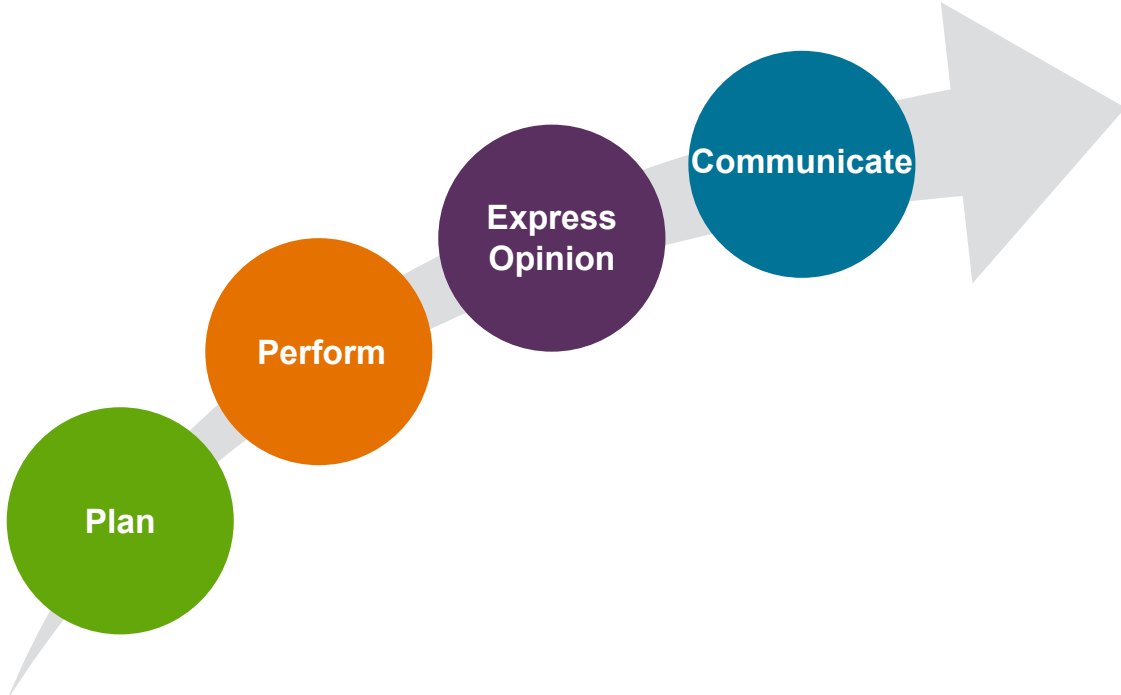


Client Service Team



Results of the Audit

We have audited the financial statements of Fairfax County, Virginia (the “County”), as of and for the year ended June 30, 2023, and have issued our unmodified opinions thereon dated November 17, 2023.



Internal Control Communication

In planning and performing our audit, we considered internal control over financial reporting (“internal control”) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the County’s internal control. Accordingly, we do not express an opinion on the effectiveness of the County’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis.

Our consideration of internal control was for the limited purpose described in the first paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. In addition, because of inherent limitations in internal control, including the possibility of management override of controls, misstatements due to error or fraud may occur and not be detected by such controls.



Internal Control Communication

Material Weakness

- ▶ A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the County's financial statements will not be prevented, or detected and corrected, on a timely basis.

Significant Deficiency

- ▶ A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

We did not identify any control deficiencies that we believe to be material weaknesses. We noted the following deficiency that we believe to be a significant deficiency.



Internal Control Communication

Significant Deficiency

- ▶ 2023-001 – significant deficiency in internal control over financial reporting related to unrealized losses on investments not being recognized in the General Fund.



Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management.

Uncorrected Misstatements

- ▶ General Fund: Overstatement of fund balance at July 1, 2022 of \$68.2 million, overstatement of revenue from use of money and property for the year ended June 30, 2023 of \$13.2 million and overstatement of investments as of June 30, 2023 of \$81.4 million.

Corrected Misstatements

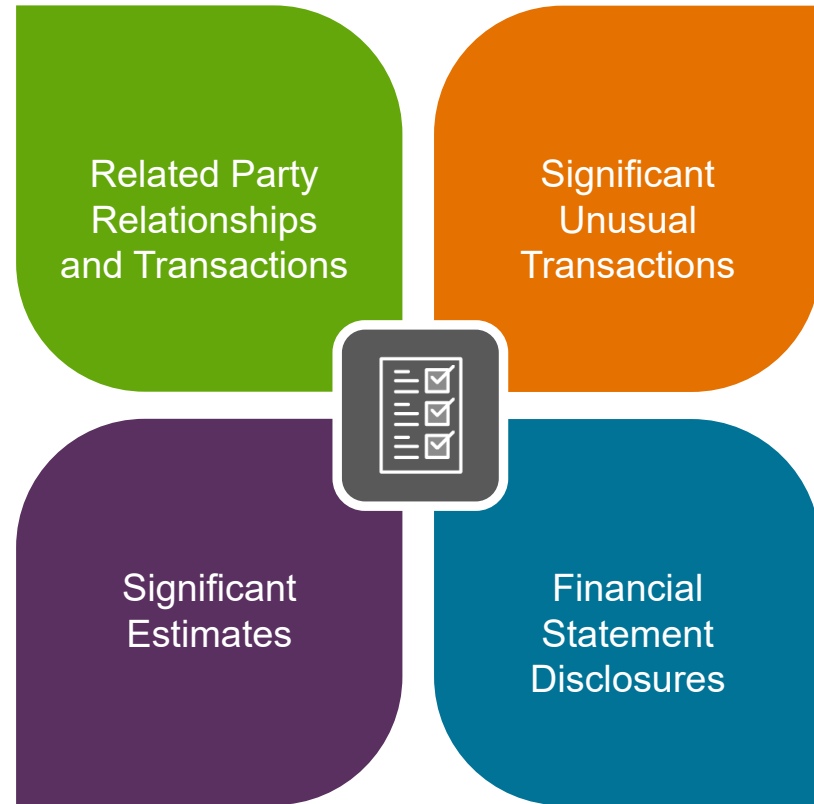
- ▶ None.



Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the County are described in Note 1 to the financial statements.

As described in Notes F, J, and M, the County changed accounting policies related to the adoption of GASB Statement No. 91, *Conduit Debt Obligations* and GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, effective July 1, 2022. The application of existing policies was not changed during the year. We noted no inappropriate accounting policies or practices.

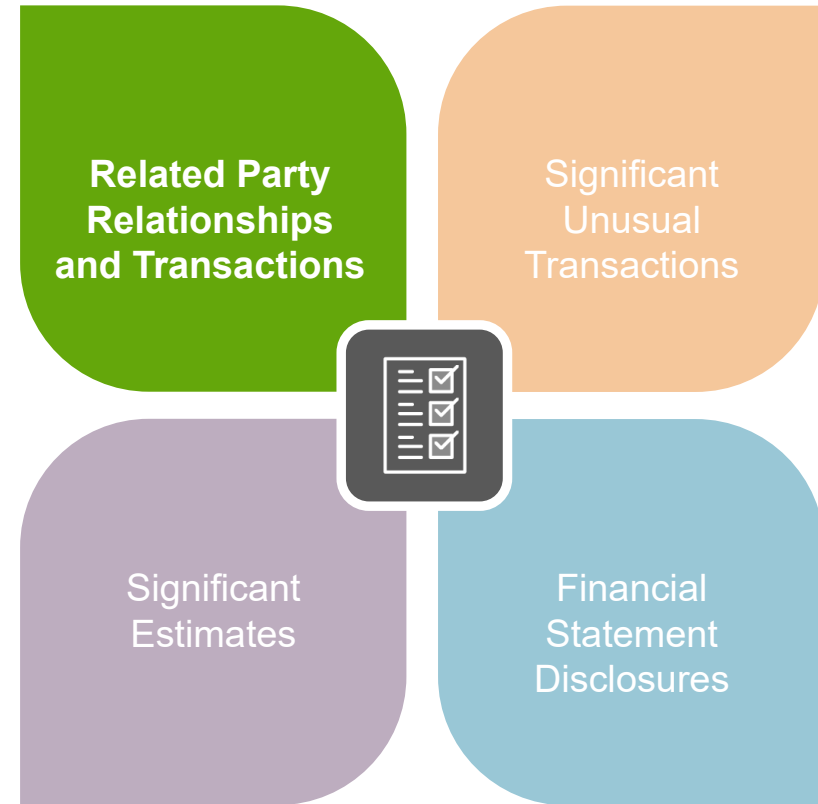


Qualitative Aspects of Accounting Practices

As part of our audit, we evaluated the County's identification of, accounting for, and disclosure of the County's relationships and transactions with related parties as required by professional standards.

We noted none of the following:

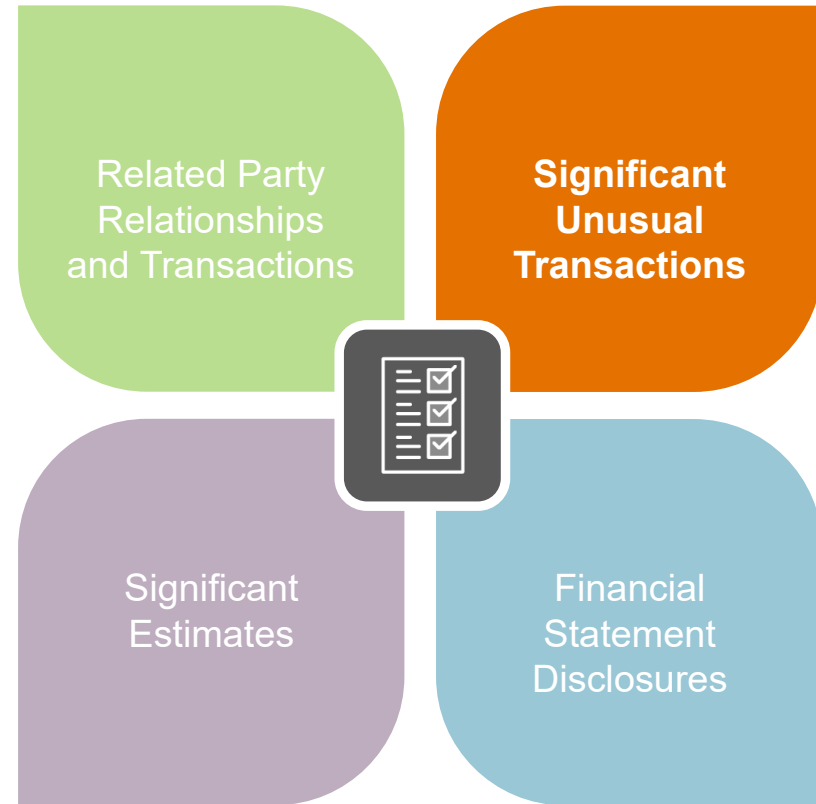
- Related parties or related party relationships or transactions that were previously undisclosed to us;
- Significant related party transactions that have not been approved in accordance with the County's policies or procedures or for which exceptions to the County's policies or procedures were granted;
- Significant related party transactions that appeared to lack a business purpose;
- Noncompliance with applicable laws or regulations prohibiting or restricting specific types of related party transactions, and
- Difficulties in identifying the party that ultimately controls the County.



Qualitative Aspects of Accounting Practices

We noted no transactions entered into by the County during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

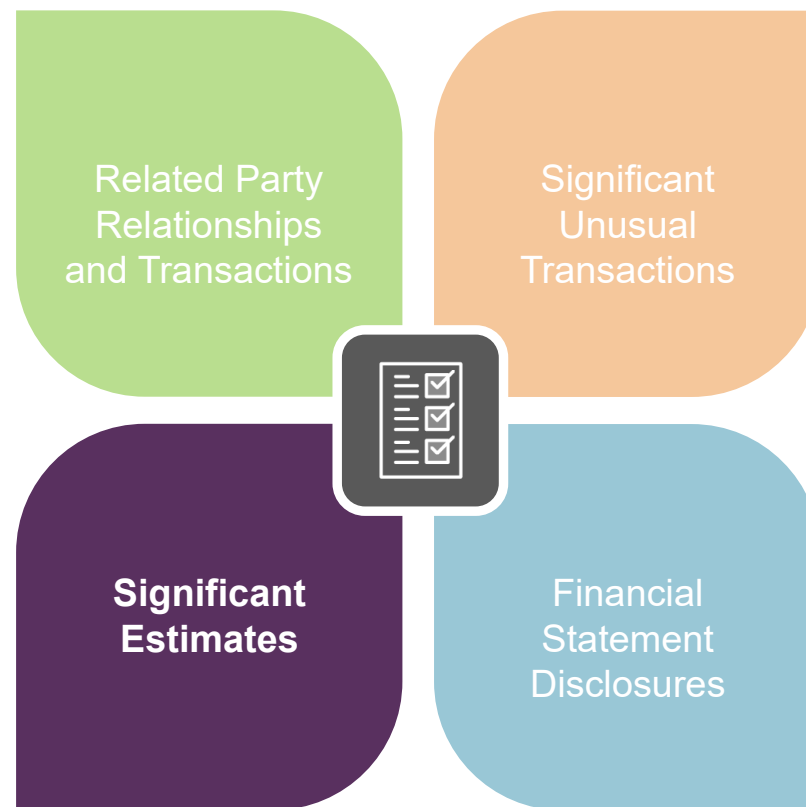
For purposes of this presentation, professional standards define significant unusual transactions as transactions that are outside the normal course of business for the County or that otherwise appear to be unusual due to their timing, size, or nature. We noted no significant unusual transactions during our audit.



Qualitative Aspects of Accounting Practices

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

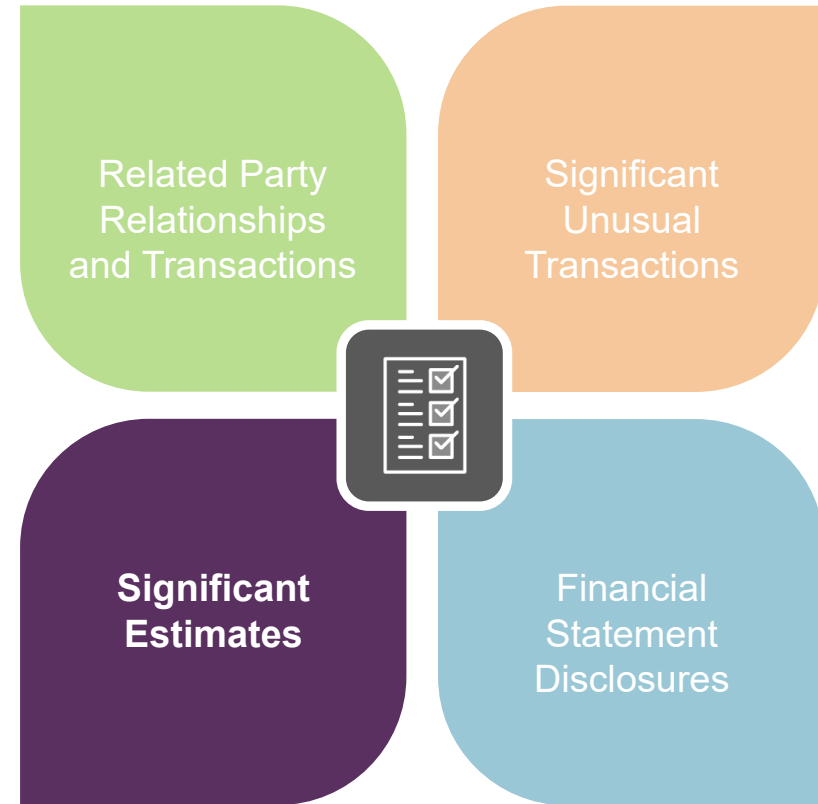
- Management's estimate of the allowance for doubtful accounts is based on management's conclusion that specific accounts are at significant risk of collection or are no longer considered collectible.
- Management's estimate of the useful lives of property and equipment is based on management's analysis of the assets' life expectancy.



Qualitative Aspects of Accounting Practices

- Management's estimate of the pension and other postemployment benefits (OPEB) liabilities is based on management's inputs and actuarial determination.
- Management's estimate of the self-insurance and health benefits liabilities is based on management's inputs and actuarial determination.
- Management's estimate of the landfill closure and post-closure obligations is based on certified engineering report and management's assumptions.
- Management's estimate of net asset value of certain not readily marketable securities for the fiduciary funds.
- Management's estimate of accruals for unbilled accounts receivable and unreceived invoices for accounts payable in the Integrated Sewer System fund is based on management's assumptions.

We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

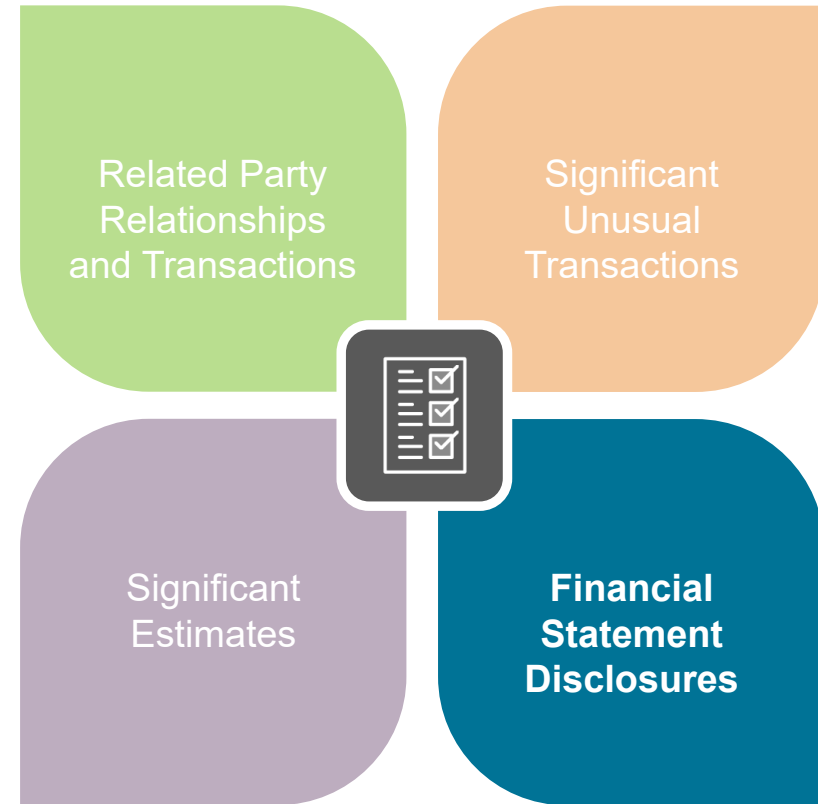


Qualitative Aspects of Accounting Practices

The financial statement disclosures are neutral, consistent, and clear.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users.

We did not note any disclosures that were particularly sensitive to the financial statements.



Independence Considerations

Nonattest Services

- ▶ We assisted in the preparation of the financial statements of the Fairfax County Redevelopment and Housing Authority.
- ▶ We will assist with completion of the Data Collection Form.
- ▶ For all nonattest services we perform, you are responsible for designating a competent employee to oversee the services, make any management decisions, perform any management functions related to the services, evaluate the adequacy of the services, and accept overall responsibility for the results of the services.

Independence Conclusion

- ▶ We are not aware of any other circumstances or relationships that create threats to auditor independence.
- ▶ We are independent of the County and have met our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit.



Other Required Communications

Difficulties Encountered

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Disagreements with Management

Includes disagreements on a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report.

We are pleased to report no such disagreements arose during the course of our audit.

Auditor Consultations

We noted no matters that are difficult or contentious for which the auditor consulted outside the engagement team.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 17, 2023.



Other Required Communications

Management Consultations

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations.

To our knowledge, there were no such consultations with other accountants.

Other Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year.

These discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Fraud and Illegal Acts

As of the date of this presentation, no fraud, illegal acts, or violations of laws and regulations noted.

Going Concern

No events or conditions noted that indicate substantial doubt about the County’s ability to continue as a going concern.



Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.



Other Matters

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the County's basic financial statements. The accompanying Other Supplementary Information is presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America by us and other auditors. In our opinion, the Other Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.



Other Matters

Other Reporting

Management is responsible for the other reporting information included in the Annual Comprehensive Financial Report. The other reporting comprises the Introductory and Statistical Sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

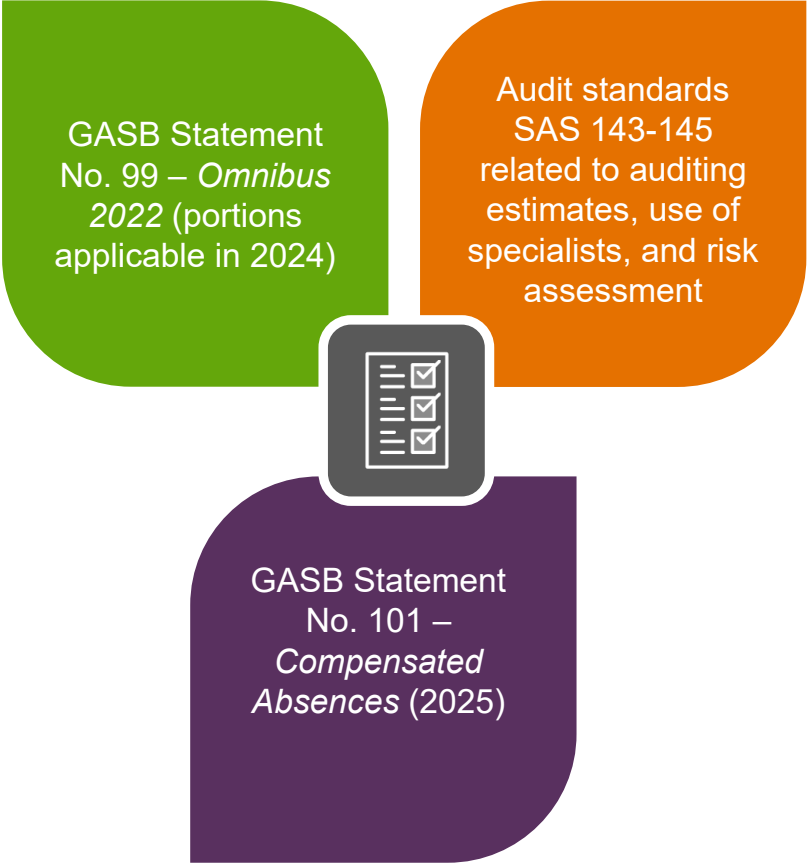
In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.



Upcoming Financial Reporting and Auditing Changes

These standards will be effective for the County in the upcoming years and may have a significant impact on the County’s financial reporting.

We would be happy to discuss with management the potential impacts on the County’s financial statements and how we may be able to assist in the implementation efforts.



Questions

Contacts

Rob Churchman

Partner

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(804) 673-5733

About Cherry Bekaert LLP

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CBH.com





June 8, 2023

VIA EMAIL:

christopher.pietsch@fairfaxcounty.gov

leeann.pender@fairfaxcounty.gov

Mr. Christopher J. Pietsch, Director
Department of Finance

Ms. Lee Ann Pender, Chief Procurement Officer
Department of Procurement and Material Management

County of Fairfax, Virginia
12000 Government Center Parkway
Fairfax, Virginia 22035

Dear Mr. Pietsch and Ms. Pender:

This engagement letter between the County of Fairfax, Virginia and related component units (e.g., Discrete {Fairfax County Redevelopment and Housing Authority, Fairfax County Economic Development Authority, Fairfax County Park Authority, Fairfax County Public Schools} and blended {Solid Waste Authority of Fairfax County, Small District One, Small District Five, Dulles Rail Phase I Transportation Improvement District, Dulles Rail Phase II Transportation Improvement District, and Mosaic District Community Development Authority}) (hereafter referred to as the "County" or "you" or "your" or "management") and Cherry Bekaert LLP (the "Firm" or "Cherry Bekaert" or "we" or "us" or "our") sets forth the nature and scope of the services we will provide, the County's required involvement and assistance in support of our services, the related fee arrangements, and other Terms and Conditions, which are attached hereto and incorporated by reference, designed to facilitate the performance of our professional services and to achieve the mutually agreed-upon objectives of the County.

This engagement letter, along with the Request for Proposal, all Addenda, our Proposal, our Cost Proposal, including those revised, and all Amendments and Attachments to Amendments, and the Acceptance Agreement #4400006639 (herein referred collectively as the "Contract Documents") sets forth the entire understanding between the County and the Firm regarding the services described herein and supersedes any previous proposals, correspondence, and understandings whether oral or written that have not been made a part of the Contract Documents. Any subsequent changes to the terms of this letter, including additional billings, will be rendered in writing and shall be executed by both parties and made legal by an amendment to the Contract Documents. Should any portion of this engagement letter be ruled invalid, it is agreed that such invalidity will not affect any of the remaining portions. Any provisions contained herein that are inconsistent with the provisions of the contract do not apply and the provisions of contract #4400006639 take precedence.

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Summary of services

We will provide the following services to the County, as of and for the year ended June 30, 2023:

Audit and attestation services

1. We will audit the basic financial statements of the County, as of and for the year ended June 30, 2023, including the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information.
2. We will audit the Other Supplementary Information, per the County's financial statements' Table of Contents; the Other Supplementary Information, per the stand-alone financial statements' Table of Contents for the Fairfax County Uniformed Retirement System, the Fairfax County Employees' Retirement System, the Fairfax County Police Retirement System and the Educational Employees'; Supplementary Retirement System of Fairfax County; and the Schedule of Expenditures of Federal Awards (the "SEFA"), as presented in the separately issued Single Audit reporting package. As part of our engagement, we will apply certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America (the "GAAS").
3. We will apply limited procedures to the Required Supplementary Information (the "RSI" e.g., Management's Discussion and Analysis (the "MD&A"), budgetary comparison schedules, pension and other postemployment schedules), which will consist of inquiries of County's management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures will not provide us with sufficient evidence to express an opinion or provide any assurance.
4. The Introductory and Statistical sections accompanying the financial statements will not be subjected to the auditing procedures applied to our audit of the financial statements and our auditor's report will not provide an opinion or any assurance on that information.

We will issue written reports in accordance with GAAS, *Government Auditing Standards*, and the Commonwealth of Virginia's Auditor of Public Accounts' (the "APA") *Specifications for Audits of Counties, Cities and Towns* or *Specifications for Audits of Authorities, Boards and Commissions* (the "Specifications"), as applicable, on the results of our audit procedures for the following entities:

- Fairfax County Redevelopment and Housing Authority (the "Authority")
- Fairfax County Economic Development Authority
- Fairfax County Park Authority
- Fairfax County Public Schools
- Fairfax County Integrated Sewer System (enterprise fund of the County)
- Fairfax County Uniformed Retirement System
- Fairfax County Employees' Retirement System

County of Fairfax, Virginia

June 8, 2023

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- Fairfax County Police Retirement System
- Educational Employees' Supplementary Retirement System
- State Route 28 Highway Transportation District

We will also issue the following reports:

- Report of Independent Auditor for use with Official Statements ("Liftable")
- Management Letter detailing any operational observations noted (if applicable)

Nonattest accounting and other services

We will provide the following additional services:

1. Assist in the preparation of the financial statements and footnotes for the Authority from the trial balances and supporting information that you will provide.
2. Complete the appropriate sections of and sign the Data Collection Form.

All agreed upon procedures and examination reports under contract #4400006639 will be covered under a separate engagement letter.

Your expectations

As part of our planning process, we have discussed with you your expectations of Cherry Bekaert, changes that occurred during the year, your views on risks facing you, any relationship issues with Cherry Bekaert, and specific engagement arrangements and timing. Our services plan, which includes our audit plan, is designed to provide a foundation for an effective, efficient, and quality-focused approach to accomplish the engagement objectives and meet or exceed the County's expectations. Our services plan will be reviewed with you periodically and will serve as a benchmark against which you will be able to measure our performance. Any additional services that you may request, and that we agree to provide, will be the subject of separate written arrangements.

The County recognizes that our professional standards require that we be independent from the County in our audit of the County's financial statements and our accompanying report in order to ensure that our objectivity and professional skepticism have not been compromised. As a result, we cannot enter into a fiduciary relationship with the County and the County should not expect that we will act only with due regard to the County's interest in the performance of this audit, and the County should not impose on us special confidence that we will conduct this audit with only the County's interest in mind. Because of our obligation to be independent of the County, no fiduciary relationship will be created by this engagement or audit of the County's financial statements.

The engagement will be led by Rob Churchman, who will be responsible for assuring the overall quality, value, and timeliness of the services provided to you.

Audit and attestation services

Our audit will be conducted in accordance with GAAS; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the provisions of Uniform Guidance; the Single Audit Act Amendments of 1996; OMB *Guidance for Grants and Agreements* (2 CFR 200) and the Specifications. The objective of our audit is to obtain reasonable assurance about whether the County's financial statements as a whole are free from material misstatement, whether due to fraud or error, and issue an auditor's report that includes our opinion(s) about whether the County's financial

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statements are presented fairly, in all material respects, in conformity with accounting principles generally accepted in the United States of America (“GAAP”) and to report on the fairness of the additional information referred to in the Summary of Services section when considered in relation to the financial statements taken as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements in conformity with the basis of accounting noted above. The objective also includes reporting on:

- Internal control over financial reporting and compliance with the provisions of applicable laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards* and the Specifications
- Internal control over compliance related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (“Uniform Guidance”)

Auditor’s responsibilities for the audit of the financial statements

We will conduct our audit in accordance with GAAS and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of accounting records, a determination of major programs in accordance with Uniform Guidance, and other procedures as deemed necessary to enable us to express such opinions about whether the financial statements are fairly presented, in all material respects, in conformity with GAAP. We will also:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Update our understanding of the County and its environment, including internal control relevant to the audit, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risk, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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- Update our understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstance, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control. However, we will communicate to you in writing concerning any significant deficiencies or material weaknesses in internal control relevant to the audit of the financial statements that we have identified during the audit.
- Conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the County's ability to continue as a going concern for a reasonable period of time.

Nonattest accounting and other services

In connection with any of the audit, accounting, or other services noted below, we will provide a copy of all schedules or other support for you to maintain as part of your books and records supporting your financial statements. You agree to take responsibility for all documents provided by Cherry Bekaert and will retain copies based on your needs and document retention policies. By providing these documents to you, you confirm that Cherry Bekaert is not responsible for hosting your records or maintaining custody of your records or data and that Cherry Bekaert is not providing business continuity or disaster recovery services. You confirm you are responsible for maintaining internal controls over your books and records including business continuity and disaster recovery alternatives. In addition, any documents provided to Cherry Bekaert by the County in connection with these services will be considered to be copies and will not be retained by Cherry Bekaert after completion of the accounting and other services. You are expected to retain anything you upload to a Cherry Bekaert portal and are responsible for downloading and retaining anything we upload in a timely manner. Portals are only meant as a method of transferring data, are not intended for the storage of client information, and may be deleted at any time. You are expected to maintain control over your accounting systems to include the licensing of applications and the hosting of said applications and data. We do not provide electronic security or back-up services for any of your data or records. Giving us access to your accounting system does not make us hosts of information contained within.

The accounting and other services described in this section are nonaudit services, which do not constitute audit services under *Government Auditing Standards*, and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming County's management responsibilities.

In conjunction with providing these accounting and other services, we may use third party software or templates created by Cherry Bekaert for use on third party software. Management expressly agrees that the County has obtained no rights to use such software or templates and that Cherry Bekaert's use of the County's data in those applications is not deemed to be hosting, maintaining custody, providing business continuity, or disaster recovery services.

Accounting services

We will advise County's management about the application of appropriate accounting principles, and may propose adjusting journal entries to the County's financial statements. The County's management is responsible for reviewing the entries and understanding the nature of any proposed entries and the impact they have on the County's financial

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statements. If, while reviewing the journal entries, the County's management determines that a journal entry is inappropriate, it will be the County's management's responsibility to contact us to correct it.

Financial statement preparation

We will assist in the preparation of the Authority's financial statements and related notes, based on information provided by the Authority. However, the responsibility for the Authority's financial statements and notes remains with the Authority's management. This responsibility includes establishing and maintaining adequate records and effective internal controls over financial reporting, the selection and application of accounting principles, the safeguarding of assets, and adjusting the financial statements for any material misstatements as well as reviewing and approving for publication the draft financial statements prepared with our assistance.

Data collection form

We will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide copies of our reports to the County; however, it is the County's management's responsibility to submit the reporting package (including financial statements, SEFA, summary schedule of prior audit findings, auditors' reports, and corrective action plan) along with the Data Collection Form to the designated federal audit clearinghouse and, if appropriate, to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors' reports or nine months after the end of the audit period.

County's management responsibilities related to accounting and other services

For all nonattest services we perform in connection with the engagement, you are responsible for designating a competent employee to oversee the services, make any management decisions, perform any management functions related to the services, evaluate the adequacy of the services, retain relevant copies supporting your books and records, and accept overall responsibility for the results of the services.

Prior to the release of the report, the County's management will need to sign a representation letter acknowledging its responsibility for the results of these services, and acknowledging receipt of all appropriate copies.

County's management responsibilities related to the audit

The County's management is responsible for (1) designing, implementing, and maintaining internal controls, including internal controls over federal awards, and for evaluating and monitoring ongoing activities, relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, and to help ensure that appropriate goals and objectives are met; (2) following laws and regulations; (3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that the County's management and financial information is reliable and properly reported. The County's management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, SEFA and all accompanying information in conformity with GAAP; and for

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compliance with applicable laws and regulations (including federal statutes) and the provisions of contracts and grant agreements (including award agreements). Your responsibilities also include identifying significant contractor relationships in which the contractor has responsibility for program compliance and for the accuracy and completeness of that information.

The County's management is responsible for making all financial records and related information available to us, including additional information that is requested for purposes of the audit (including information from outside of the general and subsidiary ledgers), and for the accuracy and completeness of that information. You are also responsible for providing us with (1) access to all information of which it is aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters, (2) access to personnel, accounts, books, records, supporting documentation, and other information as needed to perform an audit under the Uniform Guidance, (3) additional information that we may request for the purpose of the audit and (4) unrestricted access to persons within the County from whom we determine it necessary to obtain audit evidence.

Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the County involving (1) the County's management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the County received in communications from employees, former employees, grantors, regulators, or other. In addition, you are responsible for identifying and ensuring that the County complies with applicable laws, regulations contracts, agreements, and grants and for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, or grant agreements that we report. Additionally, as required by the Uniform Guidance, it is the County's management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan.

The County's management is responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the SEFA (including notes and noncash assistance received, and COVID-19 related concepts, such as lost revenues, if applicable) in conformity with the Uniform Guidance. You agree to include our report on the SEFA in any document that contains and indicates that we have reported on the SEFA. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the SEFA in accordance with the Uniform Guidance, (2) you believe the SEFA, including its form and content, is stated fairly in accordance with the Uniform Guidance, (3) the methods of measurement or presentation have not changed from those used in the prior period or, if they have changed, the reasons for such changes, and (4) the County has disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the SEFA.

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You are responsible for the preparation of the supplementary information, which we have been engaged to report on, in conformity with GAAP. You agree to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP, (2) you believe the supplementary information, including its form and content, is

fairly presented in accordance with GAAP, (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes), and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

The County's management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. The County's management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits or other studies related to the objectives discussed in the *Audit and attestation services* section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other studies. You are also responsible for providing County's management views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

The County's management agrees to assume all management responsibilities relating to the financial statements, SEFA and disclosures, and any other nonaudit services we provide. You will be required to acknowledge in the management representation letter our assistance with preparation of the financial statements, SEFA and disclosures, and that you have reviewed and approved the financial statements, SEFA, and disclosures prior to their issuance and have accepted responsibility for them. Further, you agree to oversee the nonaudit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

The County's management is responsible for disclosing to us all documents that comprise the annual report and preparation of the annual report. You agree you will provide us with the final version of all documents comprising the annual report prior to the date of the auditor's report so that required audit procedures can be completed prior to the issuance of the auditor's report. If obtaining the final version of these documents is not possible prior to the date of the auditor's report, then the documents will be provided as soon as practicable, and the County will not issue the annual report prior to providing them to the us and allowing sufficient time to apply required audit procedures. If the documents comprising the annual report are provided after the date of the auditor's report, and we concluded that there is a material inconsistency or misstatement, then we will take appropriate actions, which may include communicating the matter to those charged with governance or obtaining legal advice.

County of Fairfax, Virginia
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Reporting

Our report will be addressed to the County Board of Supervisors. Circumstances may arise in which our report may differ from its expected form and content based on the result of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinion or add emphasis-of-matter or other-matter paragraphs to our auditor's report, or if necessary, withdraw from this engagement. If our opinion is other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express opinions or issue reports, or may withdraw from this engagement.

We will also issue written reports upon completion of our Single Audit. The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will include a paragraph that states that (1) the purpose of the report is solely to describe the scope of testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the County's internal control or on compliance, and (2) the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The Uniform Guidance report on internal control over compliance will include a paragraph that states that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Both reports will state that the report is not suitable for any other purpose.

Management Representations

The Firm will rely on the County's management providing the above noted representations to us, both in the planning and performance of the audit, and in considering the fees that we will charge to perform the audit.

Fees

As detailed in our letter dated January 8, 2016, the County and Cherry Bekaert have agreed that the increase in audit fee and Rate Per Hour for additional services for fiscal year 2017 and each subsequent fiscal year will be determined as provided for within section 12.1 of the Request for Proposal, which utilizes the Bureau of Labor Statistics, Consumer Price Index (CPI-U), Table 10, U.S. City Averages for the South Atlantic region. And, as further defined in May 2017, we will use the percent change to the most recent December from the December prior for Table 10 for this and all future billing years.

As further defined in May 2018, due to unavailability of Table 10 referenced above, the County and Cherry Bekaert have agreed to utilize the percent change from the most recent January from the January prior of the Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) for the Washington-Arlington-Alexandria, DC-VA-MD-WV area (<https://www.bls.gov/cpi/tables/home.htm> > Supplemental Files/Archived CIP Supplemental Files > Table 4).

As such, per Amendment No. 7 to Contract No. 4400006639, the percentage rate increase is 4.4%, which makes the fiscal year 2023 base audit fee: \$1,522,659.76. The fees will be billed periodically. Invoices are due on a Net 30 basis.

County of Fairfax, Virginia
June 8, 2023
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If the foregoing is in accordance with your understanding, please sign a copy of this letter in the space provided and return it to us. No change, modification, addition, or amendment to this letter shall be valid unless in writing and signed by all parties. The parties agree that this letter may be electronically signed and that the electronic signatures will be deemed to have the same force and effect as handwritten signatures.

If you have any questions, please call Rob Churchman at (804) 673-5733.

Sincerely,

CHERRY BEKAERT LLP

Cherry Bekaert LLP

ATTACHMENT – Engagement Letter Terms and Conditions

To the extent that this Engagement Letter (including the Terms & Conditions attached thereto) is inconsistent with the Contract Documents, the Contract Documents shall control.

FAIRFAX COUNTY, VIRGINIA

ACCEPTED BY: DocuSigned by:
Lee Ann Pender
E239B762E600465...

TITLE: Director DATE: 2023 June 16 | 14:11:58 EDT

ACCEPTED BY: DocuSigned by:
Chris Pietsch
AEF7273BBC1C4EE...

TITLE: Director of Finance DATE: 2023 June 16 | 14:25:27 EDT

DS
JP

DS
SP

DS
AJ

Cherry Bekaert LLP

Engagement Letter Terms and Conditions

The following terms and conditions are an integral part of the attached engagement letter and should be read in their entirety in conjunction with your review of the letter.

Limitations of the audit report

Should the County wish to include or incorporate by reference these financial statements and our report thereon into *any* other document at some future date, we will consider granting permission to include our report into another such document at the time of the request. However, we may be required by generally accepted auditing standards (“GAAS”) to perform certain procedures before we can give our permission to include our report in another document such as an annual report, private placement, regulator filing, official statement, offering of debt securities, etc. You agree that the County will not include or incorporate by reference these financial statements and our report thereon, or our report into any other document without our prior written permission. In addition, to avoid unnecessary delay or misunderstandings, it is important to provide us with timely notice of your intention to issue any such document.

Limitations of the audit process

In conducting the audit, we will perform tests of the accounting records and such other procedures as we consider necessary in the circumstances to provide a reasonable basis for our opinion on the financial statements. We also will assess the accounting principles used and significant estimates made by the County’s management, as well as evaluate the overall financial statement presentation.

Our audit will include procedures designed to obtain reasonable assurance of detecting misstatements due to errors or fraud that are material to the financial statements. Absolute assurance is not attainable because of the nature of audit evidence and the characteristics of fraud. For example, audits performed in accordance with GAAS are based on the concept of selective testing of the data being examined and are, therefore, subject to the limitation that material misstatements due to errors or fraud, if they exist, may not be detected. Also, an audit is not designed to detect matters that are immaterial to the financial statements. In addition, an audit conducted in accordance with GAAS does not include procedures specifically designed to detect illegal acts having an indirect effect (e.g., violations of fraud and abuse statutes that result in fines or penalties being imposed on the County) on the financial statements.

Similarly, in performing our audit we will be aware of the possibility that illegal acts may have occurred. However, it should be recognized that our audit provides no assurance that illegal acts generally will be detected, and only reasonable assurance that illegal acts having a direct and material effect on the determination of financial statement amounts will be detected. We will inform you with respect to errors and fraud, or illegal acts that come to our attention during the course of our audit unless clearly inconsequential. In the event that we have to consult with the County’s counsel or counsel of our choosing regarding any illegal acts we identify, additional fees incurred may be billed to the County. You agree that the County will cooperate fully with any procedures we deem necessary to perform with respect to these matters. No additional fees, including legal fees, will be billed to the County without the prior written approval of the Purchasing Agent per the terms and conditions of the RFP.

We will issue a written report upon completion of our audit of the County's financial statements. If, for any reason, we are unable to complete the audit, or are unable to form, or have not formed an opinion on the financial statements, we may decline to express an opinion or decline to issue a report as a result of the engagement. We will notify the appropriate party within your organization of our decision and discuss the reasons supporting our position.

Audit procedures – general

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve professional judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by the County's management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the County or to acts by the County's management or employees acting on behalf of the County. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits, nor do they expect auditors to provide reasonable assurance of detecting waste and abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control there is an unavoidable risk that some material misstatements may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of the County's management of any material errors, fraudulent financial reporting, or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. Our responsibility as auditor is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected customers, funding sources, creditors and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; SEFA; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by GAAS.

Audit procedures – internal controls

Our audit will include obtaining an understanding of the County and its environment, including internal controls relevant to the audit, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinion(s). The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control, including cybersecurity, and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by the Uniform Guidance, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to the Uniform Guidance.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. However, during the audit, we will communicate to the County's management and those charged with governance internal control related matters that are required to be communicated under American Institute of Certified Public Accountants ("AICPA") professional standards, *Government Auditing Standards*, and the Uniform Guidance.

Audit procedures - compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the County's compliance with provisions of applicable laws and regulations, contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with federal statutes, regulations, and the terms and conditions of federal awards applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the County's major programs. For federal programs that are included in the Compliance Supplement, our compliance and internal control procedures will relate to the compliance requirements that the Compliance Supplement identifies as being subject to audit. The purpose of these procedures will be to express an opinion on the County's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

Nonattest services

All nonattest services to be provided in the attached engagement letter (if applicable) shall be provided pursuant to the AICPA Code of Professional Conduct. The AICPA Code of Professional Conduct requires that we establish objectives of the engagement and the services to be performed, which are described under nonattest services in the attached letter.

You agree that the County's designated individual will assume all the County's management responsibilities for the nonattest services we provide; oversee the services by designating an individual, with suitable skill, knowledge, or experience; evaluate the adequacy and results of the services; and accept responsibility for them. In order to ensure we provide such services in compliance with all professional standards, the designated individual is responsible for:

- Making all financial records and related information available to us
- Ensuring that all material information is disclosed to us
- Granting unrestricted access to persons within the entity from whom we determine it necessary to obtain audit evidence
- Identifying and ensuring that such nonattest complies with the laws and regulations

The accuracy and appropriateness of such nonattest services shall be limited by the accuracy and sufficiency of the information provided by the County's designated individual. In the course of providing such nonattest services, we may provide professional advice and guidance based on knowledge of accounting, tax and other compliance, and of the facts and circumstances as provided by the County's designated individual. Such advice and guidance shall be limited as permitted under the AICPA Code of Professional Conduct.

Communications

At the conclusion of the audit engagement, we may provide the County's management and those charged with governance a letter stating any significant deficiencies or material weaknesses which may have been identified by us during the audit and our recommendations designed to help the County make improvements in its internal control structure and operations related to the identified matters discovered in the financial statement audit. As part of this engagement, we will ensure that certain additional matters are communicated to the appropriate members of the County. Such matters include (1) our responsibilities under GAAS, (2) the initial selection of and changes in significant accounting policies and their application, (3) our independence with respect to the County, (4) the process used by County's management in formulating particularly sensitive accounting estimates and the basis for our conclusion regarding the reasonableness of those estimates, (5) audit adjustments, if any, that could, in our judgment, either individually or in the aggregate be significant to the financial statements or our report, (6) any disagreements with the County's management concerning a financial accounting, reporting, or auditing matter that could be significant to the financial statements, (7) our views about matters that were the subject of the County's management's consultation with other accountants about auditing and accounting matters, (8) major issues that were discussed with the County's management in connection with the retention of our services, including, among other matters, any discussions regarding the application of accounting principles and auditing standards, and (9) serious difficulties that we encountered in dealing with the County's management related to the performance of the audit.

Other matters

Access to working papers

The working papers and related documentation for the engagement are the property of the Firm and constitute confidential information. We have a responsibility to retain the documentation for a period of time to satisfy legal or regulatory requirements for records retention. It is our policy to retain all workpapers and client information for seven years from the date of issuance of the report. It is our policy to retain emails and attachments to emails for a period of 12 months, except as required by any governmental regulation. Except as discussed below, any requests for access to our working papers will be discussed with you prior to making them available to requesting parties. Any parties seeking voluntary access to our working papers must agree to sign our standard access letter.

We may be requested to make certain documentation available to regulators, governmental agencies (e.g., SEC, PCAOB, HUD, DOL, etc.), or their representatives ("Regulators") pursuant to law or regulations. If requested, access to the documentation will be provided to the Regulators. The Regulators may intend to distribute to others, including other governmental agencies, our working papers and related documentation without our knowledge or express permission. You hereby acknowledge and authorize us to allow Regulators access to and copies of documentation as requested. In addition, our Firm, as well as all other major accounting firms, participates in a "peer review" program covering our audit and accounting practices as required by the AICPA. This program requires that once every three years we subject our quality assurance practices to an examination by another accounting firm. As part of the process, the other firm will review a sample of our work. It is possible that the work we perform for the County may be selected by the other firm for their review. If it is, they are bound by professional standards to keep all information confidential. If you object to having the work we do for you reviewed by our peer reviewer, please notify us in writing.

Electronic transmittals

During the course of our engagement, we may need to electronically transmit confidential information to each other, within the Firm, and to other entities engaged by either party. Although email is an efficient way to communicate, it is not always a secure means of communication and thus, confidentiality may be compromised. As an alternative, we recommend using our Client Portal ("Portal") to transmit documents. Portal allows the County, us, and other involved entities to upload and download documents in a secure location. You agree to the use of email, Portal, and other electronic methods to transmit and receive information, including confidential information, between the Firm, the County, and other third party providers utilized by either party in connection with the engagement.

Use of third party providers and alternative practice structure

Cherry Bekaert LLP and Cherry Bekaert Advisory LLC (an associated, but not affiliated entity) are parties to an administrative services agreement ("ASA"). Cherry Bekaert LLP and Cherry Bekaert Advisory LLC are operating in an arrangement commonly described as an "alternative practice structure". Pursuant to the ASA, Cherry Bekaert LLP leases professional and administrative staff, both of which are employed by Cherry Bekaert Advisory LLC, to support Cherry Bekaert LLP's performance under this engagement letter. As a result, Cherry Bekaert LLP will share your confidential information with Cherry Bekaert Advisory LLC so that the leased employees are able to support Cherry Bekaert LLP's performance under this engagement letter. These leased employees are under the direct control and supervision of

Cherry Bekaert LLP, which is solely responsible for the professional performance of the services under this engagement letter. The leased employees are subject to the standards governing the accounting profession, including the requirement to maintain the confidentiality of client information, and Cherry Bekaert LLP and Cherry Bekaert Advisory LLC have contractual agreements requiring confidential treatment of all client information.

To the extent Cherry Bekaert Advisory LLC will provide tax, advisory, and/or consulting services to you, Cherry Bekaert LLP will provide Cherry Bekaert Advisory LLC with access to your accounting, financial, and other records that Cherry Bekaert LLP maintains to enable Cherry Bekaert Advisory LLC to provide those services to you.

In addition to the structure noted above, in the normal course of business, we may on occasion use the services of an independent contractor or a temporary or loaned employee, all of whom may be considered a third party service provider. On these occasions, we remain responsible for the adequate oversight of all services performed by the third party service provider and for ensuring that all services are performed with professional competence and due professional care. We will adequately plan and supervise the services provided by the third party service provider; obtain sufficient relevant data to support the work product; and review compliance with technical standards applicable to the professional services rendered. We will enter into a contractual agreement with the third party service provider to maintain the confidentiality of information and be reasonably assured that the third party service provider has appropriate procedures in place to prevent the unauthorized release of confidential information to others.

Cherry Bekaert's subcontractor

In the normal course of business, Cherry Bekaert utilizes a direct subcontracting firm that is employed one hundred percent of its time to serve Cherry Bekaert's clients. As such, the subcontractor is treated as a member of our engagement team and will be supervised completely by Cherry Bekaert engagement team members, with no direct interaction with County personnel. As a member of our engagement team, the subcontractor will not be the lead auditor in any area for which we have assessed high risk and will generally participate in 15% of our total audit and attestation hours incurred. The subcontractor will at all times follow Cherry Bekaert policies (e.g., confidentiality) and those of the appropriate standards setting organizations (e.g., AICPA {GAAS}, OMB {*Government Auditing Standards*}). Consistent with Cherry Bekaert personnel, the subcontractor will be compliant with the AICPA and *Government Auditing Standards* requirements for continuing professional education while serving the County.

Subpoenas

In the event we are requested or authorized by the County, or required by government regulation, subpoena, or other legal process to produce our working papers or our personnel as witnesses with respect to our engagement for the County, the County will, so long as we are not a party to the proceeding in which the information is sought, reimburse us for our professional time and expense, as well as the fees and expenses of our counsel, incurred in responding to such a request at standard billing rates. The County and Cherry Bekaert shall execute an amendment to contract #4400006639 to agree upon amounts to be reimbursed as soon as possible upon request of the information. However, the County acknowledges that Cherry Bekaert may be required to comply with requests for information prior to amendment of contract #4400006639 and that Cherry Bekaert's compliance is not contingent upon an amendment to contract #4400006639.

Independent contractor

Each party is an independent contractor with respect to the other and shall not be construed as having a trustee, joint venture, agency, or fiduciary relationship.

No third party beneficiaries

The parties do not intend to benefit any third party by entering into this agreement, and nothing contained in this agreement confers any right or benefit upon any person or entity who or which is not a signatory of this agreement.

Terms and conditions supporting fees

The estimated fees set forth in the attached engagement letter are based on anticipated full cooperation from the County's personnel, timely delivery of requested audit schedules and supporting information, timely communication of all significant accounting and financial reporting matters, the assumption that unexpected circumstances will not be encountered during the audit, as well as working space and clerical assistance as mutually agreed upon and as is normal and reasonable in the circumstances. We strive to ensure that we have the right professionals scheduled on each engagement. As a result, sudden County requested scheduling changes or scheduling changes necessitated by the agreed information not being ready on the agreed-upon dates can result in expensive downtime for our professionals. Any last minute schedule changes that result in downtime for our professionals could result in additional fees. Our estimated fees do not include assistance in bookkeeping or other accounting services not previously described. If, for any reason, the County is unable to provide such schedules, information, and assistance, the Firm and the County will mutually revise the fee to reflect additional services, if any, required of us to achieve these objectives.

The estimated fees contemplate that the County will provide adequate documentation of its systems and controls related to significant transaction cycles and audit areas.

In providing our services, we will consult with the County with respect to matters of accounting, financial reporting, or other significant business issues as permitted by professional standards. Accordingly, time necessary to affect a reasonable amount of such consultation is reflected in our fees. However, should a matter require research, consultation, or audit work beyond that amount, the Firm and the County will agree to an appropriate revision in our fee.

The estimated fees are based on auditing and accounting standards effective as of the date of this engagement letter and known to apply to the County at this time, but do not include any time related to the application of new auditing or accounting standards that impact the County for the first time. If new auditing or accounting standards are issued subsequent to the date of this letter and are effective for the period under audit, we will estimate the impact of any such standard on the nature, timing and extent of our planned audit procedures and will communicate with the County concerning the scope of the additional procedures and the estimated fees, which are subject to Section 25.1 of the Special Provisions of the Request for Proposal.

The County agrees to pay all fees incurred subject to Section 3.2 of the Request for Proposal and the Cost Proposal.



June 8, 2023

VIA EMAIL:

christopher.pietsch@fairfaxcounty.gov

leeann.pender@fairfaxcounty.gov

Mr. Christopher J. Pietsch, Director
Department of Finance

Ms. Lee Ann Pender, Chief Procurement Officer
Department of Procurement and Material Management

County of Fairfax, Virginia
12000 Government Center Parkway
Fairfax, Virginia 22035

Dear Mr. Pietsch and Ms. Pender:

This letter of arrangement between County of Fairfax, Virginia (the "County" or "you" or "your") and Cherry Bekaert LLP (the "Firm" or "Cherry Bekaert" or "we" or "our" or "us") sets forth the nature and scope of the services we will provide, the County's required involvement and assistance in support of our services, the related fee arrangements, and other terms and conditions designed to assure that our professional services are performed to achieve the mutually agreed-upon objectives of the County.

This engagement letter, along with the Request for Proposal, all Addenda, our Proposal, our Cost Proposal, including those revised, and all Amendments and Attachments to Amendments, and the Acceptance Agreement #4400006639 (herein referred collectively as the "Contract Documents") sets forth the entire understanding between the County and the Firm regarding the services described herein and supersedes any previous proposals, correspondence, and understandings whether oral or written that have not been made a part of the Contract Documents. Any subsequent changes to the terms of this letter, including additional billings, will be rendered in writing and shall be executed by both parties and made legal by an amendment to the Contract Documents. Should any portion of this engagement letter be ruled invalid, it is agreed that such invalidity will not affect any of the remaining portions. Any provisions contained herein that are inconsistent with the provisions of the contract do not apply and the provisions of contract #4400006639 take precedence.

Summary of services

We will apply the agreed-upon procedures, described below in the Summary of Services to the subject matter for the fiscal year ending June 30, 2023. The County agrees to and acknowledges that the procedures are appropriate for the intended purpose of these engagements, which is solely to assist specified parties described below in the Summary of Services section in determining the County's compliance.

Our engagement to apply agreed-upon procedures will be conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants ("AICPA"). Those standards require that we obtain your written agreement to the procedures to be applied and your acknowledgment that those procedures are appropriate for the

County of Fairfax, Virginia
June 8, 2023
Page 2

intended purpose of the engagement, as described in this letter. The agreement and acknowledgment are contained within this letter. A refusal to provide such agreement and acknowledgment will result in our withdrawal from the engagement. We make no representation that the procedures we will perform are appropriate for the intended purpose of the engagement or for any other purpose.

Because the agreed-upon procedures listed in the attached schedule do not constitute an examination or review, we will not express an opinion on subject matters described in the Summary of Services section. In addition, we have no obligation to perform any procedures beyond those listed below.

We will issue a report upon completion of our engagement listing the procedures performed and our findings. Our report will be addressed to the County Board of Supervisors and the Commonwealth of Virginia's related departments. Our report will contain a paragraph indicating that had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

If we encounter restrictions in performing our procedures, we will discuss the matter with you. If we determine the restrictions are appropriate, we will disclose the restrictions in our report.

There may exist circumstances that, in our professional judgment, will require we withdraw from the engagement. Such circumstances include the following:

- You refuse to provide written agreement to the procedures and acknowledge that they are appropriate for the intended purpose of the engagement.
- You fail to provide requested written representations, or we conclude that there is sufficient doubt about the competence, integrity, ethical values, or diligence of those providing the written representations, or we conclude that the written representations provided are otherwise not reliable.
- We determine that the description of the procedures performed or the corresponding findings are misleading in the circumstances of the engagement.
- We determine that restrictions on the performance of procedures are not appropriate.

If circumstances occur relating to the condition of your records, the availability of evidence, or the existence of a significant risk of material misstatement of the subject matter caused by error or fraud, which in our professional judgment prevent us from completing the engagement or reporting findings on the subject matter, we retain the right to take any course of action permitted by professional standards, including declining to report findings or issue a report, or withdrawing from the engagement.

An agreed-upon procedures engagement is not designed to detect instances of fraud or noncompliance with laws or regulations; however, we will communicate to you any known and suspected fraud and noncompliance with laws and regulations affecting the subject matters (described below in the summary of services section) that come to our attention. In addition, if in connection with this engagement, matters come to our attention that contradict the subject matters (described below in the summary of services section), we will disclose those matters in our report. Such disclosures, if any, may not necessarily include all matters that might have come to our attention had we performed additional procedures or an examination or review.

County of Fairfax, Virginia
June 8, 2023
Page 3

In connection with any of the agreed-upon procedures noted herein, we will provide a copy of all schedules or other support for you to maintain as part of your books and records. You agree to take responsibility for all documents provided by Cherry Bekaert and will retain copies based on your needs and document retention policies. By providing these documents to you, you confirm that Cherry Bekaert is not responsible for hosting your records or maintaining custody of your records or data and that Cherry Bekaert is not providing business continuity or disaster recovery services. You confirm you are responsible for maintaining internal controls over your books and records including business continuity and disaster recovery alternatives. In addition, any documents provided to Cherry Bekaert by the County in connection with these services will be considered to be copies and will not be retained by Cherry Bekaert after completion of the accounting and other services. You are expected to retain anything you upload to a Cherry Bekaert portal and are responsible for downloading and retaining anything we upload in a timely manner. Portals are only meant as a method of transferring data, are not intended for the storage of client information, and may be deleted at any time. You are expected to maintain control over your accounting systems to include the licensing of applications and the hosting of said applications and data. We do not provide electronic security or back-up services for any of your data or records. Giving us access to your accounting system does not make us hosts of information contained within.

The procedures include:

APA Comparative Report Transmittal

We will apply the agreed-upon procedures, which the Auditor of Public Accounts of the Commonwealth of Virginia (the "APA") and the County have specified, as listed below. This engagement is solely to assist the County in evaluating management's assertion about whether the Comparative Report Transmittal Forms comply with the requirements of the *Uniformed Financial Reporting Manual* (the "Manual"), as of and for the fiscal year ended June 30, 2023.

1. We will read the requirements for the completion of the forms as set forth in the Manual and identify differences between the County's accounting policies and the requirements of the Manual.
2. We will compare the information contained on Form 050 to the County's basic financial statements and will determine whether any reconciling items are compliant with the requirements of the Manual by comparing the reconciling items descriptions to the reconciling items descriptions permitted by the Manual.
3. We will read any comments made by the APA during the desk review of the County's forms submitted in the prior year and determine whether the current year forms incorporate these comments.
4. We will read the Verify Report and the Edits Report to determine whether the APA's automated forms identified any exceptions.
5. We will read the Analysis Report and determine whether comments were provided for all flagged variances.
6. We will read joint activity forms (Forms 110A, 110B, 310A) prepared by other local governments, authorities or auditors and compared Forms 110A, 110B and 310A to information submitted by the other governments, authorities, or auditors.

County of Fairfax, Virginia
June 8, 2023
Page 4

Landfill and Solid Waste Transfer Facility

We will apply the agreed-upon procedures for landfill closure of the County based upon the mandates of the Environmental Protection Agency and the Virginia Department of Environmental Quality, as listed below, for the fiscal year ended June 30, 2023. This engagement is solely to assist the County with respect to demonstrating compliance with the local government financial test as required to meet the financial assurance requirements, in accordance with Section 20-70-210 of the *Financial Assurance Regulations for Solid Waste Disposal, Transfer and Treatment Facilities*, relating to the closure, post-closure care and corrective action costs of owning and operating a municipal solid waste landfill facility. We understand that the landfill closure will be presented in conformity with GAAP. Specifically, we will perform the following:

1. We will compare the total financial assurance liability per the letter from the Solid Waste Management Program, to the landfill closure and postclosure obligations per the County's annual comprehensive financial report, as of and for the fiscal year ended June 30, 2023, and determine whether they agree.
2. We will recompute totals and percentages used in calculating the conditions of the test for the fiscal year ended June 30, 2023.

Sheriff's Internal Controls

We will apply the agreed-upon procedures which were agreed to by the County, and the APA, solely to assist the County in evaluating its assertion that the Sheriff's office has maintained effective internal controls over compliance adequate for complying with the *Virginia Sheriffs' Accounting Manual* ("Manual") and the *Code of Virginia*, Section 15.2-1609 through 15.2-1625, as of and for the fiscal year ended June 30, 2023, in accordance with the Specifications. This engagement is solely to assist the Sheriff and the County in complying with the requirements the Manual and the *Code of Virginia*, Section 15.2-1609 through 15.2-1625. Specifically, we plan to perform the following:

1. Select a sample of 2 monthly bank reconciliations for the Commissary, Telephone Commissions, Fees, Seized Asset and Inmate Trust Fund accounts and determine whether the bank statement was reconciled to the general ledger and that a review of the reconciliation was performed.
2. Count the petty cash on hand plus reimbursable receipts to determine if it agrees to the established petty cash balance.
3. Select a sample of the lesser of 25 or 10% of all inmate receipts and determine whether the
 - a. receipt agrees to supporting documentation
 - b. receipt agrees to the posting in the inmate account
 - c. daily deposit agrees to the bank statement and was made the next business day following receipt
4. Select a sample of the lesser of 25 or 10% of inmate disbursements and determine whether the
 - a. disbursement agrees to supporting documentation
 - b. disbursement agrees to the posting in the inmate account
 - c. payee and amount per the check stub agrees to the supporting documentation
 - d. request for funds form was signed by the inmate and staff member

County of Fairfax, Virginia
June 8, 2023
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5. Select a sample of 4 reimbursements for housing of prisoners and determine whether the
 - a. billing rate agrees to the contract
 - b. amount billed agrees to the amount received by the Treasurer
 - c. amount received agrees to the general ledger posting
6. Select a sample of 5 weekly credit card reconciliations and determine whether the
 - a. amount per the bank transactions report agrees to the receipts and supporting documentation
 - b. general ledger posting agrees to the reconciliation
7. Select a sample of the lesser of 25 or 10% of Sheriff sales and determine whether
 - a. a writ of fieri facias was issued by the Fairfax County General District Court
 - b. a Sheriff sales form was signed by the Sheriff or Deputy Sheriff
 - c. a Sheriff sales notice was issued
 - d. the total proceeds from the sale less 10% Sheriff fee was paid to the plaintiff

Activity of Inmate Canteen and Other Auxiliary Funds

We will apply the following agreed-upon procedures, which the APA and the County have specified in Section 2-7 of the Specifications and the *Code of Virginia*, Section 53.1-127.1, solely to assist the County in evaluating its assertion that the County has maintained effective internal control over compliance adequate for complying with the *Virginia Sheriff's Accounting Manual* (the "Manual") and the *Code of Virginia*, Sections 15.2-1609 through 15.2-1625 (the "Code"), as of and for the year ended June 30, 2023.

1. We will compare the revenue and expense amounts from the fiscal year 2023 Jail Cost Template for Reporting Jail Canteen and Other Revenue and expense Information to the general ledger.
2. Select a sample of the lesser of 25 or 10% of other inmate fees (work release and home electronic monitoring) and determine whether
 - a. a community release agreement is signed by the inmate and sergeant Deputy and inmate financial plan is signed by the inmate.
 - b. the fee was for the appropriate amount and agrees to the posting in the individual inmate account.
 - c. for the EIP program, fax was sent by the Alternative Incarceration Branch (AIB) to the Finance Department, notifying that the inmate has applied and qualified to be in the program.
3. Select a sample of 2 months of other inmate fees and determine whether the funds were paid to the County Treasurer and that the amount and payee per the check stub agrees to the accounting records.
4. Select a sample of 25 medical charges and determine whether
 - a. The charge agrees to the professional services charge sheet signed by the inmate and medical professional.
 - b. The charge agrees to the posting to the inmate account.
 - c. The charge agrees to the fee schedule.
5. Select a sample of the lesser of 25 or 10% of disbursements from the commissary account and the lesser of 25 or 10% of disbursements from the telephone account and determine whether

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- a. The disbursement was approved by signature on the invoice or check request form.
 - b. The disbursement was supported by invoice or other supporting document.
 - c. The disbursement is an allowable purchase for the benefit of inmates.
6. Select a sample of the lesser of 25 or 10% of commissary sales transactions and determine whether
- a. The sale was supported by a signed receipt.
 - b. The sale was deducted from the proper inmate account in the proper amount.

State Route 28 Highway Transportation Improvement District (District)

We will apply the agreed-upon procedures which were agreed to by the County, and the APA, solely to assist you in evaluating the County's compliance with Section 3-14 of the Specifications by performing the specific testing steps outlined therein, as of and for the fiscal year ended June 30, 2023. This engagement is solely to assist the County in the requirements, as required by the APA, by performing the following procedures:

1. We will determine that the County and the District approved amendments made to the local contract during the fiscal year.
2. We will obtain the District's Commission's request to the Board for the levy of the special improvements tax and determine that:
 - a) the District Commission's request for the levy and collection of the special improvements tax was made by April 1 of the prior fiscal year;
 - b) the special assessment tax rate was sufficient to meet the District's obligation for the fiscal year as set forth in Section 401 of the District contract, and
 - c) there were no zoning changes during the fiscal year that affected the classification of property within the primary Highway Transportation Improvement District.
3. We will obtain a listing of taxable real estate subject to the special improvements tax and the special improvements tax rate for the fiscal year and:
 - a) make a recalculation of the original levy by multiplying the assessed value of property and leasehold interests by the related special improvements tax rate and computed the net levy by adjusting the original levy for supplemental assessments, if applicable;
 - b) determine that the special improvements rate was levied at or below the maximum rate permissible, set at \$0.20 per \$100 of assessed fair market value, as applicable under District Contract Section 401 (f);
 - c) determine that the special assessments tax rate was assessed at below the maximum rate, ensured the conditions set forth in the District Contract Section 401 (b) have been met, and
 - d) select a sample of 25 property and leasehold interests within the primary District and determine that the special improvements tax levy was properly assessed and collected.

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June 8, 2023
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4. In testing the activity in the Authority Revenue Stabilization Fund (ARSF), we will determine:
 - a) that excess revenues (amounts exceeding required debt service payments) were paid to the fund after the required debt service payments in a fiscal year, and
 - b) that the fund was fully funded, and the excess revenues for the fiscal year have been applied to the District Project Completion Fund.
5. We will determine that the proceeds from the special improvements tax were paid to US Bank, the County’s Fiscal Agent, by the first day of each month.
6. We will obtain the two financial reports from US Bank for the fiscal year and agree the amount of Special Tax Revenue presented on the reports to the County’s general ledger.
7. We will obtain the County prepared schedule disclosing unremitted special tax revenue at July 1, 2022, collections, transfers to US Bank, and the unremitted balance at June 30, 2023 and determine that the amounts agreed to the County’s general ledger.
8. We will obtain a list of all properties within the District for which the County has changed zoning classifications from commercial or industrial use to residential use during the fiscal year and determine that the lump-sum payments were computed and collected as prescribed in the District Contract.

U.S. Department of Housing and Urban Development, Real Estate Assessment Center (HUD, REAC)

We will apply the agreed-upon procedures which the U.S Department of Housing and Urban Development, Real Estate Assessment Center, has specified, as listed below, to the electronic submission and related hard copy documents listed below of the County, as of and for the fiscal year ended June 30, 2023.

1. Compare the electronic submission of the items listed in the “UFRS Rule Information” column with the corresponding printed documents listed in the “Hard Copy Document(s)” column as shown in the chart below.

Procedure	UFRS Rule Information	Hard Copy Document(s)
1	Balance Sheet and Revenue and Expense (data line items 111 to 13901)	Financial Data Schedule, All CFDAs, If applicable
2	Footnotes (data element G5000-010)	Footnotes to audited basic financial statements
3	Type of Opinion on FDS (data element G3100-040)	Auditor’s supplemental report on FDS
4	Audit findings narrative (data element (G5200-010)	Schedule of Findings and Questioned Costs
5	General information (data element series G2000, G2100, G2200, G9000, G9100)	OMB Data Collection Form
6	Financial statement report information (data element G3000-010 to G3000-050)	Schedule of Findings and Questioned Costs, Part 1 and OMB Data Collection Form
7	Federal program report information (data element G4000-020 to G4000-040)	Schedule of Findings and Questioned Costs, Part 1 and OMB Data Collection Form

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June 8, 2023
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8	Type of Compliance Requirement (G4200-020 & G4000-030)	OMB Data Collection Form
9	Basic financial statements and auditor reports required to be submitted electronically	Basic financial statements (inclusive of auditor reports)

Clerk of the Fairfax Circuit Court

We will apply the agreed-upon procedures, which were agreed to by the County of Fairfax, Virginia (the "County"), and the Commonwealth of Virginia's Auditor of Public Accounts (the "APA"), solely to assist the Clerk of the Fairfax Circuit Court (the "Clerk"), the Compensation Board of the Commonwealth of Virginia, and the APA in evaluating the County's compliance with the requirements of Chapter 6, Audit of Circuit Court Clerks specified in the APA's *Specifications for Audits of Counties, Cities, and Towns*, for the fiscal year ended June 30, 2023. Our procedures are as follows:

1. Develop an understanding of the Internal Control procedures as they relate to all daily, weekly, and monthly required financial procedures based on interviews with management and by performing walkthroughs over the procedures.
2. Scan the *General Ledger Report (BR29)* for the period end date of June 30, 2023 and identify new account codes or negative ending balances.
3. Determine that the Clerk's office uses Full Court Enterprise (FCE) as its main automated system used for financial, case management, imaging, recording, and indexing. Determine that FCE does not interface with the Commonwealth of Virginia's (the "Commonwealth") reporting system, Financial Accounting System (FAS), which requires a manual interface and batch updates to process information from FCE to FAS. Determine that access to FAS is provided by the Supreme Court of Virginia and that employee access to FCE is requested and provided on an as-needed basis. Determine that access to both of these systems are password protected by selecting a sample of one (1) for each system to test the control over password protected access.
4. Per the Specifications, "Test the *Interface Reports (IN05 and INJ5)*, specifically the 'Interface Case Not Found' and 'DMV Interface Exceptions' sections. Review these report sections for the end of the month in which the audit period ends and determine whether the Clerk is properly monitoring them and taking corrective action as needed." We will inquire of management that there is no interface between the Clerk's system, FCE, and the Commonwealth's system, FAS.
5. Per the Specifications, "Test the Missed Payments Section of the *Individual Account Status Report (BU06)*. For those Clerks without the optional Time to Pay (TTP) default feature, select a sample of cases from report for the end of the month in which the audit period ends and determine if the Clerk is properly monitoring the report and taking corrective action." As such, the accountant will discuss with management that the Clerk's accounting department uses FCE for case management, and will determine that a similar feature (Overdue Process) exists within FCE, which notifies management of when a defendant's TTP date has passed.
6. Per the Specifications, "Using the *Concluded Cases without FAS Receivable Report (CR32)*", test the guilty cases without corresponding FAS receivable accounts. Select a sample of cases concentrating on cases other than those identified as master or sub-accounts. Review the reason the FAS case does not have a corresponding receivable

County of Fairfax, Virginia
June 8, 2023
Page 9

account in FAS and determine the propriety. If the Clerk is using a private vendor system for financial accounting and/or case management, determine how the Clerk verifies all concluded guilty cases have corresponding receivable accounts. Test the

Clerks' process for propriety." As such, the accountant will select a sample of twenty (20) cases with guilty dispositions and determine if a corresponding receivable account existed.

7. Per the Specifications, "Determine that the Clerk is using the Department of Taxation's Integrated Revenue Management System (IRMS) for Setoff Debt Collections. All certified staff should be able to log on with an active password and there should be financial activity in FAS Account 405 (TSO Collections). Request the Clerk provide the year-to-date statistical report for the audit period. Determine the propriety of any defaults noted." As such, the accountant will select a sample of one (1) for each system to test the control over password protected access. In addition, the accountant will obtain the "Statistical Year to Date 30 Day Delinquent Report for fiscal year 2023", prepared by management, and select a sample of ten (10) accounts to determine the propriety of the default account by scanning the payments made to date and the total amount of the delinquent report.
8. Per the Specifications, "Determine the method of collection for delinquent accounts (Section §19.2-349 of the *Code of Virginia*). If the Virginia Department of Taxation or Commonwealth's Attorney in-house collection is used, no further work is necessary."
9. Per the Specifications, "Identify all banks used by the Clerk and determine if they are listed on the most recent qualified depository listing maintained by the Virginia Department of the Treasury pursuant to The Virginia Security for Public Deposits Act (Section §2.2-1815 of the *Code of Virginia*). Verify the Clerk has reported the bank accounts as public funds using the Virginia Department of Treasury SPDA Public Funds search."
10. Per the Specifications, "Select a minimum of two monthly bank statements (one of which should be the audit month end date) for each bank account and determine:
 - a. The reconciliation is mathematically correct.
 - b. The "Adjusted Balance per Bank" and the "System Balance" agree to supporting documentation. If applicable, manual check register balance also agrees.
 - c. All deposits in transit were deposited timely per the subsequent bank statement (within two business days).
 - d. Reconciling items are appropriate and were resolved timely.
 - e. The bank account was reconciled timely (first business day of following month).
 - f. The reconciliation was reviewed and approved by the Clerk or Clerk Designee."
11. Per the Specifications, "Perform an unscheduled cash count of the Clerk's change fund."
12. Per the Specifications, "Select a sample of ten (10) days to test as follows:

County of Fairfax, Virginia
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- a. Agree the computed revenue amount per the Cash Reconciliation Worksheet section of the *Daily Report (BR02)* to the deposit per the bank statement noting the deposit was intact and timely (next business day). (Section §17.1-271 of the *Code of Virginia*)
 - b. Verify whether the Clerk and/or other assigned supervisory personnel signed the *Cover Sheet –Daily Report (BR02)*.
 - c. For any days with differences between the original amount and the deposit amount, determine if the correcting journal voucher(s) was supported by proper documentation, performed correctly, and properly recorded on the Cash Reconciliation Worksheet section of the *BR02*.
 - d. If the difference is the result of a voided receipt, ensure all copies of the receipt were retained.
 - e. If the Clerk uses a separate financial system to receipt taxes and fees: the secondary receipting system receipts for the day's collections have been entered into FAS."
13. Per the Specifications, "Using the month-end journal voucher summary reports (*Journal Voucher Report BR40*), select a sample of ten (10) voided receipts and test as follows:
- a. Agree the computed revenue amount per the Cash Reconciliation Worksheet section of the *Daily Report (BR02)* to the deposit per the bank statement noting the deposit was intact and timely (next business day). (Section §17.1-271 of the *Code of Virginia*)
 - b. Verify whether the Clerk and/or other assigned supervisory personnel signed the *Cover Sheet- Daily Report (BR02)*.
 - c. Determine if the journal voucher was supported by proper documentation, performed correctly, and properly recorded on the Cash Reconciliation Worksheet section of the *BR02*.
 - d. All copies of the receipt were retained."
14. Per the Specifications, "Review the *General Ledger Fiscal Year-to-Date Report (BR29)* for the audit period noting if activity existed in the Account 411 Cash Over/Short. Based on the activity and any trends noted in the account, determine whether selecting a sample of transactions is necessary. If needed, select a sample and test individual transactions for propriety." As such, the accountant will select a sample of five (5) transactions and obtain support to determine whether the transactions were accurate and properly classified.
15. Per the Specifications, "Using the month-end *Disbursement Register Report (BR41)*, select a sample of ten (10) disbursements and test as follows:
- a. The disbursement is coded to the proper account.
 - b. The disbursement is supported by proper documentation and appropriate procedures (case papers, transmittal).
 - c. If Clerk uses a manual check-writing system, the disbursement was recorded in FAS timely (next business day)."
16. Per the Specifications, "Evaluate the overall security and use of manual receipts to include:
- a. Determine the adequacy of security over the unused manual receipts.
 - b. Determine the adequacy of supervisory review of manual receipts.

As such, the accountant will obtain the Manual Receipts procedure manual for civil and criminal transactions and determine that unused manual receipts are maintained by the supervisor/manager in the respective department.

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Select a sample of up to ten (10) manual receipts and test as follows:

- a. Trace to subsequent entry in FAS and ensure entry agrees to the manual receipt (Section §19.2-360 of the *Code of Virginia*).
- b. Ensure receipt is entered no later than the next business day.”

17. Per the Specifications, “Select a sample of ten (10) civil cases filed during the audit period and determine whether:

- a. Taxes and fees were assessed and collected based on file type and/or amount of the suit. (OES Civil Filing Fee Calculator and Individual Court Fee Schedule)
- b. Taxes and fees were receipted timely.”

18. Per the Specifications, “Select a sample of ten (10) criminal cases concluded with dispositions of guilty during the audit period and test each case as follows:

- a. Fines and costs were properly assessed and entered into FAS.
- b. Unpaid amounts were entered into the Judgment Docket. (Section §8.01-446 of the *Code of Virginia*)
- c. For cases paid in full, a satisfied judgment was entered into the Judgment Docket (Section §8.01-446 of the *Code of Virginia*)
- d. The due date was properly calculated. (Section §19.2-354 of the *Code of Virginia*)
- e. If a partial payment plan was set up, all applicable fields were properly completed in FAS (e.g. TTP Start, Term, Amount, and Incarcerated status).

Select a sample of ten (10) local cases from the *Court Appointed/Public Defender Report (CR42)* and test as follows.

- f. Locality was billed for the cost (Section §19.2-163 of the *Code of Virginia*).
- g. Defendant was properly assessed for the Attorney fees.
- h. Fine was properly assessed. (Section §19.2-340 of the *Code of Virginia*).”

19. Per the Specifications, “Select a sample of ten (10) deeds/land records recorded during the audit period and test that the:

- a. Instrument recorded is not taxable or is exempt from taxes (Section §58.1-811 of the *Code of Virginia*).
- b. State taxes have been properly assessed and collected based on the consideration paid of the property conveyed (Section §58.1-801 of the *Code of Virginia*).
- c. Local taxes (where applicable) have been properly assessed and collected in an amount equal to one-third of the amount of state recordation tax (Section §58.1-814 of the *Code of Virginia*).
- d. Additional tax has been properly assessed and collected on deeds of conveyance based on consideration (Section §58.1-802 of the *Code of Virginia*).
- e. Clerk’s fees for recording, indexing, and plat fees were properly charged and collected (Section §17.1-275A (2) of the *Code of Virginia*).
- f. Fees for transferring land to one person or persons before charged to another were properly assessed and collected (Section §58.1-3314(3) of the *Code of Virginia*).”

20. Per the Specifications, “Select a sample of ten (10) wills/administrations recorded during the audit period and test as follows:

- a. State tax was assessed and collected based on the value of the estate (Section §58.1-1712 of the *Code of Virginia*).

County of Fairfax, Virginia
June 8, 2023
Page 12

- b. Local tax (where applicable) was assessed and collected based on the value of the estate (Section §58.1-1718 of the *Code of Virginia*).
 - c. Clerk's fees were assessed and collected for recording and indexing in the Will Book based on the number of pages recorded (Section §17.1-275A (2) of the *Code of Virginia*).
 - d. Clerk's fees were assessed and collected for appointing and qualifying any personal representative, committee or other fiduciary (Section §17.1-275A (3) of the *Code of Virginia*). No one shall be permitted to qualify and act as an executor or administrator until the tax imposed by Section §58.1-1712 of the *Code of Virginia* has been paid (Section §58.1-1715 of the *Code of Virginia*). Ensure that fees were receipted at the time of qualification, not after.
 - e. Fees for transferring land were assessed and collected (Section §58.1-3314(3) of the *Code of Virginia*).
 - f. Additional tax was properly calculated, billed, and receipted on final inventories (Section §58.1-1717 of the *Code of Virginia*).
 - g. If the Clerk uses a separate financial system to receipt taxes and fees on wills: determine whether the assessment was properly recorded in FAS."
21. Per the Specifications, "Determine if the balances of state and local revenues on hand at audit end date were properly disbursed to the State and Local Treasurers. (Sections §16.1-69.48 (A) and (B) and 17.1-286 of the *Code of Virginia*)."
 22. Per the Specifications, "Using the audit period end date (June 30, 2023) Liabilities Index (BR008) report, select a sample of ten (10) from the 5XX series (excluding Account 511 Trust Funds). Determine the status of the account and whether the Clerk is justified holding the funds based on approved court orders, established retention requirements, pending case (future court date assigned), or other special circumstances. For any of the above funds the Clerk has invested, select a sample of these accounts for the audit period end date; trace and agree to the applicable bank statement."
 23. Per the Specifications, "Using the audit period end date Individual Account Status Report (BU06), investigate the reason for any accounts listed as appeals, credit balances, sum uncertain restitution, or accounts under review. Determine whether the Clerk is properly monitoring the report and taking corrective action as needed."
 24. Per the Specifications, "Review three (3) monthly remittances of Sheriff's fees to the local Treasurer and determine if the fees are remitted within the first ten days of the month. (Section § 15.2-1609.3 of the *Code of Virginia*)."
 25. Using the June 30th "Property Unclaimed Over One Year Report (BR16), select a sample of ten (10) items and note whether the Clerk is holding these accounts based on a court order, established retention requirements, pending case (future court date assigned)."
 26. Per the Specifications, "Using the June 30th Property Unclaimed Over One Year Report (BR16), the Liabilities Index (BR08) and Individual Account Status (BU06) reports and the Clerk's corresponding Unclaimed Restitution Report, determine that all appropriate restitution accounts have been properly escheated to the Criminal Injuries Compensation Fund (Section §19.2-305.1 (F) of the *Code of Virginia*)."
 27. Per the Specifications, "Determine the following for the Trust Fund Annual Report filed during the audit period:

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June 8, 2023
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- a. Ensure Annual Report is available to the public via hardcopy Trust Fund Order Book or digital format. (Section §8.01-600(G) and §17.1-125 of the *Code of Virginia*).
 - b. Determine the Clerk filed the Annual Report with the Chief Judge by the Oct 1st deadline (Section §8.01-600 (G) of the *Code of Virginia*).
 - c. Agree the Annual Report balance to the FAS 9XX accounts where the funds are recorded and Account 511 Trust Funds balance. Investigate any negative ending balances in any of the 9XX series accounts.
 - d. Agree the Annual Report ending balance to applicable bank statement balance(s). If this does not agree, then select a sample of individual accounts from the Annual Report and agree the system balance to the bank balance.
 - e. Determine whether the Annual Report conforms to Section §8.01-600 (G) of the *Code of Virginia*.
 - f. Determine propriety of inactivity in individual accounts – i.e. a lack of interest postings.
 - g. For accounts with past due expected disbursement dates, determine if the Clerk is justified in holding the funds.” As such, the accountant will select a sample of up to ten (10) accounts to determine if the Clerk is justified in holding the funds.”
28. Per the Specifications, “Using the Annual Report, select a sample of ten (10) new accounts. Determine whether:
- a. The receipt amount agreed to the court order.
 - b. The court order is included in the Order Book (hardcopy or electronic) and does not contain confidential information.
 - c. The account is traceable to the Annual Report by name or case number
 - d. Appropriate Clerk’s fees were deducted.
 - e. Funds were invested within 60 days of receipt (Section §8.01-600 (F) of the *Code of Virginia*).
 - f. The Clerk is justified in holding the account and if the account is being held pursuant to Section §8.01-600 of the *Code of Virginia*.
 - g. Account was reported as public funds.
 - h. The distribution date is appropriate.”
29. Per the Specifications, “Select a sample of ten (10) interest posting journal vouchers. Determine whether:
- a. The journal voucher was supported by proper documentation (bank statement, interest notification or other official bank documentation).
 - b. Interest was posted promptly (within the following month).
 - c. The correct amount of interest was posted to the account. (If the Clerk consolidates funds, re-calculate the interest allocation.)
 - d. If the Clerk assesses Clerk’s fees, appropriate fees were deducted.
 - e. The Clerk is justified in holding the account and if the account is being held pursuant to Section §8.01-600 of the *Code of Virginia*.”
30. Per the Specifications, “Select a sample of ten (10) disbursements. Determine whether:
- a. The disbursement agrees to the court Order.
 - b. The check was posted to the proper subsidiary trust fund account.
 - c. Appropriate Clerk’s fees were deducted.
 - d. Deducted fees agree to the journal voucher recording the deduction.
 - e. Funds were paid out within 60 days of the court order (Section §8.01-600(F) of the *Code of Virginia*.)

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31. Per the Specifications, "Obtain and review the annual disclosure form(s) filed by the Circuit Court Clerk. Determine completeness and timeliness (filed by February 1, 2023) of the Clerk's filing and that the accurate form was filed according to the type of filer."
32. Per the Specifications, "Compare the prior year revenue to the current year revenue and determine propriety of all accounts with variances greater than the auditor's expectations (changes greater than 5% and more than 1% of all current year receipts)."
33. Per the Specifications, "Verify employee access is appropriate for internal access to systems including financial, case management, imaging, recording and indexing by reviewing the eAccess system or vendor access reports for appropriate access levels." As such, the accountant will obtain a system access log and select a sample of ten (10) users to compare the role set up in FCE to the employees' department assignment per the Human Resources Directory.
34. Per the Specifications, "Obtain a list of terminated employees during the audit period and verify their access was deleted from the system timely." As such, the accountant will obtain a listing of employees terminated during the year ended June 30, 2023 and select the lesser of 10% or twenty-five (25) employees and test that access to FCE was removed within three (3) working days of termination.
35. Per the Specifications, "Obtain a listing of all criminal juries commenced in the audit period and select a sample of those with guilty disposition. Verify defendant was appropriately assessed jury costs." As such, the accountant will obtain the listing of criminal juries commenced during the year ended June 30, 2023 and select the lesser of 10% or twenty-five (25) to test that the defendant was appropriately assessed jury costs.

Your expectations

Our services plan is designed to provide a foundation for an effective, efficient, and quality-focused approach to accomplish the engagement objectives and meet or exceed your expectations. Our service plan will be reviewed with you periodically and will serve as a benchmark against which you will be able to measure our performance. Any additional services that you may request, and that we agree to provide, will be the subject of separate written arrangements.

The County recognizes that our professional standards require that we be independent from you in our agreed-upon procedures and our accompanying report in order to ensure that our objectivity and professional skepticism have not been compromised. As a result, we cannot enter into a fiduciary relationship with you and you should not expect that we will act only with due regard to your interest in the performance of the agreed-upon procedures and you

should not impose on us special confidence that we will conduct the agreed-upon procedures with only your interest in mind. Because of our obligation to be independent of you, no fiduciary relationship will be created by this engagement or agreed-upon procedures.

The engagement will be led by Rob Churchman, who will be responsible for assuring the overall quality, value, and timeliness of our services to you.

County of Fairfax, Virginia
June 8, 2023
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Management's responsibilities related to agreed-upon procedures

You agree to the procedures to be performed and acknowledge that they are appropriate for the intended purpose of the engagement.

You are responsible for the subject matters listed above. In addition, you are responsible for providing us with (1) access to all information of which you or the appropriate party are aware is relevant to the performance of the agreed-upon procedures on the subject matter, (2) additional information that we may request from the appropriate party for the purpose of performing the agreed-upon procedures, and (3) unrestricted access to persons within the entity from whom we determine it necessary to obtain evidence relating to performing those procedures.

At the conclusion of the engagement, the County's management will provide to us a representation letter that, among other things, (1) will confirm management's responsibility for the subject matters described above in the Summary of Services section in accordance with the criteria described above in the Summary of Services section; (2) management's knowledge of fraud or suspected fraud affecting the entity involving management, employees who have a significant roles in internal control or others where fraud could have a material effect on the subject matter; and (3) management's knowledge of any allegations of fraud or suspected fraud affecting the entity, received in communications from employees or others.

Management Representations

The Firm will rely on the County's management providing the above noted representations to us, both in the planning and performance of our services, and in considering the fees that we will charge to perform our services.

Conditions supporting fees

As a result of our preliminary discussions, the County and the Firm have agreed to a fee (see County Audit Engagement Letter for fees), subject to the fact that the fee contemplates only the services described in the Summary of Services section of this letter. If Management requests additional services not listed above, we will provide an estimate of those fees prior to commencing additional work.

If the foregoing is in accordance with your understanding, please sign a copy of this letter in the space provided and return it to us. If the need for additional procedures arises, or the procedures need to be modified, our agreement with you will need to be revised. It is customary for us to enumerate these revisions in an addendum to this letter. If additional specified parties of the report are added, we will consider whether they need to acknowledge in writing their agreement with the procedures performed or to be performed and their acknowledgment that the procedures are appropriate for their purposes. No change, modification, addition, or amendment to this letter shall be valid unless in writing and signed by all parties. The parties agree that this letter may be electronically signed and that the electronic signatures will be deemed to have the same force and effect as handwritten signatures.

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June 8, 2023
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If you have any questions, please call Rob Churchman at (804) 673-5733.

Sincerely,

CHERRY BEKAERT LLP

Cherry Bekaert LLP

ATTACHMENT - Engagement Letter Terms and Conditions

To the extent that this Engagement Letter (including the Terms & Conditions attached thereto) is inconsistent with the Contract Documents, the Contract Documents shall control.

COUNTY OF FAIRFAX, VIRGINIA

ACCEPTED BY: DocuSigned by:
Lee Ann Pender
E239B762E600465...

TITLE: Director DATE: 2023 June 16 | 14:11:58 EDT

ACCEPTED BY: DocuSigned by:
Chris Pietsch
AEF7273BBC1C4EE...

TITLE: Director of Finance DATE: 2023 June 16 | 14:25:27 EDT

DS
JP

DS
SP

DS
AJ

Cherry Bekaert LLP Engagement Letter Terms and Conditions

The following terms and conditions are an integral part of the attached engagement letter and should be read in their entirety in conjunction with your review of the letter.

Limitations of the agreed-upon procedures report

Should the County wish to include or incorporate by reference the agreed-upon procedures performed and our report thereon into any other document at some future date, we will consider granting permission to include our report or incorporate our report by reference in such document at the time of the request. However, we may be required by professional standards to perform certain procedures before we can give our permission to include our report or incorporate our report by reference in another document such as an annual report, private placement, regulatory filing, etc. You agree that you will not include or incorporate by reference the agreed-upon procedures performed and our report thereon, or our report into any other document without our prior written permission. In addition, to avoid unnecessary delay or misunderstandings, it is important to provide us with timely notice of your intention to issue any such document.

With regard to the electronic dissemination of the report, including reports published electronically on your Internet website, you understand that electronic sites are a means of distributing information and, therefore, we are not required to read the information contained in those sites or to consider the consistency of other information in the electronic site with the original document.

Responsibilities of Cherry Bekaert LLP

In performing our agreed-upon procedures we will be aware of the possibility that illegal acts may have occurred. However, it should be recognized that our agreed-upon procedures will not include a detailed test of every transaction and provides no assurance that illegal acts generally will be detected, and only reasonable assurance that illegal acts having a direct and material effect on the determination of financial statement amounts will be detected. We will inform you with respect to errors and fraud, or illegal acts that come to our attention during the course of our agreed-upon procedures unless clearly inconsequential. In the event that we have to consult with the County's counsel or counsel of our choosing regarding any illegal acts we identify, additional fees incurred may be billed to the County. You agree to cooperate fully with any procedures we deem necessary to perform with respect to these matters. No additional fees, including legal fees, will be billed to the County without the prior written approval of the Purchasing Agent per the terms and conditions of the RFP.

Our agreed-upon procedures are designed to only provide negative assurance that the individual items selected for testing are in conformity with the criteria described above.

If, for any reason, we are unable to complete the agreed-upon procedures, we may decline to issue a report as a result of the engagement. Circumstances may arise in which it is necessary for us to modify our report or withdraw from the engagement. We will notify the appropriate party within your organization of our decision and discuss the reasons supporting our position.

Other matters

Access to working papers

The working papers and related documentation for the engagement are the property of the Firm and constitute confidential information. We have a responsibility to retain the documentation for a period of time to satisfy legal or regulatory requirements for records retention. It is our policy to retain all workpapers and client information for seven years from the date of issuance of the report. It is our policy to retain emails and attachments to emails for a period of 12 months, except as required by any governmental regulation. Except as discussed below, any requests for access to our working papers will be discussed with you prior to making them available to requesting parties. Any parties seeking voluntary access to our working papers must agree to sign our standard access letter.

Our Firm, as well as all other major accounting firms, participates in a “peer review” program covering our examination and accounting practices as required by the AICPA. This program requires that once every three years we subject our quality assurance practices to an examination by another accounting firm. As part of the process, the other firm will review a sample of our work. It is possible that the work we perform for you may be selected by the other firm for their review. If it is, they are bound by professional standards to keep all information confidential. If you object to having the work we do for you reviewed by our peer reviewer, please notify us in writing.

Use of third party providers and alternative practice structure

Cherry Bekaert LLP and Cherry Bekaert Advisory LLC (an associated, but not affiliated entity) are parties to an administrative services agreement (“ASA”). Cherry Bekaert LLP and Cherry Bekaert Advisory LLC are operating in an arrangement commonly described as an “alternative practice structure”. Pursuant to the ASA, Cherry Bekaert LLP leases professional and administrative staff, both of which are employed by Cherry Bekaert Advisory LLC, to support Cherry Bekaert LLP’s performance under this engagement letter. As a result, Cherry Bekaert LLP will share your confidential information with Cherry Bekaert Advisory LLC so that the leased employees are able to support Cherry Bekaert LLP’s performance under this engagement letter. These leased employees are under the direct control and supervision of Cherry Bekaert LLP, which is solely responsible for the professional performance of the services under this engagement letter. The leased employees are subject to the standards governing the accounting profession, including the requirement to maintain the confidentiality of client information, and Cherry Bekaert LLP and Cherry Bekaert Advisory LLC have contractual agreements requiring confidential treatment of all client information.

To the extent Cherry Bekaert Advisory LLC will provide tax, advisory, and/or consulting services to you, Cherry Bekaert LLP will provide Cherry Bekaert Advisory LLC with access to your accounting, financial, and other records that Cherry Bekaert LLP maintains to enable Cherry Bekaert Advisory LLC to provide those services to you.

In addition to the structure noted above, in the normal course of business, we may on occasion use the services of an independent contractor or a temporary or loaned employee, all of whom may be considered a third party service provider. On these occasions, we remain responsible for the adequate oversight of all services performed by the third party service provider and for ensuring that all services are performed with professional competence and due professional care. We will adequately plan and supervise the services provided by the third party service provider; obtain sufficient relevant data to support the work product; and review compliance with technical standards applicable to the professional services rendered.

We will enter into a contractual agreement with the third party service provider to maintain the confidentiality of information and be reasonably assured that the third party service provider has appropriate procedures in place to prevent the unauthorized release of confidential information to others.

Electronic transmittals

During the course of our engagement, we may need to electronically transmit confidential information to each other, within the Firm, and to other entities engaged by either party. Although email is an efficient way to communicate, it is not always a secure means of communication and thus, confidentiality may be compromised. As an alternative, we recommend using our Client Portal ("Portal") to transmit documents. Portal allows you, us, and other involved entities to upload and download documents in a secure location. You agree to the use of email, Portal, and other electronic methods to transmit and receive information, including confidential information between the Firm, the County, and other third party providers utilized by either party in connection with the engagement.

Cherry Bekaert's subcontractor

In the normal course of business, Cherry Bekaert utilizes a direct subcontracting firm that is employed one hundred percent of its time to serve Cherry Bekaert's clients. As such, the subcontractor is treated as a member of our engagement team and will be supervised completely by Cherry Bekaert engagement team members, with no direct interaction with County personnel. As a member of our engagement team, the subcontractor will not be the lead auditor in any area for which we have assessed high risk and will generally participate in 15% of our total audit and attestation hours incurred. The subcontractor will at all times follow Cherry Bekaert policies (e.g., confidentiality) and those of the appropriate standards setting organizations (e.g. AICPA {GAAS}, OMB {*Government Auditing Standards*}). Consistent with Cherry Bekaert personnel, the subcontractor will be compliant with the AICPA and *Government Auditing Standards* requirements for continuing professional education while serving the County.

Subpoenas

In the event we are requested or authorized by you or required by government regulation, subpoena, or other legal process to produce our working papers or our personnel as witnesses with respect to our engagement for you, you will, so long as we are not a party to the proceeding in which the information is sought, reimburse us for our professional time and expense, as well as the fees and expenses of our counsel, incurred in responding to such a request at standard billing rates. The County and Cherry Bekaert shall execute an amendment to contract #4400006639 to agree upon amounts to be reimbursed as soon as possible upon request of the information. However, the County acknowledges that Cherry Bekaert may be required to comply with requests for information prior to amendment of contract #4400006639 and that Cherry Bekaert's compliance is not contingent upon an amendment to contract #4400006639.

Independent contractor

Each party is an independent contractor with respect to the other and shall not be construed as having a trustee, joint venture, agency, or fiduciary relationship.

No third party beneficiaries

The parties do not intend to benefit any third party by entering into this agreement, and nothing contained in this agreement confers any right or benefit upon any person or entity who or which is not a signatory of this agreement.

Terms and conditions supporting fees

The estimated fees set forth in the attached engagement letter are based on anticipated full cooperation from your personnel, timely delivery of requested examination schedules and supporting information, timely communication of all significant information, the assumption that unexpected circumstances will not be encountered during the agreed-upon procedures, as well as working space and clerical assistance as mutually agreed upon and as is normal and reasonable in the circumstances. We strive to ensure that we have the right professionals scheduled on each engagement. As a result, sudden County requested scheduling changes or scheduling changes necessitated by the agreed information not being ready on the agreed-upon dates can result in expensive downtime for our professionals. Any last minute schedule changes that result in downtime for our professionals could result in additional fees. Our estimated fees do not include assistance in bookkeeping or other accounting services not previously described. If for any reason the County is unable to provide such schedules, information, and assistance, the Firm and the County will mutually revise the fees to reflect additional services, if any, required of us to achieve these objectives.

The estimated fees are based on attestation standards effective as of the date of this engagement letter and known to apply to the County at this time, but do not include any time related to the application of new attestation standards that impact the County for the first time. If new attestation standards are issued subsequent to the date of this letter and are effective for the period under examination, we will estimate the impact of any such standard on the nature, timing, and extent of our planned examination procedures, and will communicate with you concerning the scope of the additional procedures, and the estimated fees.

The estimated fees are based on attestation standards effective as of the date of this engagement letter and known to apply to the County at this time, but do not include any time related to the application of new attestation standards that impact the County for the first time. If new attestation standards are issued subsequent to the date of this letter and are effective for the period under audit, we will estimate the impact of any such standard on the nature, timing and extent of our planned procedures and will communicate with the County concerning the scope of the additional procedures and the estimated fees, which are subject to Section 25.1 of the Special Provisions of the Request for Proposal.

The County agrees to pay all fees incurred subject to Section 3.2 of the Request for Proposal and the Cost Proposal.



June 8, 2023

VIA EMAIL:

christopher.pietsch@fairfaxcounty.gov

leeann.pender@fairfaxcounty.gov

Mr. Christopher J. Pietsch, Director
Department of Finance

Ms. Lee Ann Pender, Chief Procurement Officer
Department of Procurement and Material Management

County of Fairfax, Virginia
12000 Government Center Parkway
Fairfax, Virginia 22035

Dear Mr. Pietsch and Ms. Pender:

This engagement letter between County of Fairfax, Virginia and Fairfax County Public Schools (hereafter referred to as the "County" or "you" or "your") and Cherry Bekaert LLP (the "Firm" or "Cherry Bekaert" or "we" or "our" or "us") sets forth the nature and scope of the services we will provide, the County's required involvement and assistance in support of our services, the related fee arrangements, and other Terms and Conditions, which are attached hereto and incorporated by reference, designed to facilitate the performance of our professional services and to achieve the mutually agreed-upon objectives of the County.

This engagement letter, along with the Request for Proposal, all Addenda, our Proposal, our Cost Proposal, including those revised, and all Amendments and Attachments to Amendments, and the Acceptance Agreement #4400006639 (herein referred collectively as the "Contract Documents") sets forth the entire understanding between the County and the Firm regarding the services described herein and supersedes any previous proposals, correspondence, and understandings whether oral or written that have not been made a part of the Contract Documents. Any subsequent changes to the terms of this letter, including additional billings, will be rendered in writing and shall be executed by both parties and made legal by an amendment to the Contract Documents. Should any portion of this engagement letter be ruled invalid, it is agreed that such invalidity will not affect any of the remaining portions. Any provisions contained herein that are inconsistent with the provisions of the contract do not apply and the provisions of contract #4400006639 take precedence.

Summary of services

We will examine management's assertion that the census data reported to the Virginia Retirement System ("VRS") by the County were in accordance with the criteria set forth by the VRS and the Board of Trustees' plan provisions as mandated by the Code of Virginia in Section 51.1-136 for the year ended June 30, 2023. The objectives of our examination are to (1) obtain reasonable assurance about whether the criteria or assertion below is free from material misstatement based on the criteria, and (2) to express an opinion as to whether management's assertion is presented in all material respects. The criteria against which management's assertion will be examined is as set forth by the VRS and the Board of Trustees' plan provisions as mandated by the Code of Virginia in Section 51.1-136.

County of Fairfax, Virginia and Fairfax County Public Schools
June 8, 2023
Page 2

Criteria or assertion

Our examination will be conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants ("AICPA"). Accordingly, it will include examining, on a test basis, your records and other procedures to obtain evidence necessary to enable us to express our opinion. We will issue a written report upon completion of our examination. We cannot provide assurance that an unmodified opinion will be expressed. Circumstances may arise in which it is necessary for us to modify our opinion. If our opinion is other than unmodified, we will discuss the reasons with you in advance. If we are unable to complete the examination or are unable to form or have not formed an opinion, we may decline to express an opinion or may withdraw from the engagement.

Because of the inherent limitations of an examination engagement, together with the inherent limitations of internal control, an unavoidable risk exists that some material misstatements may not be detected, even though the examination is properly planned and performed in accordance with attestation standards.

We will plan and perform an examination to obtain reasonable assurance about whether the census data reported to the Virginia Retirement System ("VRS") by the County was in accordance with the criteria as set forth by the VRS and the Board of Trustees' plan provisions as mandated by the Code of Virginia in Section 51.1-136. Our engagement will not include a detailed inspection of every item supporting the assertion and cannot be relied upon to disclose all material errors, or known and suspected fraud or noncompliance with laws or regulations, or internal control deficiencies that may exist. However, we will inform you of any known or suspected fraud and noncompliance with the laws and regulations, internal control deficiencies identified during the engagement, and uncorrected misstatements that come to our attention unless clearly trivial.

We understand that you provide us with the information required for our examination and that you are responsible for the accuracy and completeness of that information. We may advise you about appropriate criteria, but the responsibility for the subject matter remains with you.

The report we intend to issue is intended solely for the information and use of the County and the Auditor of Public Accounts of the Commonwealth of Virginia and is not intended to be, and should not be, used by anyone other than these specified parties.

You are responsible for the census data reported to the VRS by the County in accordance with the criteria or assertion described above; and for selecting the criteria and determining that such criteria are appropriate for your purposes. You are also responsible for, and agree to provide us with, a written assertion about whether the census data is presented in accordance with the criteria as set forth by the VRS and the Board of Trustees' plan provisions as mandated by the *Code of Virginia* in Section 51.1-136. Failure to provide such an assertion will result in our withdrawal from the engagement.

You are also responsible for making all management decisions and performing all management functions; for designating an individual who possesses suitable skill, knowledge, or experience to oversee the services we provide; and for evaluating the adequacy and results of those services and accepting responsibility for them.

In connection with any of the examination services noted herein, we will provide a copy of all schedules or other support for you to maintain as part of your books and records. You agree to take responsibility for all documents provided by Cherry Bekaert and will retain copies based on your needs and document retention policies. By providing these documents to you,

County of Fairfax, Virginia and Fairfax County Public Schools
June 8, 2023
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you confirm that Cherry Bekaert is not responsible for hosting your records or maintaining custody of your records or data and that Cherry Bekaert is not providing business continuity or disaster recovery services. You confirm you are responsible for maintaining internal controls over your books and records including business continuity and disaster recovery alternatives. In addition, any documents provided to Cherry Bekaert by the County in connection with these services will be considered to be copies and will not be retained by Cherry Bekaert after completion of these services. You are expected to retain anything you upload to a Cherry Bekaert portal and are responsible for downloading and retaining anything we upload in a timely manner. Portals are only meant as a method of transferring data, are not intended for the storage of client information, and may be deleted at any time. You are expected to maintain control over your accounting systems to include the licensing of applications and the hosting of said applications and data. We do not provide electronic security or back-up services for any of your data or records. Giving us access to your accounting system does not make us hosts of information contained within.

Your expectations

The County recognizes that our professional standards require that we be independent from you in our examination and our accompanying report in order to ensure that our objectivity and professional skepticism have not been compromised. As a result, we cannot enter into a fiduciary relationship with the County and the County should not expect that we will act only with due regard to the County's interest in the performance of this examination, and the County should not impose on us special confidence that we will conduct this examination with only your interest in mind. Because of our obligation to be independent of the County, no fiduciary relationship will be created by this engagement or examination.

The engagement will be led by Rob Churchman, who will be responsible for assuring the overall quality, value, and timeliness of the services provided to you.

County's management's responsibilities related to the examination

The County's management is responsible for:

- Providing us with the basic information required for our examination and for the accuracy and completeness of that information
- If applicable, the fair presentation of the financial information included in the report in conformity with the acceptable financial framework or the criteria or assertion described on page one of the engagement letter
- If applicable, the selection and application of accounting principles and the consistent application of those principles
- Making all financial or other applicable records and related information available to us
- Ensuring that all material information is disclosed to us
- Granting unrestricted access to persons within the entity from whom we determine it necessary to obtain sufficient evidence to complete our examination
- Identifying and ensuring that the County complies with the laws and regulations applicable to the criteria or assertion described on page one of the engagement letter

County of Fairfax, Virginia and Fairfax County Public Schools
June 8, 2023
Page 4

The County's management is responsible for informing us of its views regarding the risk of fraud impacting the report at the County. The County's management must inform us of their knowledge of any allegations of fraud or suspected fraud affecting the County received in communications from employees, former employees, regulators, or others and for informing us about all known or suspected fraud affecting the County involving (a) management, (b) employees who have significant roles in internal control, and (c) others where the fraud could have a material effect on the report.

The County's management is responsible for the design, implementation, and maintenance of programs and controls over the report and to prevent and detect fraud. Appropriate supervisory review procedures are necessary to provide reasonable assurance that adopted policies and prescribed procedures are adhered to and to identify errors and fraud or illegal acts.

At the conclusion of the engagement, the County's management will provide to us a representation letter that, among other things, addresses (1) the County's management's responsibilities related to the examination and confirms certain representations made to us during the examination, including, the County's management's acknowledgement of its responsibility for the design and implementation of programs and controls to prevent and detect fraud; (2) the County's management's responsibilities related to the monitoring of internal control over financial reporting; and (3) the County's management's knowledge, directly or from allegations by others, of fraud or suspected fraud affecting the County.

Management Representations

The Firm will rely on the County's management providing the above noted representations to us, both in the planning and performance of the examination, and in considering the fees that we will charge to perform the examination.

Conditions supporting fees

As a result of our preliminary discussions, the County and the Firm have agreed to a fee (see County audit Engagement Letter for fees), subject to the following conditions:

The estimated fee contemplates only the services described in the Summary of Services section of this letter. If Management requests additional services not listed above, we will provide an estimate of those fees prior to commencing additional work.

County of Fairfax, Virginia and Fairfax County Public Schools
June 8, 2023
Page 5

If the foregoing is in accordance with your understanding, please sign a copy of this letter in the space provided and return it to us. No change, modification, addition, or amendment to this letter shall be valid unless in writing and signed by all parties. The parties agree that this letter may be electronically signed and that the electronic signatures will be deemed to have the same force and effect as handwritten signatures.

If you have any questions, please call Rob Churchman at (804) 673-5733.

Sincerely,
CHERRY BEKAERT LLP

Cherry Bekaert LLP

ATTACHMENT – Engagement Letter Terms and Conditions

To the extent that this Engagement Letter (including the Terms & Conditions attached thereto) is inconsistent with the Contract Documents, the Contract Documents shall control.

COUNTY OF FAIRFAX, VIRGINIA AND FAIRFAX COUNTY PUBLIC SCHOOLS

ACCEPTED BY: DocuSigned by:
Lee Ann Pender
E239B762E600465...
TITLE: Director DATE: 2023 June 16 | 14:11:58 EDT

ACCEPTED BY: DocuSigned by:
Chris Pietuch
AEF7273BBCTC4EE...
TITLE: Director of Finance DATE: 2023 June 16 | 14:25:27 EDT

^{DS}
JP

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SP

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AJ

Cherry Bekaert LLP

Engagement Letter Terms and Conditions

The following terms and conditions are an integral part of the attached engagement letter and should be read in their entirety in conjunction with your review of the letter.

Responsibilities of Cherry Bekaert LLP

In performing our examination, we will be aware of the possibility that illegal acts may have occurred. However, it should be recognized that our examination will not include a detailed test of every item supporting the assertion or subject matter and provides no assurance that illegal acts generally will be detected, and only reasonable assurance that illegal acts having a direct and material effect on the assertion (or subject matter) will be detected. We will inform you with respect to errors and fraud, or illegal acts that come to our attention during the course of our examination unless clearly inconsequential. In the event that we have to consult with the County's counsel or counsel of our choosing regarding any illegal acts we identify, additional fees incurred may be billed to the County. You agree to cooperate fully with any procedures we deem necessary to perform with respect to these matters. No additional fees, including legal fees, will be billed to the County without the prior written approval of the Purchasing Agent per the terms and conditions of the RFP.

Our examination will include procedures designed to obtain reasonable assurance that the assertion is in conformity with the criteria described above. Absolute assurance is not attainable because of the nature of evidence and the characteristics of fraud. For example, examinations performed in accordance with attestation standards are based on the concept of selective testing of the data being examined and are, therefore, subject to the limitation that errors or fraud, if they exist, may not be detected.

Other matters

Access to working papers

The working papers and related documentation for the engagement are the property of the Firm and constitute confidential information. We have a responsibility to retain the documentation for a period of time to satisfy legal or regulatory requirements for records retention. It is our policy to retain all workpapers and client information for seven years from the date of issuance of the report. It is our policy to retain emails and attachments to emails for a period of 12 months, except as required by any governmental regulation. Except as discussed below, any requests for access to our working papers will be discussed with you prior to making them available to requesting parties. Any parties seeking voluntary access to our working papers must agree to sign our standard access letter.

We may be requested to make certain documentation available to regulators, governmental agencies (e.g., SEC, PCAOB, HUD, DOL, etc.), or their representatives ("Regulators") pursuant to law or regulations. If requested, access to the documentation will be provided to the Regulators. The Regulators may intend to distribute to others, including other governmental agencies, our working papers and related documentation without our knowledge or express permission. You hereby acknowledge and authorize us to allow Regulators access to and copies of documentation as requested. In addition, our Firm, as well as all other major accounting firms, participates in a "peer review" program covering our examination and accounting practices as required by the AICPA. This program requires that once every three years we subject our quality assurance practices to an examination by another accounting firm. As part of the process, the other firm will review a sample of our work. It is possible that the work we perform for you may be selected by the other firm for

their review. If it is, they are bound by professional standards to keep all information confidential. If you object to having the work we do for you reviewed by our peer reviewer, please notify us in writing.

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In addition to the structure noted above, in the normal course of business, we may on occasion use the services of an independent contractor or a temporary or loaned employee, all of whom may be considered a third party service provider. On these occasions, we remain responsible for the adequate oversight of all services performed by the third party service provider and for ensuring that all services are performed with professional competence and due professional care. We will adequately plan and supervise the services provided by the third party service provider; obtain sufficient relevant data to support the work product; and review compliance with technical standards applicable to the professional services rendered. We will enter into a contractual agreement with the third party service provider to maintain the confidentiality of information and be reasonably assured that the third party service provider has appropriate procedures in place to prevent the unauthorized release of confidential information to others.

Cherry Bekaert's subcontractor

In the normal course of business, Cherry Bekaert utilizes a direct subcontracting firm that is employed one hundred percent of its time to serve Cherry Bekaert's clients. As such, the subcontractor is treated as a member of our engagement team and will be supervised completely by Cherry Bekaert engagement team members, with no direct interaction with County personnel. As a member of our engagement team, the subcontractor will not be the lead auditor in any area for which we have assessed high risk and will generally participate in 15% of our total audit and attestation hours incurred. The subcontractor will at all times follow Cherry Bekaert policies (e.g., confidentiality) and those of the appropriate standards setting organizations (e.g. AICPA {GAAS}, OMB {*Government Auditing Standards*}). Consistent with Cherry Bekaert personnel, the subcontractor will be compliant with the AICPA and *Government Auditing Standards* requirements for continuing professional education while serving the County.

Subpoenas

In the event we are requested or authorized by you or required by government regulation, subpoena, or other legal process to produce our working papers or our personnel as witnesses with respect to our engagement for you, you will, so long as we are not a party to the proceeding in which the information is sought, reimburse us for our professional time and expense, as well as the fees and expenses of our counsel, incurred in responding to such a request at standard billing rates. The County and Cherry Bekaert shall execute an amendment to contract #4400006639 to agree upon amounts to be reimbursed as soon as possible upon request of the information. However, the County acknowledges that Cherry Bekaert may be required to comply with requests for information prior to amendment of contract #4400006639 and that Cherry Bekaert's compliance is not contingent upon an amendment to contract #4400006639.

Independent contractor

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The parties do not intend to benefit any third party by entering into this agreement, and nothing contained in this agreement confers any right or benefit upon any person or entity who or which is not a signatory of this agreement.

Terms and conditions supporting fees

The estimated fees set forth in the attached engagement letter are based on anticipated full cooperation from your personnel, timely delivery of requested examination schedules and supporting information, timely communication of all significant information, the assumption that unexpected circumstances will not be encountered during the examination, as well as working space and clerical assistance as mutually agreed upon and as is normal and reasonable in the circumstances. We strive to ensure that we have the right professionals scheduled on each engagement. As a result, sudden County requested scheduling changes or scheduling changes necessitated by the agreed information not being ready on the agreed-upon dates can result in expensive downtime for our professionals. Any last minute schedule changes that result in downtime for our professionals could result in additional fees. Our estimated fees do not include assistance in bookkeeping or other accounting services not previously described. If for any reason the County is unable to provide such schedules, information, and assistance, the Firm and the County will mutually revise the fees to reflect additional services, if any, required of us to achieve these objectives.

The estimated fees are based on attestation standards effective as of the date of this engagement letter and known to apply to the County at this time, but do not include any time related to the application of new attestation standards that impact the County for the first time. If new attestation standards are issued subsequent to the date of this letter and are effective for the period under audit, we will estimate the impact of any such standard on the nature, timing and extent of our planned procedures and will communicate with the County concerning the scope of the additional procedures and the estimated fees, which are subject to Section 25.1 of the Special Provisions of the Request for Proposal.

The County agrees to pay all fees incurred subject to Section 3.2 of the Request for Proposal and the Cost Proposal.

Report on the Firm's System of Quality Control

November 29, 2022

To the Partners of Cherry Bekaert LLP and the National Peer Review Committee

We have reviewed the system of quality control for the accounting and auditing practice of Cherry Bekaert LLP (the firm) applicable to engagements not subject to PCAOB permanent inspection in effect for the year ended April 30, 2022. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards).

A summary of the nature, objectives, scope, limitations of, and the procedures performed in a system review as described in the Standards may be found at www.aicpa.org/prsummary. The summary also includes an explanation of how engagements identified as not performed or reported on in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

Firm's Responsibility

The firm is responsible for designing and complying with a system of quality control to provide the firm with reasonable assurance of performing and reporting in conformity with the requirements of applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported on in conformity with the requirements of applicable professional standards, when appropriate, and for remediating weaknesses in its system of quality control, if any.

Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of and compliance with the firm's system of quality control based on our review.

Required Selections and Considerations

Engagements selected for review included engagements performed under Government Auditing Standards, including compliance audits under the Single Audit Act; audits of employee benefit plans; an audit performed under FDICIA; and an examination of service organizations (SOC 2 engagement).

As a part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.



"EisnerAmper" is the brand name under which EisnerAmper LLP and Eisner Advisory Group LLC provide professional services. EisnerAmper LLP and Eisner Advisory Group LLC are independently owned firms that practice in an alternative practice structure in accordance with the AICPA Code of Professional Conduct and applicable law, regulations and professional standards. EisnerAmper LLP is a licensed CPA firm that provides attest services, and Eisner Advisory Group LLC and its subsidiary entities provide tax and business consulting services. Eisner Advisory Group LLC and its subsidiary entities are not licensed CPA firms.

Opinion

In our opinion, the system of quality control for the accounting and auditing practice of Cherry Bekaert LLP applicable to engagements not subject to PCAOB permanent inspection in effect for the year ended April 30, 2022, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of pass, pass with deficiency(ies), or fail. Cherry Bekaert LLP has received a peer review rating of pass.

EisnerAmper LLP

EisnerAmper LLP
Iselin, New Jersey



EisnerAmper LLP
www.eisneramper.com



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

November 17, 2023

Cherry Bekaert LLP
1850 Towers Crescent Plaza, Suite 200
Tysons Corner, Virginia 22182

This representation letter is provided in connection with your audit of the financial statements of the County of Fairfax, Virginia (the "County"), which comprise the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information, as of June 30, 2023, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended, and the disclosures (collectively, the "financial statements"), for the purpose of expressing opinions as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America ("GAAP").

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, as of the date of this letter, the following representations made to you during your audit.

Financial Statements

- 1) We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated June 8, 2023, including our responsibility for the preparation and fair presentation of the financial statements in accordance with GAAP and for preparation of the required and other supplementary information in accordance with the applicable criteria.
- 2) The financial statements referred to above are fairly presented in conformity with GAAP and include all properly classified funds and other financial information of the Primary Government and all component units required by GAAP to be included in the financial Reporting Entity.
- 3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- 4) We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

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- 5) Significant assumptions we used in making accounting estimates, including those measured at fair value, are reasonable.
- 6) Related party relationships and transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties have been appropriately accounted for and disclosed in accordance with GAAP.
- 7) Adjustments or disclosures have been made for all events, including instances of noncompliance, subsequent to the date of the financial statements that would require adjustment to or disclosure in the financial statements or in the schedule of findings and questioned costs.
- 8) The effects of the following uncorrected misstatement are immaterial to the financial statements as a whole for the General Fund: overstatement of fund balance as of July 1, 2022 of \$68,176,565, overstatement of revenue from the use of money and property for the year ended June 30, 2023 of \$13,215,239 and overstatement of investments as of June 30, 2023 of \$81,391,804.
- 9) The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with GAAP.
- 10) Guarantees, whether written or oral, under which the County is contingently liable, if any, have been properly recorded or disclosed.

Information Provided

- 11) We have provided you with:
 - a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters and all audit or relevant monitoring reports, if any, received from funding sources.
 - b) Additional information that you have requested from us for the purpose of the audit.
 - c) Unrestricted access to persons within the County from whom you determined it necessary to obtain audit evidence.
 - d) Minutes of the meetings of Board of Supervisors or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 12) All material transactions have been recorded in the accounting records and are reflected in the financial statements and the schedule of expenditures of federal awards.
- 13) We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- 14) We have no knowledge of any fraud or suspected fraud that affects the County and involves—
 - Management,
 - Employees who have significant roles in internal control, or
 - Others where the fraud could have a material effect on the financial statements.
- 15) We have no knowledge of any allegations of fraud or suspected fraud affecting the County's financial statements communicated by employees, former employees, regulators, or others.

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- 16) We have no knowledge of instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or waste or abuse, whose effects should be considered when preparing financial statements.
- 17) We have disclosed to you all known actual or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements.
- 18) We have disclosed to you the names of the County's related parties and all the related party relationships and transactions, including any side agreements.
- 19) We take responsibility for all documents provided by you and will retain copies based on our needs and document retention policies. We are responsible for maintaining internal controls over our books and records, including business continuity and disaster recovery alternatives. We have maintained control over our accounting systems to include the licensing of applications and the hosting of said applications and data. We acknowledge third party software or templates may have been used by Cherry Bekaert during the audit or when performing other services, which does not convey use or license rights to the County. We have retained anything we have uploaded to a Cherry Bekaert portal and are responsible for downloading and retaining anything you have uploaded in a timely manner as this information may be deleted at any time. The data transferred or any system access provided during the audit is not deemed to be hosting, maintaining custody, or providing business continuity or disaster recovery services.

Government-specific

- 20) In regard to the implementation of Governmental Accounting Standards Board Statement No. 96, *Subscription-Based Information Technology Arrangements*, we confirm we are responsible for the accurate recording of related transactions, at fiscal year end June 30, 2023. We have provided you all relevant information related to this implementation and that the financial statements and related disclosures, as of and for the fiscal year ended June 30, 2023, and represent these are fairly presented in all material respects.
- 21) We have appropriately disclosed all information for conduit debt obligations in accordance with Governmental Accounting Standards Board Statement No. 91, *Conduit Debt Obligations*.
- 22) There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.
- 23) We have a process to track the status of audit findings and recommendations.
- 24) We have identified to you any previous audits, attestation engagements, and other studies related to the objectives of the audit and whether related recommendations have been implemented.
- 25) We have provided our views on reported findings, conclusions, and recommendations, as well as our planned corrective actions, for the report.
- 26) The County has no plans or intentions that may materially affect the carrying value or classification of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fund balance or net position.
- 27) We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts, and legal and contractual provisions for reporting specific activities in separate funds.

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- 28) We have appropriately disclosed all information for conduit debt obligations in accordance with GAAP.
- 29) We have identified and disclosed to you all instances of identified and suspected fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements that we believe have a material effect on the financial statements.
- 30) There are no violations or possible violations of budget ordinances, laws and regulations (including those pertaining to adopting, approving, and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.
- 31) The County has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
- 32) The County has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.
- 33) The financial statements include all component units, appropriately present majority equity interests in legally separate organizations and joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations.
- 34) The financial statements include all fiduciary activities required by GAAP, as amended.
- 35) The financial statements properly classify all funds and activities in accordance with GAAP, as amended.
- 36) All funds that meet the quantitative criteria in GAAP for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.
- 37) Components of net position (net investment in capital assets; restricted; and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.
- 38) Investments, derivative instrument transactions, and land and other real estate held by endowments are properly valued.
- 39) Provisions for uncollectible receivables have been properly identified and recorded.
- 40) Expenses have been appropriately classified in or allocated to functions and programs in the Statement of Activities, and allocations have been made on a reasonable basis.
- 41) Revenues are appropriately classified in the Statement of Activities within program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
- 42) Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.
- 43) Deposits and investment securities and derivative instrument transactions are properly classified as to risk and are properly disclosed.
- 44) Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated or amortized.

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- 45) We have appropriately disclosed the County's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available and have determined that net position is properly recognized under the policy.
- 46) We are following our established accounting policy regarding which resources (that is, restricted, committed, assigned, or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available. That policy determines the fund balance classifications for financial reporting purposes.
- 47) We acknowledge our responsibility for the required supplementary information (the "RSI"). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.
- 48) With respect to the Other Supplementary Information (the "OSI") on which an in-relation-to opinion is issued:
 - a) We acknowledge our responsibility for presenting the OSI in accordance with GAAP, and we believe the OSI, including its form and content, is fairly presented in accordance with GAAP. The methods of measurement and presentation of the supplementary information have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the OSI.
 - b) If the OSI is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the OSI no later than the date we issue the supplementary information and the auditor's report thereon.
- 49) With respect to federal award programs:
 - a) We are responsible for understanding and complying with and have complied with, the requirements of Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), including requirements relating to preparation of the schedule of expenditures of federal awards.
 - b) We acknowledge our responsibility for preparing and presenting the schedule of expenditures of federal awards (the "SEFA") and related disclosures in accordance with the requirements of the Uniform Guidance, and we believe the SEFA, including its form and content, is fairly presented in accordance with the Uniform Guidance. The methods of measurement or presentation of the SEFA have not changed from those used in the prior period and we have disclosed to you any significant assumptions and interpretations underlying the measurement or presentation of the SEFA.
 - c) If the SEFA is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the SEFA no later than the date we issue the SEFA and the auditor's report thereon.
 - d) We have identified and disclosed to you all of our government programs and related activities subject to the Uniform Guidance compliance audit, and have included in the SEFA, expenditures made during the audit period for all awards provided by federal agencies in the form of federal awards, federal cost-reimbursement contracts, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations, and other direct assistance.

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- e) We are responsible for understanding and complying with, and have complied with, the requirements of federal statutes, regulations, and the terms and conditions of federal awards related to each of our federal programs and have identified and disclosed to you the requirements of federal statutes, regulations, and the terms and conditions of federal awards that are considered to have a direct and material effect on each major program.
- f) We are responsible for establishing, designing, implementing, and maintaining, and have established, designed, implemented, and maintained, effective internal control over compliance for federal programs that provides reasonable assurance that we are managing our federal awards in compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a material effect on our federal programs. We believe the internal control system is adequate and is functioning as intended.
- g) We have made available to you all federal awards (including amendments, if any) and any other correspondence with federal agencies or pass-through entities relevant to federal programs and related activities.
- h) We have received no requests from a federal agency to audit one or more specific programs as a major program.
- i) We have complied with the direct and material compliance requirements (except for noncompliance disclosed to you), including when applicable, those set forth in the *OMB Compliance Supplement* (including its Addendum), relating to federal awards and [have identified and disclosed to you all amounts questioned and all known noncompliance with the direct and material compliance requirements of federal awards.
- j) We have disclosed any communications from federal awarding agencies and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditor's report.
- k) We have disclosed to you the findings received and related corrective actions taken for previous audits, attestation engagements, and internal or external monitoring that directly relate to the objectives of the compliance audit, including findings received and corrective actions taken from the end of the period covered by the compliance audit to the date of the auditor's report.
- l) Amounts claimed or used for matching were determined in accordance with relevant guidelines in OMB's Uniform Guidance (2 CFR part 200, subpart E) [and OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments*, if applicable].
- m) We have disclosed to you our interpretation of compliance requirements that may have varying interpretations.
- n) We have made available to you all documentation related to compliance with the direct and material compliance requirements, including information related to federal program financial reports and claims for advances and reimbursements.
- o) We have disclosed to you the nature of any subsequent events that provide additional evidence about conditions that existed at the end of the reporting period affecting noncompliance during the reporting period.
- p) There are no such known instances of noncompliance with direct and material compliance requirements that occurred subsequent to the period covered by the auditor's report.

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- q) No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance, subsequent to the period covered by the auditor's report.
- r) Federal program financial reports and claims for advances and reimbursements are supported by the books and records from which the financial statements have been prepared.
- s) The copies of federal program financial reports provided you are true copies of the reports submitted, or electronically transmitted, to the respective federal agency or pass-through entity, as applicable.
- t) We have monitored subrecipients, as necessary, to determine that they have expended subawards in compliance with federal statutes, regulations, and the terms and conditions of the subaward and have met the other pass-through entity requirements of the Uniform Guidance.
- u) We have considered the results of subrecipient audits and have made any necessary adjustments to our books and records.
- v) We have charged costs to federal awards in accordance with applicable cost principles.
- w) We are responsible for and have accurately prepared the summary schedule of prior audit findings to include all findings required to be included by the Uniform Guidance, and we have provided you with all information on the status of the follow-up on prior audit findings by federal awarding agencies and pass-through entities, including all management decisions.
- x) We are responsible for and have ensured the reporting package does not contain protected personally identifiable information.
- y) We are responsible for and have accurately prepared the auditee section of the Data Collection Form as required by the Uniform Guidance.

Sincerely,

DocuSigned by:
Bryan Hill
SCP08274C2140E
Bryan J. Hill
County Executive

DocuSigned by:
Christina Jackson
27664B7DCCD472
Christina C. Jackson
Chief Financial Officer

DocuSigned by:
Chris Pietsch
AEF7273BBC1CAEE
Christopher J. Pietsch
Director of Finance

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COUNTY OF FAIRFAX, VIRGINIA

COMPLIANCE AUDIT PURSUANT TO 2 CFR PART
200 AND *GOVERNMENT AUDITING STANDARDS*
(SINGLE AUDIT REPORT)

For the Fiscal Year Ended June 30, 2023

(With Reports of Independent Auditor)

COUNTY OF FAIRFAX, VIRGINIA
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Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the Board of Supervisors
County of Fairfax, Virginia

We have audited, in accordance with the auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, and the *Specifications for Audits of Counties, Cities, and Towns* (the “Specifications”) issued by the Auditor of Public Accounts of the Commonwealth of Virginia, the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the County of Fairfax, Virginia (the “County”), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the County’s basic financial statements, and have issued our report thereon dated November 17, 2023.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the County’s internal control over financial reporting (“internal control”) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the County’s internal control. Accordingly, we do not express an opinion on the effectiveness of the County’s internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity’s financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We identified a certain deficiency in internal control, described in the accompanying Schedule of Findings and Questioned Costs as item 2023-001 that we consider to be a significant deficiency.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the County’s financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

County's Response to Finding

Government Auditing Standards requires the auditor to perform limited procedures on the County's response to the finding identified in our audit and described in the accompanying Schedule of Findings and Questioned Costs. The County's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cherry Bekaert LLP

Tysons Corner, Virginia
November 17, 2023

Report of Independent Auditor on Compliance for Each Major Program and on Internal Control over Compliance Required by the Uniform Guidance

To the Board of Supervisors
Fairfax County, Virginia

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the County of Fairfax, Virginia's (the "County") compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of the County's major federal programs for the year ended June 30, 2023. The County's major federal programs are identified in the summary of auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

In our opinion, the County complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2023.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"). Our responsibilities under those standards and the Uniform Guidance are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the County and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the County's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the County's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the County's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the County's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the County's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the County's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Other Matters

The results of our auditing procedures disclosed an instance of noncompliance which is required to be reported in accordance with the Uniform Guidance and which is described in the accompanying Schedule of Findings and Questioned Costs as item 2023-002. Our opinion on each major federal program is not modified with respect to these matters.

Government Auditing Standards requires the auditor to perform limited procedures on the County's response to the noncompliance finding identified in our compliance audit described in the accompanying Schedule of Findings and Questioned Costs. The County's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Internal Control over Compliance

Our consideration of internal control over compliance was for the limited purpose described in *the Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, as discussed below, we did identify a certain deficiency in internal control over compliance that we consider to be a significant deficiency.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance. We consider the deficiency in internal control over compliance described in the accompanying Schedule of Findings and Questioned Costs as item 2023-002 to be a significant deficiency.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

Government Auditing Standards requires the auditor to perform limited procedures on the County's response to the internal control over compliance finding identified in our compliance audit described in the accompanying Schedule of Findings and Questioned Costs. The County's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the County as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the County's basic financial statements. We issued our report thereon dated November 17, 2023, which contained unmodified opinions on those financial statements. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Tysons Corner, Virginia
November 17, 2023

COUNTY OF FAIRFAX, VIRGINIA
Schedule of Expenditures of Federal Awards
Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Department of Agriculture								
Direct Awards:								
National School Lunch Program	10.555 ¹	Child Nutrition Cluster	N/A		\$ 10,416,126			
State Administrative Matching Grants for the Supplemental Nutrition Assistance Program	10.561 ⁴	SNAP Cluster			110,433			
Passed Through Commonwealth of Virginia:								
<u>Department of Agriculture and Consumer Services</u>								
Non-Cash Assistance: National School Lunch Program	10.555 ¹	Child Nutrition Cluster	04754		4,934			
<u>Department of Education</u>								
School Breakfast Program	10.553	Child Nutrition Cluster	17901-40253		9,231,878			
National School Lunch Program	10.555 ¹	Child Nutrition Cluster	17901-40254		39,218,565			
Child and Adult Care Food Program	10.558 ²		4172		589,930			
Summer Food Service Program for Children	10.559 ³	Child Nutrition Cluster	4172		259,165			
Fresh Fruit and Vegetable Program	10.582	Child Nutrition Cluster	N/A		622,985			
<u>Department of Health</u>								
WIC Special Supplemental Nutrition Program for Women, Infants, and Children	10.557		409WIC2021		3,334,376			
			409WIC2022					
			707CB-FFX-BF-2021					
			707CB-FFX-BF-2022					
			707CB-FFX-BF-2023					
Child and Adult Care Food Program	10.558 ²		10450		6,239,652			
			10449					
			58795					
			60199					
Summer Food Service Program for Children	10.559 ³	Child Nutrition Cluster	N/A		1,472,275			
Child Nutrition Discretionary Grant Limited Availability	10.579				10,496			
State Pandemic Electronic Benefit Transfer (P-EBT) Administrative Costs Grants	10.649		202121S900941		5,950			
<u>Department of Social Services</u>								
State Administrative Matching Grants for the Supplemental Nutrition Assistance Program	10.561 ⁴	SNAP Cluster	84322-90212		17,351,695			
			84403-90304					
			84404-90303					
			84703-93103					
			84704-93104					
			84903-92103					
			84904-92104					
			85503-91103					
			85504-91104					
			85803-91403					
			85804-91404					
Total for Child Nutrition Cluster (10.553, 10.555, 10.559, 10.582)						\$ 61,225,928		
Total for SNAP Cluster (10.561)						17,462,128		
							\$ 49,639,625	
1 - Total National School Lunch Program (10.555)							6,829,582	
2 - Total Child and Adult Care Food Program (10.558)							1,731,440	
3 - Total Summer Food Service Program for Children (10.559)							17,462,128	
4 - Total State Administrative Matching Grants for the Supplemental Nutrition Assistance Program (10.561)								

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COUNTY OF FAIRFAX, VIRGINIA
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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Department of Commerce								
Passed Through The Chesapeake Bay Trust Chesapeake Bay Studies	11.457		P326BBJU66M3		4,320			
Department of Defense								
Direct Awards:								
Junior ROTC	12.000				537,584			
Competitive Grants: Promoting K-12 Student Achievement at Military-Connected Schools	12.556				1,655,840			
Invitational Grants for Military-Connected Schools	12.557				171,111			
Department of Housing and Urban Development								
Direct Awards:								
Little River Glen Loans:								
Loans Beginning Balance	14.000			\$ 1,975,000	1,975,000			
Community Development Block Grants/Entitlement Grants	14.218 ⁵	CDBG - Entitlement Grants Cluster			5,406,954			42,656
COVID-19 - Community Development Block Grants/Entitlement Grants	14.218 ⁵	CDBG - Entitlement Grants Cluster			542,035			
Community Development Block Grants/Entitlement Grants - Loans:								
Loans Beginning Balance	14.218 ⁵	CDBG - Entitlement Grants Cluster		24,717,366				
New Loans	14.218 ⁵	CDBG - Entitlement Grants Cluster		1,937,026	26,654,392			
Emergency Solutions Grant Program	14.231 ⁶				448,851			448,851
COVID-19 - Emergency Solutions Grant Program	14.231 ⁶				805,813			805,813
Home Investment Partnerships Program	14.239 ⁷				2,487,440			8,610
COVID-19 - Home Investment Partnerships Program	14.239 ⁷				43,741			
Loans Beginning Balance	14.239 ⁷			13,939,258				
New Loans	14.239 ⁷			1,518,854	15,458,112			
Continuum of Care Program	14.267				288,509			
Fair Housing Assistance Program State and Local	14.401		FF203K163023 FF203K173023		139,591			34,076
Section 8 Housing Choice Vouchers	14.871	Housing Voucher Cluster			11,114,938			
Mainstream Vouchers	14.879	Housing Voucher Cluster			1,916,281			
Moving to Work Demonstration Program	14.881				70,873,545			
Family Self-Sufficiency Program	14.896				203,666			
Passed Through Commonwealth of Virginia:								
<u>Virginia Department of Housing</u>								
COVID-19 - Emergency Solutions Grant Program	14.231				901,552			901,552
Total for CDBG - Entitlement Grants Cluster (14.218)						32,603,381		
Total for Housing Voucher Cluster (14.871, 14.879)						13,031,219		
5 - Total Community Development Block Grants/Entitlement Grants (14.218)							32,603,381	
6 - Total Emergency Solutions Grant Program (14.231)							2,156,216	
7 - Total Home Investment Partnerships Program (14.239)							17,989,293	

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COUNTY OF FAIRFAX, VIRGINIA
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Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Department of the Interior								
Direct Awards:								
Payments in Lieu of Taxes	15.226				7,489			
National Wildlife Refuge Fund	15.659				37,646			
Department of Justice								
Direct Awards:								
Drug Court Discretionary Grant Program	16.585				327,548			
Grants to Encourage Arrest Policies and Enforcement of Protection Orders Program	16.590		15JOVW-21-GG-02042-ICJR		279,132			52,020
Public Safety Partnership and Community Policing Grants	16.710				394,183			
Edward Byrne Memorial Justice Assistance Grant Program	16.738 ⁸				234,041			
Body Worn Camera Policy and Implementation	16.835				14,517			
STOP School Violence	16.839				11,155			
Consolidated And Technical Assistance Grant Program to Address Children and Youth Experiencing Domestic and Sexual Violence and Engage Men and Boys as Allies	16.888				236,354			236,354
Equitable Sharing Program	16.922				63,191			
Passed Through Commonwealth of Virginia:								
<u>Department of Criminal Justice Services</u>								
Crime Victim Assistance	16.575		20-X9279VG18 21-B3445VP19 21-B4118VP19 21-Y9279VG19 22-C3445VP20 22-C4118VP20 22-O1052VG19		1,040,701			
Violence Against Women Formula Grants	16.588		21-X9836VA20 21-Y9333VA20 22-Y9836VA21 22-Z9333VA21 23-Z9836VA21		122,560			
Edward Byrne Memorial Justice Assistance Grant Program	16.738 ⁸		9214		36,042			
8 - Total Edward Byrne Memorial Justice Assistance Grant Program (16.738)							270,083	
Department of Labor								
Passed Through Commonwealth of Virginia:								
<u>Virginia Community College System</u>								
WIOA Adult Program	17.258	WIOA Cluster	LWDA 11-19-02 LWDA 11-20-02 LWDA 11-21-02 LWDA EEI 11-18-01 SECURE-11-20-01 LWDA 11-20-03 LWDA 11-21-03 LWDA 11-22-03		1,864,023			458,665
WIOA Youth Activities	17.259	WIOA Cluster	LWDA 11-20-01 LWDA 11-21-01		1,321,567			306,543
WIOA Dislocated Worker Formula Grants	17.278 ⁹	WIOA Cluster	CHW LWDA 11-21-01		947,747			404,112

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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			LWDA 11-18-RR-01					
			LWDA 11-20-02					
			LWDA 11-21-02					
			LWDA 11-20-04					
			LWDA 11-21-04					
			LWDA 11-22-03					
COVID-19 - WIOA Dislocated Worker Formula Grants	17.278 ⁹	WIOA Cluster	RTE 11-19-01		33,651			
Total for WIOA Cluster (17.258, 17.259, 17.278)						4,166,988		
9 - Total WIOA Dislocated Worker Formula Grants (17.278)							981,398	
Department of Transportation								
Passed Through Commonwealth of Virginia:								
<u>Department of Motor Vehicles</u>								
State and Community Highway Safety	20.600	Highway Safety Cluster	FPS-2022-52241-22241		16,460			
			FSC-2021-51296-21296					
			FSC-2022-52234-22234					
Alcohol Open Container Requirements	20.607		154AL-2021-51191-21191		949,211			
			154AL-2021-51298-21298					
			154AL-2022-52204-22204					
			154AL-2022-52243-22243					
National Priority Safety Programs	20.616	Highway Safety Cluster	FHLE-2021-51297-21297		1,857			
<u>Department of Rail and Public Transportation</u>								
Highway Planning and Construction	20.205 ¹⁰		47021-12, UPC T21448		443,291			
<u>Department of Transportation</u>								
Highway Planning and Construction	20.205 ¹⁰		UPC 094286		25,759,706			
			UPC 103280					
			UPC 103281					
			UPC 104294					
			UPC 105266					
			UPC 106143					
			UPC 106274					
			UPC 106474					
			UPC 107439					
			UPC 108720					
			UPC 109607					
			UPC 110477					
			UPC 111898					
			UPC 113610					
			UPC 113637					
			UPC 114128					
			UPC 116319					
			UPC 116320					
			UPC 118128					
			UPC 118236					
			UPC 118237					
			UPC 118238					
Passed Through Metropolitan Washington Council of Governments:								
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	Transit Services Programs Cluster	19-062		243,801			
			21-055					

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Schedule of Expenditures of Federal Awards
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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Total for Transit Services Programs Cluster (20.513)						243,801		
Total for Highway Safety Cluster (20.600, 20.616)						18,317		
10 - Total Highway Planning and Construction (20.205)							26,202,997	
Department of the Treasury								
Direct Awards:								
Equitable Sharing	21.016				99,302			
COVID-19 - Emergency Rental Assistance Program	21.023				10,084,075			
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds	21.027 ¹¹				68,346,206			34,104
Local Assistance and Tribal Consistency Fund	21.032				50,000			
Passed Through Commonwealth of Virginia:								
<u>Department of Criminal Justice Services</u>								
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds	21.027 ¹¹		22-A3445ARRF		178,217			
<u>Department of Education</u>								
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds	21.027 ¹¹		266-22 280-21 064-23		19,398,716			
<u>Virginia Community College System</u>								
COVID-19 - Coronavirus Relief Fund	21.027 ¹¹		N/A		6,439			
<u>Virginia Tourism Corporation</u>								
COVID-19 - Coronavirus State and Local Fiscal Recovery Funds	21.027 ¹¹				2,117,750			2,085,000
11 - Total COVID-19 - Coronavirus State and Local Fiscal Recovery Funds (21.027)							90,047,328	
Federal Communications Commission								
Direct Awards:								
COVID-19 - Emergency Connectivity Fund Program	32.009 ¹²				204,000			
<u>Passed Through Universal Service Administration Co.</u>								
COVID-19 - Emergency Connectivity Fund Program	32.009 ¹²				40,771			
12 - Total COVID-19 - Emergency Connectivity Fund Program (32.009)							244,771	
National Aeronautics and Space Administration								
<u>Passed Through Inspiration and Recognition of Science and Technology:</u>								
Science	43.001		NNG06GA51A		37,362			
Institute of Museum and Library Services								
<u>Passed Through the Commonwealth of Virginia</u>								
Library of Virginia								
COVID-19 - Grants to States	45.310				46,208			
National Endowment for the Arts								
<u>Passed Through Mid Atlantic Arts Foundation</u>								
Promotion of the Arts Grants to Organizations and Individuals	45.025				9,200			

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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Department of Education								
Direct Awards:								
Impact Aid	84.041				3,569,606			
Passed Through Commonwealth of Virginia:								
<u>Department of Behavioral Health and Developmental Services</u>								
Special Education-Grants for Infants and Families	84.181 ¹³		720-4515-14		1,519,970			
COVID-19 - Special Education-Grants for Infants and Families	84.181 ¹³		720-4515-14		860,892			
<u>Department of Education</u>								
Adult Education - Basic Grants to States	84.002		V002A160047 V002A170047 V002A180047		2,343,367			1,087,011
Title I Grants to Local Educational Agencies	84.010		S010A160046 S010A170046 S010A180046		31,475,220			
Title I State Agency Program for Neglected and Delinquent Children and Youth	84.013		S013A160046 S013A170046 S013A180046		10,157			
Special Education Grants to States	84.027	Special Education Cluster (IDEA)	H027A150107 H027A160107 H027A170107 H027A180107		36,258,813			
Career and Technical Education -- Basic Grants to States	84.048		V048A160046 V048A170046 V048A180046		2,513,567			
Special Education Preschool Grants	84.173	Special Education Cluster (IDEA)	H173A160112 H173A170112 H173A180112		1,403,196			
School Safety National Activities (formerly, Safe and Drug-Free Schools and Communities-National Programs)	84.184		S184H220145		91,230			
Education for Homeless Children and Youth	84.196		S196A170048 S196A180048		96,013			
Twenty-First Century Community Learning Centers	84.287		S287C150047 S287C160047 S287C170047 S287C180047		38,648			
English Language Acquisition State Grants	84.365		S365A150046 S365A160046 S365A170046 S365A180046		4,244,397			
Supporting Effective Instruction State Grants (formerly Improving Teacher Quality State Grants)	84.367		S367A150044 S367A160044 S367A170044 S367A180044		4,371,844			
Student Support and Academic Enrichment Program	84.424		S424A170048		2,977,501			
COVID-19 - Education Stabilization Fund	84.425		S425D200008		110,883,358			

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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Total for Special Education Cluster (IDEA) (84.027, 84.173)						37,662,009		
13 - Total Special Education-Grants for Infants and Families (84.181)							2,380,862	
Department of Health and Human Services								
Direct Awards:								
COVID-19 - Community Programs to Improve Minority Health Grant Program	93.137				1,533,574			
Substance Abuse and Mental Health Services Projects of Regional and National Significance	93.243 ¹⁸				479,572			
Congressional Directives	93.493				465,399			
Head Start	93.600 ²⁵	Head Start Cluster	03CH012068-02-00		9,815,880			4,998,619
COVID-19 - Head Start	93.600 ²⁵	Head Start Cluster			794,765			584,993
Passed Through Commonwealth of Virginia:								
<u>Department for Aging and Rehabilitative Services</u>								
Special Programs for the Aging, Title VII, Chapter 3, Programs for Prevention of Elder Abuse, Neglect, and Exploitation	93.041		MOU-20-179		7,383			
Special Programs for the Aging, Title VII, Chapter 2, Long Term Care Ombudsman Services for Older Individuals	93.042 ¹³		MOU-20-179 MOD 11		70,001			
COVID-19 - Special Programs for the Aging, Title VII, Chapter 2, Long Term Care Ombudsman Services for Older Individuals	93.042 ¹³		MOU-20-179 MOD 2		36,283			
Special Programs for the Aging, Title III, Part D, Disease Prevention and Health Promotion Services	93.043		MOU-20-179		2,090			
Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers	93.044 ¹⁶	Aging Cluster	MOU-20-179 MOD 11		933,327			
			A262-82544 MOD 4 CTR012537					
COVID-19 - Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers	93.044 ¹⁶	Aging Cluster	MOU-20-179		265,515			
			MOU-20-179 MOD 2 MOU-20-179 MOD 6 ITSN-NOR-22					
Special Programs for the Aging, Title III, Part C, Nutrition Services	93.045 ¹⁷	Aging Cluster	MOU-20-179 MOD 11		1,080,009			
COVID-19 - Special Programs for the Aging, Title III, Part C, Nutrition Services	93.045 ¹⁷	Aging Cluster	MOU-20-179 MOD 11		351,954			
Special Programs for the Aging, Title IV, and Title II, Discretionary Projects	93.048		MOU-21-179		5,000			
National Family Caregiver Support, Title III, Part E	93.052		MOU-16-118 MOU-20-179 MOD 11		293,307			
Nutrition Services Incentive Program	93.053	Aging Cluster	MOU-20-179		461,993			
Medicare Enrollment Assistance Program	93.071		MOU-20-179		101,313			
State Health Insurance Assistance Program	93.324				59,128			
Medical Assistance Program	93.778 ²⁹	Medicaid Cluster	MOU-20-179		25,752			
<u>Department of Behavioral Health and Developmental Services</u>								
Projects for Assistance in Transition from Homelessness (PATH)	93.150		FY2021 DBHDS SPC 827		184,660			

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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			FY2022 DBHDS SPC 827					
Substance Abuse and Mental Health Services Projects of Regional and National Significance	93.243 ¹⁸		FY2022 DBHDS SPC 873		43,718			
Opioid STR	93.788		FY2021 DBHDS SPC 822		274,511			
			FY2021 DBHDS SPC 825					
			FY2022 DBHDS SPC 822					
			FY2022 DBHDS SPC 825					
Block Grants for Community Mental Health Services	93.958 ³⁰		FY2018 DBHDS SPC 871		1,977,023			
			FY2020 DBHDS SPC 871					
			FY2021 DBHDS SPC 871					
			FY2022 DBHDS SPC 837					
			FY2022 DBHDS SPC 871					
COVID-19 - Block Grants for Community Mental Health Services	93.958 ³⁰		FY2022 DBHDS SPC 871		51,444			
Block Grants for Prevention and Treatment of Substance Abuse	93.959		FY2020 DBHDS SPC 872		3,425,432			
			FY2021 DBHDS SPC 872					
			FY2021 DBHDS SPC 997					
			FY2022 DBHDS SPC 814					
			FY2022 DBHDS SPC 818					
			FY2022 DBHDS SPC 872					
<u>Department of Education</u>								
Public Health Emergency Response: Cooperative Agreement for Emergency Response: Public Health Crisis Response	93.354 ¹⁹		FAIRFAX-6190000119389		219,015			
Every Student Succeeds Act/Preschool Development Grants	93.434 ²⁰		90TP0039		5,947			
Child Care and Development Block Grant	93.575 ²³	CCDF Cluster	2001VACCDF		767,506			136,768
COVID-19 - Child Care and Development Block Grant	93.575 ²³	CCDF Cluster	ARP03546		23,090			
			ARP03467					
<u>Department of Health</u>								
Public Health Emergency Preparedness	93.069		EP&R FY 2020-2024		247,686			
Project Grants and Cooperative Agreements for Tuberculosis Control Programs	93.116		FRXTB603-GY21		182,839			
			FRXTB603-GY22					
Immunization Cooperative Agreements	93.268		FRXCIAP607GY21		80,009			
			FRXIAP607-FY22					
			FRXIPI607-GY22					
COVID-19 - Epidemiology and Laboratory Capacity for Infectious Diseases (ELC)	93.323		FRXCOV610-GY21		1,057,850			
			FRXED610-GY21					
			FRXSST610-GY23					
Public Health Emergency Response: Cooperative Agreement for Emergency Response: Public Health Crisis Response	93.354 ¹⁹		FAIRFAX-619-0000119389		453,195			
National and State Tobacco Control Program	93.387		703A032924		95,878			
			709CE220066					
COVID-19 - Activities to Support State, Tribal, Local and Territorial (STLT) Health Department Response to Public Health or Healthcare Crises	93.391		521A210102		51,678			
Maternal, Infant and Early Childhood Home Visiting Grant Program	93.870		705A210069		584,206			
			705BJ632557					

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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
HIV Prevention Activities Health Department Based	93.940		705BQ210111 FRXDIS611-GY21 FRXHIV611-FY21 FRXHIV611-FY22		19,783			
Assistance Programs for Chronic Disease Prevention and Control	93.945		709BG210055		8,172			
Sexually Transmitted Diseases (STD) Prevention and Control Grants	93.977		FRXDIS611-GY21 FRXDIS611-GY23		207,308			
Maternal and Child Health Services Block Grant to the States	93.994		705PMCH2021 705PMCH-FX2022		256,849			
<u>Department of Social Services</u>								
Guardianship Assistance	93.090		82201-90633 82202-90634 84728-93128 84928-92128 85528-91128 85828-91428		37,868			
Title IV-E Prevention Program	93.472		84751-93151 84951-92151 85551-91151 85851-91451		150,199			
MaryLee Allen Promoting Safe and Stable Families Program	93.556 ²¹		84729-93129 84929-92129 85529-91129 85829-91429 86601-90359 86602-90360 86605-90361 86608-90393		71,540			
COVID-19 - MaryLee Allen Promoting Safe and Stable Families Program	93.556 ²¹		86801-93152		12,632			
Temporary Assistance for Needy Families	93.558 ²²		86802-93153 80801-90603 84709-93109 84710-93110 84711-93111 84712-93112 84727-93127 84909-92109 84910-92110 84911-92111 84912-92112 84927-92127 85509-91109 85510-91110 85511-91111 85512-91112 85527-91127 85809-91409		5,320,378			529,264

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Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			85810-91410					
			85811-91411					
			85812-91412					
			85827-91427					
			87201-90365					
			87202-90366					
			87204-90367					
			87207-90377					
			87210-90364					
			87212-90391					
			BEN-19-113-08					
			BEN-19-113-08 #2					
			CVS-19-057-A-11					
Refugee and Entrant Assistance State/Replacement Designee Administered Programs	93.566		81901-90623		1,335,519			
			84713-93113					
			84913-92113					
			85513-91113					
			85813-91413					
Low-Income Home Energy Assistance	93.568		84714-93114		565,897			
			84914-92114					
			85514-91114					
			85814-91414					
Community Services Block Grant	93.569		CVS-19-063-09		649,182			649,182
Child Care and Development Block Grant	93.575 ²³	CCDF Cluster	88001-90785		(112,456)			
			OECD-19-047-02					
COVID-19 - Child Care and Development Block Grant	93.575 ²³	CCDF Cluster	88801-90564		13,653			
Child Care Mandatory and Matching Funds of the Child Care and Development Fund	93.596	CCDF Cluster	84716-93116		720,041			
			84717-93117					
			84718-93118					
			84916-92116					
			84917-92117					
			84918-92118					
			85516-91116					
			85517-91117					
			85518-91118					
			85816-91416					
			85817-91417					
			85818-91418					
			88901-90566					
Chafee Education and Training Vouchers Program (ETV)	93.599 ²⁴		86101-90353		7,089			
COVID-19 - Chafee Education and Training Vouchers Program (ETV)	93.599 ²⁴		88501-90273		71,147			
Adoption and Legal Guardianship Incentive Payments	93.603		82001-90651		1,165			
Stephanie Tubbs Jones Child Welfare Services Program	93.645		84731-93131		2,408			
			84931-92131					
			85531-91131					
			85831-91431					
Foster Care Title IV-E	93.658		81107-90636		5,109,268			
			81108-90637					

The accompanying notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule. Total by cluster and individual program may be found at the end of each federal grantor section.

COUNTY OF FAIRFAX, VIRGINIA
Schedule of Expenditures of Federal Awards
Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			81110-90639					
			81112-90657					
			81113-90658					
			81401-90638					
			81402-90640					
			81403-90635					
			81404-90656					
			81405-90655					
			84319-90209					
			84705-93105					
			84706-93106					
			84707-93107					
			84733-93133					
			84738-93138					
			84747-93147					
			84905-92105					
			84906-92106					
			84907-92107					
			84933-92133					
			84938-92138					
			84947-92147					
			85505-91105					
			85506-91106					
			85507-91107					
			85533-91133					
			85538-91138					
			85547-91147					
			85805-91405					
			85806-91406					
			85807-91407					
			85833-91433					
			85838-91438					
			85847-91447					
			87301-90047					
			87302-90368					
			87303-90369					
			87502-90082					
Adoption Assistance	93.659		81201-90606				4,423,243	
			81202-90627					
			81203-90607					
			84324-90214					
			84708-93108					
			84908-92108					
			85508-91108					
			85808-91408					
Social Services Block Grant	93.667 ²⁶		81701-90648				3,377,108	
			82904-90357					
			83304-90340					
			84720-93120					
			84722-93122					
			84723-93123					
			84724-93124					
			84725-93125					

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COUNTY OF FAIRFAX, VIRGINIA
Schedule of Expenditures of Federal Awards
Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			84726-93126					
			84742-93142					
			84920-92120					
			84922-92122					
			84923-92123					
			84924-92124					
			84925-92125					
			84926-92126					
			84942-92142					
			84957-92157					
			85520-91120					
			85522-91122					
			85523-91123					
			85524-91124					
			85525-91125					
			85526-91126					
			85542-91142					
			85557-91157					
			85820-91420					
			85822-91422					
			85823-91423					
			85824-91424					
			85825-91425					
			85826-91426					
			85842-91442					
			85857-91457					
			86401-90351					
			89501-90379					
			CVS-19-057-A-11					
Family Violence Prevention and Services/Domestic Violence Shelter and Supportive Services	93.671 ²⁷		CVS-19-057-A-11		19,160			
COVID-19 - Family Violence Prevention and Services/Domestic Violence Shelter and Supportive Services	93.671 ²⁷		CVS-19-057-A-11		347			
John H. Chafee Foster Care Program for Successful Transition to Adulthood	93.674 ²⁸		84734-93134		48,867			
			84934-92134					
			85534-91134					
			85834-91434					
			86201-90356					
COVID-19 - John H. Chafee Foster Care Program for Successful Transition to Adulthood	93.674 ²⁸		88401-90270		26,934			
COVID-19 - Elder Abuse Prevention Interventions Program	93.747		89601-90380		476,926			
			89602-90381					
Children's Health Insurance Program	93.767		84702-93102		76,782			
			84902-92102					
			85502-91102					
			85802-91402					
Medical Assistance Program	93.778 ²⁹	Medicaid Cluster	84323-90213		8,871,679			
			84701-93101					
			84746-93146					

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COUNTY OF FAIRFAX, VIRGINIA
Schedule of Expenditures of Federal Awards
Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			84750-93150					
			84901-92101					
			84946-92146					
			84950-92150					
			85501-91101					
			85546-91146					
			85550-91150					
			85801-91401					
			85846-91446					
			85850-91450					
Afghan Repatriation Reimbursement	93.REF				29,835			
<u>Office of Children's Services</u>								
Social Services Block Grant	93.667 ²⁶		1300		620,735			
Passed Through Child Development Resources:								
Child Care and Development Block Grant	93.575 ²³	CCDF Cluster	ITSN-NOR-17		474,313			
Passed Through National Association of County and City Health Officials:								
Medical Reserve Corps Small Grant Program	93.008 ¹⁴				18,583			
COVID-19 - Medical Reserve Corps Small Grant Program	93.008 ¹⁴				19,421			
Passed Through Virginia Early Childhood Foundation:								
Strengthening Public Health Systems and Services through National Partnerships to Improve and Protect the Nation's Health	93.421				5,344			
Temporary Assistance for Needy Families	93.558 ²²				103,000			
Every Student Succeeds Act/Preschool Development Grants	93.434 ²⁰		22_FAIRFAX_PDG		1,369,709			437,064
			90TP0067					
			RR-2021-0002-FAIRFAX					
Total for Aging Cluster (93.044, 93.045, 93.053)						3,092,798		
Total for CCDF Cluster (93.575, 93.596)						1,886,147		
Total for Head Start Cluster (93.600)						10,610,645		
Total for Medicaid Cluster (93.778)						8,897,431		
14 - Total Medical Reserve Corps Small Grant Program (93.008)							38,004	
15 - Total Special Programs for the Aging, Title VII, Chapter 2, Long Term Care Ombudsman Services for Older Individuals (93.042)							106,284	
16 - Total Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers (93.044)							1,198,842	
17 - Total Special Programs for the Aging, Title III, Part C, Nutrition Services (93.045)							1,431,963	
18 - Total Substance Abuse and Mental Health Services Projects of Regional and National Significance (93.243)							523,290	
19 - Total Public Health Emergency Response: Cooperative Agreement for Emergency Response: Public Health Crisis Response (93.354)							672,210	
20 - Total Every Student Succeeds Act/Preschool Development Grants (93.434)							1,375,656	
21 - Total Promoting Safe and Stable Families (93.556)							84,172	
22 - Total Temporary Assistance for Needy Families (93.558)							5,423,378	
23 - Total Child Care and Development Block Grant (93.575)							1,166,106	
24 - Total Chafee Education and Training Vouchers Program (ETV) (93.599)							78,236	
25 - Total Head Start (93.600)							10,610,645	
26 - Total Social Services Block Grant (93.667)							3,997,843	
27 - Total Family Violence Prevention and Services/Domestic Violence Shelter and Supportive Services (93.671)							19,507	
28 - Total John H. Chafee Foster Care Program for Successful Transition to Adulthood (93.674)							75,801	
29 - Total Medical Assistance Program (93.778)							8,897,431	
30 - Total Block Grants for Community Mental Health Services (93.958)							2,028,467	

The accompanying notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule. Total by cluster and individual program may be found at the end of each federal grantor section.

COUNTY OF FAIRFAX, VIRGINIA
Schedule of Expenditures of Federal Awards
Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
Executive Office of the President								
Passed Through Washington/Baltimore HIDTA: High Intensity Drug Trafficking Areas Program	95.001		2021TXFAIRFAXSHERIFF G20WB0004A G21WB0004A		386,502			
Department of Homeland Security								
Direct Awards:								
National Urban Search and Rescue (US&R) Response System	97.025				2,989,852			
Assistance to Firefighters Grant	97.044				291,830			
Financial Assistance for Targeted Violence and Terrorism Prevention	97.132				98,168			
Passed Through Commonwealth of Virginia:								
<u>Department of Emergency Management</u>								
COVID-19 - Disaster Grants - Public Assistance (Presidentially Declared Disasters)	97.036		FEMA-DR-4512-VA		5,946,823			
Emergency Management Performance Grants	97.042		EMP-2020-EP-0005-S01 EMP-2020-EP-0010-S01 EMP-2021-EP-0004-S03		47,490			
Homeland Security Grant Program	97.067 ³¹		SHSP 2018 7954 SHSP 2019 8237 SHSP 2019 8242 SHSP 2020 8566 SHSP 2020 8592 SHSP 2020 8597 SHSP 2021 77 SHSP 2021 80		413,379			
Passed Through Metropolitan Washington Council of Governments (MWCOC)								
<u>Metropolitan Washington Council of Governments (MWCOC)</u>								
Non Cash Assistance: Homeland Security Grant Program	97.067 ³¹				474,000			
Passed Through District of Columbia:								
<u>Homeland Security and Emergency Management</u>								
Homeland Security Grant Program	97.067 ³¹		18UASI529-01 19UASI529-01 19UASI529-02 19UASI531-01 19UASI531-02 19UASI531-04 19UASI533-01 19UASI533-02 19UASI583-01 19UASI583-02 19UASI583-05 20UASI529-01 20UASI529-02 20UASI531-01 20UASI531-03 20UASI531-04		7,676,389			

The accompanying notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule. Total by cluster and individual program may be found at the end of each federal grantor section.

COUNTY OF FAIRFAX, VIRGINIA
Schedule of Expenditures of Federal Awards
Fiscal year ended June 30, 2023

Federal Grantor/Pass-Through Entity/Program Title	Assistance Listing Number	Cluster Name	Pass-Through Entity Identifying Number	Loans	Expenditures	Total Cluster	Total Program	Passed Through to Subrecipients
			20UASI533-01					
			20UASI533-02					
			20UASI583-01					
			20UASI583-02					
			20UASI583-05					
			21UASI529-01					
			21UASI529-02					
			21UASI531-01					
			21UASI531-03					
			21UASI531-04					
			21UASI533-01					
			21UASI583-01					
			21UASI583-02					
			21UASI650-09					
31 - Total Homeland Security Grant Program (97.067)							8,563,768	
Agency for International Development								
Direct Awards:								
USAID Foreign Assistance for Programs Overseas	98.001				4,585,449			
					<u>651,987,075</u>			<u>14,241,258</u>

The accompanying notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule. Total by cluster and individual program may be found at the end of each federal grantor section.

COUNTY OF FAIRFAX, VIRGINIA
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2023

Note 1—Basis of presentation

The accompanying Schedule of Expenditures of Federal Awards (“Schedule”) includes all federal grant activity of the County of Fairfax, Virginia (“County”) and its component units. The County’s reporting entity is defined in Note A, Part 1 of the County’s basic financial statements.

The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (“Uniform Guidance”). Therefore, some amounts presented in this Schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

Note 2—Summary of significant accounting policies

Except for the beginning loan balances, expenditures reported on the accompanying Schedule are reported on the modified accrual basis of accounting as defined in Note A, Part 3 of the County’s basic financial statements. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited for reimbursement.

The County has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

Note 3—Non-cash and other programs

The Commonwealth of Virginia Department of Agriculture and Consumer Services, Food Distribution Program, administers the United States Department of Agriculture (“USDA”) donated food program within the Commonwealth of Virginia. USDA provides values for all donated food. For Assistance Listing 10.555, National School Lunch Program, the County received donated food for the fiscal year ended June 30, 2023. The value of the donated food is included on the accompanying Schedule.

The purpose of the Homeland Security Program, Assistance Listing 97.067, is to enhance the ability of state and local governments to prepare, prevent, respond to, and recover from terrorist attacks and other disasters. Several Washington, DC metropolitan jurisdictions receive funding under this program. For the fiscal year ended June 30, 2023, the County received a donated vehicle from Metropolitan Washington Council of Government. The value of the donated vehicle is included on the accompanying Schedule.

Additionally, under USAID Foreign Assistance for Programs Overseas Assistance Listing 98.001, Fairfax County’s Urban Search and Rescue Team (“USAR”) can be deployed immediately by the U.S. Agency for International Development (“USAID”) to assist in the federal government’s humanitarian response to a natural disaster. During these deployments, USAR will bring capital equipment and non-capital supplies to their deployment site. Under certain circumstances and with the federal government’s approval, USAR will transfer, or donate, the capital equipment and non-capital supplies to designated relief organizations. For the year ended June 30, 2023, USAR purchased and transferred equipment or supplies valued at \$1,551,021 to these organizations.

COUNTY OF FAIRFAX, VIRGINIA
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2023

Note 4—Loans

The U.S. Department of Housing and Urban Development has insured certain mortgage loan borrowings made by the County through the Fairfax County Redevelopment and Housing Authority (“Authority”) in connection with certain low-income housing projects. The loan program under Assistance Listing 14.248, Community Development Block Grant Section 108 Loan Guarantees had outstanding principal balance of \$2,751,000 on June 30, 2023. This loan does not have any continuing compliance requirements; therefore, it is not reported on the accompanying Schedule.

The Authority provides loans to qualified low-income borrowers through Assistance Listing 14.239, Home Investment Partnerships Program (“HOME”), to promote home ownership and provide assistance with down payments and closing costs. The outstanding principal balance of the HOME loans was \$15,441,857 on June 30, 2023. Loans made in prior years to partnership entities that are believed to be uncollectable are tracked by the Authority’s loan tracking software and the County’s financial system. Since there is no expectation of collecting these loans, a 100% allowance is reflected, and the value of \$7,545,190 is not included in the ending principal balance.

The Authority also provides loans to qualified low-income homeowners or homeowners living in areas targeted for improvement, resulting in the elimination of health or safety code violations, through Assistance Listing 14.218, Community Development Block Grants/Entitlement Grants (“CDBG”). The outstanding principal balance of the CDBG loans was \$25,799,129 on June 30, 2023. Loans made in prior years to partnership entities that are believed to be uncollectable are tracked by the Authority’s loan tracking software and the County’s financial system. Since there is no expectation of collecting these loans, a 100% allowance is reflected, and the value of \$2,553,420 is not included in the ending principal balance.

In addition, the Authority held Federal Housing Administration – insured mortgage revenue bonds secured by land, buildings, and equipment of \$1,630,000 on June 30, 2023. This is reported under Assistance Listing 14.000.

On December 17, 2014, the Economic Development Authority and the County entered a Transportation Infrastructure Finance and Innovation Act (“TIFIA”) loan agreement under Assistance Listing 20.223 with the United States Department of Transportation. The TIFIA loan is for the aggregate principal amount of up to \$403.3 million. This loan is to fund the County’s obligated project costs for the construction of Phase Two of the Metrorail Silver Line extension. The outstanding balance of the TIFIA loan was \$436,344,725 on June 30, 2023, which includes principal and capitalized interest. The maximum principal available on the loan was reached in a prior year; therefore, no additional draws will be made against the loan. Under the terms of the loan agreement, the County will begin repayment on October 1, 2023. This loan does not have any continuing compliance requirements; therefore, it is not reported on the accompanying Schedule.

Note 5—Transportation grants

The County’s transportation grants are typically multi-year projects with flexible funding sources that result in funding allocation changes throughout the life of the project. Accordingly, due to the inherent nature of these transportation grants, the County prepares the accompanying Schedule using the best information available at the time of reporting. In cases where it is difficult to identify the mix of federal and state money under the federal transportation program, the expenditure is reported on the accompanying Schedule.

COUNTY OF FAIRFAX, VIRGINIA
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2023

Note 6—Disaster grants – public assistance (presidentially declared disasters)

After a presidentially declared disaster, FEMA provides assistance under the federal program, Disaster Grants – Public Assistance (Presidentially Declared Disasters) (Assistance Listing 97.036), to reimburse eligible costs associated with debris removal, emergency protective measures and the repair, restoration, reconstruction or replacement of public facilities, or infrastructure damaged or destroyed as a result of the federally declared disaster or emergency. The federal government typically makes reimbursements in the form of cost-share grants, but cost-share requirements were waived for expenditures incurred as a result of the COVID-19 pandemic. For the fiscal year ended June 30, 2023, FEMA approved \$5,946,823 in eligible expenditures that were incurred in both the current and prior fiscal years as follows: FY 2022 \$5,288,988 and FY 2023 \$657,835. These expenditures are reported on the accompanying Schedule.

Note 7—COVID-19 pandemic expenditures

Several Acts of Congress provided relief funding to respond to the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security (“CARES”) Act was signed on March 27, 2020, to provide relief from the impact of the COVID-19 pandemic. In addition, the American Rescue Plan Act was signed on March 11, 2021, to provide additional assistance. Included in the Acts are provisions and funding specific to state and local governments to protect their communities during this challenging period. During the fiscal year ended June 30, 2023, the County received and expended COVID-19 funding for authorized purposes. For SEFA reporting, the prefix “COVID-19” is used in the name of each federal program that has COVID-19 related expenditures.

COUNTY OF FAIRFAX, VIRGINIA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2023

(1) Summary of Auditor's Results

Basic Financial Statements

- A. Type of report issued on the financial statements: **Unmodified**
- B. Internal control over financial reporting:
Significant deficiencies identified that are not considered a material weakness? **Yes**
Material weakness identified? **No**
- C. Noncompliance material to financial statements noted? **None Reported**

Federal Awards

- D. Significant deficiencies in internal control over major programs noted? **Yes**
- E. Material weaknesses in internal control over major programs noted? **No**
- F. Type of report issued on compliance for major programs: **Unmodified**
- G. Any findings which are required to be reported under Section 200.516(a) of Uniform Guidance? **Yes**
- H. Major programs are as follows:
1. WIC Special Supplemental Nutrition Program for Women, Infants, and Children (10.557)
 2. Child and Adult Care Food Program (10.558)
 3. Moving to Work Demonstration Program (14.881)
 4. Highway Planning and Construction (20.205)
 5. Emergency Rental Assistance Program (21.023)
 6. Coronavirus State and Local Fiscal Recovery Funds (21.027)
 7. Title I Grants to Local Educational Agencies (84.010)
 8. Education Stabilization Fund (84.425)
 9. Foster Care Title IV-E (93.658)
 10. Block Grants for Prevention and Treatment of Substance Abuse (93.959)
 11. USAID Foreign Assistance for Programs Overseas (98.001)
- I. Dollar threshold used to distinguish between Type A and Type B programs: **\$3,000,000**
- J. Auditee qualified as low-risk auditee? **No**

COUNTY OF FAIRFAX, VIRGINIA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2023

(2) Findings Related to the Financial Statements Reported in Accordance with Government Auditing Standards

Finding: 2023-001 – Significant Deficiency – Internal Control over Financial Reporting

Criteria: To prepare financial statements in accordance with accounting principles generally accepted in the United States of America (“GAAP”), accurate and complete recordation of transactions must be maintained to support the fair and timely presentation of the County’s financial statements and to ensure accountability to the users of the financial statements.

Condition: Throughout the fiscal year, County’s Department of Finance personnel oversee the preparation, processing, and recordation of thousands of financial transactions that are compiled and provided to County management by way of reports used to run the County and ultimately used in the year end publication of the Annual Comprehensive Financial Report (“ACFR”). To ensure transactions are fairly represented, procedures must be in place and functioning effectively to produce complete and accurate financial information. During the audit process, it was determined that the County did not recognize unrealized losses on investments in the General Fund in accordance with GAAP.

Cause: Inaccurate application of investment recognition criteria per GAAP.

Effect: As of and for the fiscal years ended June 30, 2023 and 2022, balances related to General Fund investments, revenue from the use of money and property and fund balance were overstated by the unrecording of unrealized losses on investment activities.

Recommendation: The County should record unrealized investment losses in accordance with GAAP.

Views of responsible officials and planned corrective actions: We agree with this finding and have taken steps to implement corrective action to ensure that proper valuation of unrealized gains and losses will be done going forward. In addition, the unrealized losses will be corrected for FY24, and the correction will be disclosed in accordance with GAAP. This finding occurred during turnover and reassignment of responsibilities. At the time, a procedural change was made that was not properly vetted by the appropriate subject matter experts and the impact of the change was not identified during the general statement review process.

The impact was unrealized gains and losses continued to be properly recognized in the government-wide statements; however, the amounts were not being reflected in the fund level statement as required by GAAP.

COUNTY OF FAIRFAX, VIRGINIA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2023

(3) Findings and Questioned Costs for Federal Awards

Finding: 2023-002

Program Name: Moving to Work Demonstration Program

Assistance Listing Number: 14.881

Federal Awarding Agency: Department of Housing and Urban Development (HUD)

State Awarding Agency: Not applicable (Direct Award)

Department: Fairfax County Department of Housing and Community Development (DHCD)

Compliance Requirement: Special Test-Housing Quality Standards (HQS) Enforcement

Prior Year Finding Number: Not applicable

Type of Finding: Significant Deficiency, Non Material Non-Compliance

Criteria: Per 24 CFR 982.404 “The public housing authority (“PHA”) must not make any housing assistance payments (HAP) for a dwelling unit that fails to meet the HQS, unless the owner corrects the defect within the period specified by the PHA and the PHA verifies the correction. If a defect is life threatening, the owner must correct the defect within no more than 24 hours. For other defects, the owner must correct the defect within no more than 30 calendar days (or any PHA-approved extension).” Per 2 CFR Section 200.303, non-Federal entities receiving federal awards must establish and maintain internal control designed to reasonably ensure compliance with federal statutes, regulations, and terms and conditions of the federal award.

Per 24 CFR 982.405, “The PHA must inspect the unit leased to a family prior to the initial term of the lease, at least biennially during assisted occupancy, and at other times as needed, to determine if the unit meets the Housing Quality Standards (HQS).” However, Fairfax County DHCD participates in the Moving to Work Demonstration Program (“MTW”) that provides them the opportunity to design and test innovative strategies that use federal dollars more efficiently. MTW allows PHAs exemptions from many existing public housing and voucher rules. Per Fairfax County Redevelopment and Housing Authority’s FY 2023 Moving to Work Plan, the County implemented Activity 2014-3, Streamlined Inspections for Housing Choice Voucher and Rental Assistance Demonstration Project-Based Voucher Units, in 2014 and later amended in 2020 and 2021. This activity reduces costs associated with conducting inspections, encourages owners to maintain their units, and incentivizes families to employ good housekeeping practices. The activity allows HCV units to be inspected on a triennial basis.

Condition: During our testing of 60 inspections, we noted four instances where a unit failed its inspection and the defect was not corrected within the allowable timeframe and HAP payments were not abated:

- In one instance, a unit failed inspection and the required re-inspection was never performed prior to the tenant moving out, 4 months after the failed inspection.
- In the second instance, a unit failed inspection. The first re-inspection was performed within 30 days; however, the unit failed re-inspection. Another re-inspection was never performed prior to the tenant moving out, 5 months after the second failed inspection.
- In the third instance, a unit failed inspection and was not re-inspected for 7 months. The re-inspection also failed. DHCD withheld HAP payments beginning after the second failed inspection, however, this was not completed timely.
- In the fourth instance, a unit failed inspection and the required re-inspection was not performed prior to the fiscal year-end.

COUNTY OF FAIRFAX, VIRGINIA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2023

During our testing of 60 inspection, we noted four instances where a unit was not inspected on the required triennial basis.

Cause: The Authority relies on a heavily manual process and does not have a comprehensive inspection report for ensuring that units are timely re-inspected, self-certifications get documented within the system, the status of the failed unit is changed in the system, and that rent is abated when a unit with a failed inspection is not corrected within the required timeframe.

The nature of the current process is complex and allows for human error. The current process consists of a daily, multi-step process by the inspection supervisor, who runs several reports to monitor inspections, as follows:

- Inspectors must enter in the results of the inspections they perform within 24 hours. The Inspection Supervisor runs the inspector activity report to ensure that the inspectors have entered in their results timely. Inspectors are responsible for entering in a failed inspection and entering the date of the next inspection.
- The Inspection Supervisor also runs a “failed and follow up report” that tracks failed inspections that do not have a re-inspection scheduled. The Inspection Supervisor goes into each account on this report and investigates why an inspection was not rescheduled.
- The HAP hold report is run weekly to show units that have failed inspections twice and thus should have a hold placed on their account.
- The inspection assignment report is run almost daily; it tells the inspection supervisor what is scheduled and unscheduled for both annual inspections and re-inspections due to failures. The Inspection Supervisor then schedules any units that are due for re-inspection.

Due to the above limitations and complexities, there are oversights that occur in the review and documentation process.

Effect: The Authority’s control environment over HQS enforcements did not ensure that re-inspections were timely performed or documented within the system or that HAP abatements occurred in a timely manner. As a result, the Authority was not in compliance with the HQS enforcement requirements as of June 30, 2023. Non-compliance with these requirements creates a risk that the Authority may provide federal funds to tenants of ineligible units.

Recommendation: We recommend the Authority review their system functionality to determine whether an electronic process for scheduling and follow-up or comprehensive reporting can be identified to improve efficiency and eliminate the potential for human error. If an electronic process or comprehensive reporting is not available, or cannot fully cover the deficiency, we recommend the Authority look into measures to streamline their current process and to eliminate non-compliance. Potential examples include adding an inspection checklist, having the inspection supervisor review and schedule upcoming inspections in advance, building room into the schedule for life-threatening re-inspections, having the inspection supervisor ensure that each scheduled inspection is timely documented in the system, etc.

Questioned costs: None.

Repeat Finding: No.

COUNTY OF FAIRFAX, VIRGINIA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2023

Views of responsible officials and planned corrective actions: The Authority is working with Yardi, the software company that supports the Authority's client management software, to provide standardized reports that can be used by managers to flag exceptions to requirements such as regular inspections, and re-inspections within 30 days for units that fail due to non-life-threatening conditions. There are current limitations within the software that do not allow for a fully automated work flow, which then necessitates a highly manual process and more likelihood of human error.

The Authority will also implement more internal controls at the management level; specifically with units that fail inspection. All failed inspections will be independently tracked to ensure that a re-inspection takes place within 30 days, and management will review reports of all failed inspections, at least weekly. Finally, the Inspections Supervisor will receive more training on the Authority's abatement policies, so that units that fail and are not corrected within the corrective period are abated according to the Authority's HCV Administrative Plan.

COUNTY OF FAIRFAX, VIRGINIA
STATUS OF PRIOR AUDIT FINDINGS

YEAR ENDED JUNE 30, 2023

Status of Prior Year Findings and Questioned Costs Relating to Government Auditing Standards

None reported.

Status of Prior Year Findings and Questioned Costs Relating to Federal Awards

None reported.




County of Fairfax, Virginia

MEMORANDUM

DATE: November 28, 2023

TO: Board of Supervisors

FROM: Christina C. Jackson, Chief Financial Officer 

SUBJECT: Fiscal Year 2023 Audit Findings

This memorandum is being provided to give the Board a consolidated, detailed listing of any findings noted by the County's external auditors, Cherry Bekaert LLC, during the fiscal year 2023 audit, along with management's response. The two findings noted are referenced to the page where they can be found within Cherry Bekaert's Fairfax County Board of Supervisors Reports document included in the December 5, 2023, BOS meeting Information Item *Presentation of the Fiscal Year 2023 Annual Comprehensive Financial Report (ACFR) and Popular Annual Financial Report (PAFR)*. In addition, we have included background information regarding audit requirements, along with an overview of the types of audit opinions and findings.

Of note, the County continued to receive multiple federal awards during the fiscal year to respond to the COVID-19 pandemic. Although several federal programs targeting the County's response to the pandemic began to wind down, the additional funding continued to result in a greater than average number of federal programs requiring audit. A total of eleven federal programs were audited, and of those, three were fully related to pandemic funding, with approximately \$211.0 million in expenditures during fiscal year 2023. There were no audit findings resulting from the County's expenditure of these funds.

BACKGROUND

Annually, the County is required to produce an audited financial report and is also required to have various areas audited in accordance with requirements of the Virginia Auditor of Public Accounts (APA). Further, federal grants are subject to a Uniform Guidance single audit (the Single Audit) of programs and expenditures. As noted above, these audits are performed by the County's external auditor, Cherry Bekaert LLC.

The Department of Finance produces the Annual Comprehensive Financial Report (ACFR), which is compiled in accordance with generally accepted accounting principles (GAAP) as promulgated by the Governmental Accounting Standards Board (GASB). The County has received a Certificate of Achievement in Financial Reporting from the Government Finance

Office of the County Executive
12000 Government Center Parkway, Suite 552
Fairfax, VA 22035-0066
703-324-2531, TTY 711, Fax 703-324-3956
www.fairfaxcounty.gov

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November 28, 2023

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Officers Association (GFOA) of the United States and Canada each year since 1977. The award recognizes the ACFR as being easily readable and efficiently organized, while satisfying GAAP and applicable legal requirements. The separate Board of Supervisors Reports document is produced by Cherry Bekaert and includes their audit opinion for the ACFR, results of the Single Audit, along with documentation of required communications, engagement, and management representation letters.

The Code of Virginia requires that the ACFR be produced and submitted to the APA no later than December 15. In addition, the Code of Virginia requires that the results of the annual audit are presented to the Board of Supervisors by December 31. The audit process for the County is complex and is still underway during the month of November. The date of the opinion letter represents completion of field work by Cherry Bekaert. Additional administrative activities associated with the preparation and release of the reports occur after that date. Both the ACFR and the Board of Supervisors Reports were delivered electronically to the Board in advance of the December 5, 2023, Board Meeting, as soon as they became available.

AUDIT OPINION

Under Government Auditing Standards, an organization's external auditors are required to denote the overall audit opinion of the financial statements. Categories of opinion are:

- **Unmodified Opinion** – financial statements of a given entity are presented fairly, in all material respects, in accordance with generally accepted accounting principles
- **Modified Opinion** – when an auditor has either a *qualified opinion, adverse opinion, or disclaimer of opinion*

For the fiscal year 2023 audit, the County's ACFR received an **Unmodified Opinion**, with Cherry Bekaert noting that the financial statements presented fairly, in all material respects, the respective financial position, and changes in financial position and cash flows were in accordance with GAAP. For the Single Audit, eleven major grant programs were audited, and each received an **Unmodified Opinion**.

During the annual audit, Cherry Bekaert performs tests of internal control over financial reporting and compliance, and other matters. This covers not only the ACFR, but internal controls and compliance over major grant programs as required by the Uniform Guidance (grant auditing requirements).

While the overall ACFR and each major grant program received an Unmodified Opinion, as noted above, there were two areas where the external auditors had a finding relating to internal controls and compliance.

AUDIT FINDINGS

Audit standards require that reportable findings related to internal controls be classified under one of the following two categories in ascending order of significance/severity:

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November 28, 2023
Page 3

- **Significant Deficiency** - is a deficiency, or a combination of deficiencies, in internal control over financial reporting or compliance with federal program requirements, that is less severe than a material weakness, yet important enough to merit attention by those responsible for oversight of the organization's financial reporting.
- **Material Weakness** - is a deficiency, or a combination of deficiencies, in internal control over financial reporting or compliance with federal program requirements, where there is a reasonable possibility that a material misstatement of the organization's financial statements will not be prevented or detected on a timely basis.

For the fiscal year 2023 audit, there were two reportable findings. As part of the audit, management is required to respond to each finding. The findings and related "Management's Response" are summarized below:

1. **Agency:** Housing Authority (Authority)/Department of Housing and Community Development (DHCD)
Description: Housing Quality Standards Enforcement
Classification: Significant Deficiency – Non-Material Non-Compliance
Reference to BOS Reports: Page 105

Auditor's Finding & Recommendation:

During our testing of 60 inspections, we noted four instances where a unit failed its inspection and the defect was not corrected within the allowable timeframe and HAP payments were not abated:

- In one instance, a unit failed inspection and the required re-inspection was never performed prior to the tenant moving out, 4 months after the failed inspection.
- In the second instance, a unit failed inspection. The first re-inspection was performed within 30 days, however the unit failed re-inspection. Another re-inspection was never performed prior to the tenant moving out, 5 months after the second failed inspection.
- In the third instance, a unit failed inspection and was not re-inspected for 7 months. The re-inspection also failed. DHCD withheld HAP payments beginning after the second failed inspection; however, this was not completed timely.
- In the fourth instance, a unit failed inspection and the required re-inspection was not performed prior to the fiscal year end.

Also, during our testing of 60 inspections, we noted four instances where a unit was not inspected on the required triennial basis.

The Authority's control environment over HQS enforcements did not ensure that re-inspections were timely performed or documented within the system or that HAP abatements occurred in a timely manner. As a result, the Authority was not in compliance with the HQS enforcement requirements as of June 30, 2023. Non-compliance with these requirements creates a risk that the Authority may provide federal funds to tenants of ineligible units.

We recommend the Authority review their system functionality to determine whether an electronic process for scheduling and follow-up or comprehensive reporting can be identified

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to improve efficiency and eliminate the potential for human error. If an electronic process or comprehensive reporting isn't available, or cannot fully cover the deficiency, we recommend the Authority look into measures to streamline their current process and to eliminate non-compliance. Potential examples include adding an inspection checklist, having the inspection supervisor review and schedule upcoming inspections in advance, building room into the schedule for life-threatening re-inspections, having the inspection supervisor ensure that each scheduled inspection is timely documented in the system, etc.

Management's Response:

The Authority is working with Yardi, the software company that supports the Authority's client management software, to provide standardized reports that can be used by managers to flag exceptions to requirements such as regular inspections, and re-inspections within 30 days for units that fail due to non-life-threatening conditions. There are current limitations within the software that do not allow for a fully automated workflow, which then necessitates a highly manual process and more likelihood of human error. The Authority will also implement more internal controls at the management level; specifically with units that fail inspection. All failed inspections will be independently tracked to ensure that a re-inspection takes place within 30 days, and management will review reports of all failed inspections, at least weekly. Finally, the Inspections Supervisor will receive more training on the Authority's abatement policies, so that units that fail and are not corrected within the corrective period are abated according to the Authority's HCV Administrative Plan.

2. Agency: Department of Finance

Description: Recording Unrealized Investment Losses

Classification: Significant Deficiency – Internal Control Over Financial Reporting

Reference to BOS Reports: Page 104

Auditor's Finding & Recommendation:

Throughout the fiscal year, County's Department of Finance personnel oversee the preparation, processing, and recordation of thousands of financial transactions that are compiled and provided to County management by way of reports used to run the County and ultimately used in the year-end publication of the Annual Comprehensive Financial Report ("ACFR"). To ensure transactions are fairly represented, procedures must be in place and functioning effectively to produce complete and accurate financial information. During the audit process, it was determined that the County did not recognize unrealized losses on investments in the General Fund in accordance with GAAP.

The County should record unrealized investment losses in accordance with GAAP.

Management's Response:

We agree with this finding and have taken steps to implement corrective action to ensure that proper valuation of unrealized gains and losses will be done going forward. In addition, the unrealized losses will be corrected for FY24 and the correction will be disclosed in accordance with GAAP. This finding occurred during turnover and reassignment of responsibilities. At the time a procedural change was made that was not properly vetted by the appropriate subject matter experts and the impact of the change was not identified during the general statement review process.

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The impact was unrealized gains and losses continued to be properly recognized in the government wide statements; however, the amounts were not being reflected in the fund level statement as required by GAAP.

GAAP requires that investments with a maturity beyond 12 months at the time of purchase be revalued (marked to market) at June 30, resulting in unrealized gains and losses. These adjustments do not have a budgetary impact to the County and are only recorded for external financial reporting in the ACFR statements prepared in accordance with GAAP. Investment decisions are made in accordance with the County's Investment Policy which notes that the investment strategy is to buy and hold investments until maturity; for investments held to maturity, any potential losses would not be realized.

For questions, please contact Chris Pietsch, Director, Department of Finance at 703-324-3126.

cc: Bryan J. Hill, County Executive

Christopher J. Pietsch, Director, Department of Finance

CLOSED SESSION:

- (a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).
- (b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).
- (c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, as identified below, where discussion in an open session would adversely affect the negotiating or litigating posture of the public body, as well as consultation with legal counsel regarding specific legal matters listed below requiring the provision of legal advice by such counsel, all as permitted by Virginia Code § 2.2-3711(A) (7) and (8).
 - 1. *Association of Energy Conservation Professionals, Virginia Interfaith Power & Light, Appalachian Voices, and Faith Alliance for Climate Solutions v. Virginia State Air Pollution Control Board, Virginia Department of Environmental Quality, and Michael Robland, Director of Virginia Department of Environmental Quality*, Case No. CL-2023-0012061 (Fx. Co. Cir. Ct.)
 - 2. *Application of Virginia Electric and Power Company*, Case No. PUR-2023-00049 (Va. State Corp. Comm'n) (Springfield District)
 - 3. *Marcus Burke, by Government Employees Insurance Company, subrogee v. Harold Wolf*, Case No. GV23-010863 (Fx. Co. Gen. Dist. Ct.)
 - 4. *Claudette Gama-Salazar v. Katharine M. Follot Layton*, Case No. GV23-020296 (Fx. Co. Gen. Dist. Ct.)
 - 5. *Brookfield Washington, L.L.C. v. The County of Fairfax, Virginia, The Board of Supervisors of Fairfax County, Virginia, and The Department of Land Development Services of Fairfax County, Virginia*, Case No. CL-2022-0008210 (Fx. Co. Cir. Ct.) (Hunter Mill District)
 - 6. *Jay Riat, Building Official for Fairfax County, Virginia v. Oanh Kim Tran and Cong Thanh Ngo*, Case No. GV22-006400 (Fx. Co. Gen. Dist. Ct.) (Braddock District)
 - 7. *Jay Riat, Building Official for Fairfax County, Virginia v. Jennet Mofor*, Case No. GV23-009477 (Fx. Co. Gen. Dist. Ct.) (Braddock District)

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8. *Jay Riat, Building Official for Fairfax County, Virginia v. Mizanur Rahman and Maria Rabeya Rahman, Case No. CL-2022-0003620 (Fx. Co. Cir. Ct.) (Franconia District)*
9. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Yuk Yee Cheng, Case No. CL-2023-0015525 (Fx. Co. Cir. Ct.) (Franconia District)*
10. *Jay Riat, Building Official for Fairfax County, Virginia v. Griselda G. Fernandez, Case No. GV23-021197 (Fx. Co. Gen. Dist. Ct.) (Mason District)*
11. *Jay Riat, Building Official for Fairfax County, Virginia v. Virginia Sanchez, Case No. GV23-003016 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)*
12. *Jay Riat, Building Official for Fairfax County, Virginia v. Isela Flores, Case No. GV23-003015 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)*
13. *Jay Riat, Building Official for Fairfax County, Virginia v. Victorine N. Tohnain, Case No. GV23-005200 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)*

Board Agenda Item
December 5, 2023

3:30 p.m.

Public Hearing on a Proposed Amendment to Chapter 122 (Tree Conservation Ordinance) of The Code of the County of Fairfax, Virginia (County Code) Re: Tree Commission Charter

ISSUE:

Board of Supervisors (Board) approval of a proposed amendment to Chapter 122 (Tree Conservation Ordinance) of the County Code that updates the Tree Commission charter.

PLANNING COMMISSION RECOMMENDATION:

On October 25, 2023, the Planning Commission voted 11-0 to recommend to the Board of Supervisors the adoption of the proposed amendment to Chapter 122 (Tree Conservation Ordinance) of the County Code, as set forth in the Staff Report dated September 26, 2023 (Attachment 1).

RECOMMENDATION:

The County Executive recommends that the Board adopt the proposed amendment as set forth in the Staff Report dated September 26, 2023, and recommended by the Planning Commission.

The proposed amendment has been prepared by the Department of Land Development Services (LDS) in coordination with the Department of Public Works and Environmental Services (DPWES) and the Office of the County Attorney with input from the Tree Commission.

TIMING:

Board action is requested on December 5, 2023. The Board authorized advertisement of public hearings on September 26, 2023. The Planning Commission held a public hearing on October 25, 2023. If adopted by the Board, the amendment will become effective at 12:01 a.m. on December 6, 2023.

BACKGROUND:

The Tree Commission was created by action of the Board on June 18, 1973. The charter was last updated on March 23, 2021, when it was relocated from the Zoning Ordinance to the Tree Conservation Ordinance. The only significant change made with

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that update was to include the Tree Commission's activities related to the Tree Conservation Ordinance. The Tree Commission wishes to expand their charter to include additional activities in furtherance of their basic mission to monitor and advise the Board on ongoing tree conservation activities, promote tree conservation, and assist staff in the development of county requirements for tree preservation and planting. The proposed changes to the charter formalize the Tree Commission's participation in activities related to the Board's Natural Landscaping Policy, the Fairfax County Tree Action Plan, and the Community of Practice, as identified in the Tree Action Plan, that maintains and manages the urban forest. These changes to the charter reflect a continuation of the Tree Commission's involvement in these areas. The Tree Commission played a central role in the development of the original Tree Action Plan in 2006. Tree Commission members also participated in the Interagency Natural Landscaping Committee and the development of the Natural Landscaping element of the Policy Plan volume of the Comprehensive Plan. The proposed changes to the charter would also allow the Tree Commission to review and comment, at its discretion, on select actions being considered by the Planning Commission and other public bodies and agencies that may impact the urban forest. The Tree Commission has done this in the past, on request, and it is not anticipated that this would be a regular occurrence.

On March 21, 2023, the Board directed staff to prepare an amendment to the Tree Conservation Ordinance to revise the Tree Commission charter consistent with a proposal by the Tree Commission. The proposal was supported by the Chair of the Environmental Quality Advisory Council. As directed by the Board, the proposed amendment to the Tree Commission charter includes all the additional elements requested by the Tree Commission and some editorial changes.

PROPOSED AMENDMENT:

The proposed amendment to the Tree Commission charter includes the following new elements:

- Advise the Board on actions it might take to protect, improve, and expand the urban forest across Fairfax County.
- Review and comment, at its discretion, on selected actions being considered by the Planning Commission, the Board of Zoning Appeals, the Fairfax County Schools and School Board, the Fairfax County Park Authority and Park Authority Board, and any other County or County-related agencies that may impact the urban forest.
- Report annually to the Board on implementation of the County's Natural Landscaping Policy by county agencies.
- Report annually to the Board on activities of public and private entities to promote tree planting and care on private property.

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- Report annually on the results of the Community of Practice as identified in the Fairfax County Tree Action Plan.
- Recommend to the Board improvements to the Fairfax County Tree Action Plan.
- Represent the Board in the Community of Practice established in accordance with the Fairfax County Tree Action Plan.
- Provide outreach on behalf of the Board to private organizations and county citizens regarding the benefits of protecting, improving, and expanding Fairfax County's urban forest.

The proposed amendment also:

- Adds Secretary to the list of officers.
- Codifies the current practice of appointing one member from each magisterial district.
- Eliminates the requirement for citizen members to have some knowledge and experience in the field of arboriculture or related fields. This removes a barrier to broader citizen participation on the commission. There is sufficient technical expertise among the other members of the commission who represent various organizations and agencies (e.g., Virginia Department of Forestry) and staff to assure that recommendations by the commission are representative of best practices.

The proposed amendment is attached to the Staff Report.

EQUITY IMPACT:

The proposed amendment to the Tree Commission Charter positively impacts equity as follows:

- Expanding the Tree Commission's involvement in the review of county policies and programs related to tree preservation and the urban forest promotes improved environmental quality and quality of life in all our communities, particularly in areas where tree canopy is lacking.
- Eliminating the requirement for citizen members to have "knowledge and experience in the field of arboriculture or related fields" promotes a more inclusive community approach to the tree ordinances, policies, and programs in the County by allowing individuals who are interested in or passionate about trees and environmental quality, but who don't necessarily have the level of expertise previously required, to be members of the commission.
- Although it is not a change from current practice, it is noted that the codification of the requirement that each magisterial district be represented ensures that outreach, implementation, and activities occur in all areas and that areas of

Board Agenda Item
December 5, 2023

vulnerability, which experience higher levels of asthma and increased heat, can be improved through the ordinances, policies, and programs of the Tree Commission.

The proposed amendment addresses the following three One Fairfax Areas of Focus:

- #8. Neighborhoods that support all communities and individuals through strong social networks, trust among neighbors, and the ability to work together to achieve common goals that improve the quality of life for everyone in the neighborhood.
- #11. A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities, and services for all people.
- #12. A healthy and quality environment to live and work in that acknowledges the need to breathe clean air, to drink clean water now and for future generations.

REGULATORY IMPACT:

None.

FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment 1 – Land Development Services Staff Report dated September 26, 2023: Proposed Amendment to Chapter 122 (Tree Conservation Ordinance) of The Code of the County of Fairfax, Virginia (County Code) Re: Tree Commission Charter

STAFF:

Rachel Flynn, Deputy County Executive
William D. Hicks, P.E., Director, Land Development Services
Christopher Harrington, P.E., Director, Department of Public Works Environmental Services

ASSIGNED COUNSEL:

Marc Gori, Assistant County Attorney

LAND DEVELOPMENT SERVICES
September 26, 2023

STAFF REPORT

- PROPOSED COUNTY CODE AMENDMENT
- PROPOSED PFM AMENDMENT
- PROPOSED ZONING ORDINANCE AMENDMENT
- APPEAL OF DECISION
- WAIVER REQUEST

Proposed Amendment to Chapter 122 (Tree Conservation Ordinance) of *The Code of the County of Fairfax, Virginia* (County Code) Re: Tree Commission Charter

PUBLIC HEARING DATES

Authorization to Advertise: September 26, 2023
Planning Commission Hearing: October 25, 2023 at 7:30 p.m.
Board of Supervisors' Hearing: December 5, 2023 at 3:30 p.m.

Prepared By: John Friedman
Site Code Research and Development Branch
Land Development Services
(703) 324-1773

STAFF REPORT

STAFF RECOMMENDATION

Staff recommends that the Board of Supervisors (Board) adopt the proposed amendment to Chapter 122 (Tree Conservation Ordinance) of the County Code as set forth in Attachment A.

DISCUSSION

The Tree Commission was created by action of the Board on June 18, 1973. The charter was last updated on March 23, 2021, when it was relocated from the Zoning Ordinance to the Tree Conservation Ordinance. The only significant change made with that update was to include the Tree Commission's activities related to the Tree Conservation Ordinance. The Tree Commission wishes to expand their charter to include additional activities in furtherance of their basic mission to monitor and advise the Board on ongoing tree conservation activities, promote tree conservation, and assist staff in the development of county requirements for tree preservation and planting. The proposed changes to the charter formalize the Tree Commission's participation in activities related to the Board's Natural Landscaping Policy, the Fairfax County Tree Action Plan, and the Community of Practice, as identified in the Tree Action Plan, that maintains and manages the urban forest. These changes to the charter reflect a continuation of the Tree Commission's involvement in these areas. The Tree Commission played a central role in the development of the original Tree Action Plan in 2006. Tree Commission members also participated in the Interagency Natural Landscaping Committee and the development of the Natural Landscaping element of the Policy Plan volume of the Comprehensive Plan. The proposed changes to the charter would also allow the Tree Commission to review and comment, at its discretion, on select actions being considered by the Planning Commission and other public bodies and agencies that may impact the urban forest. The Tree Commission has done this in the past, on request, and it is not anticipated that this would be a regular occurrence.

On March 21, 2023, the Board directed staff to prepare an amendment to the Tree Conservation Ordinance to revise the Tree Commission charter consistent with a proposal by the Tree Commission. The proposal was supported by the Chair of the Environmental Quality Advisory Council. As directed by the Board, the proposed amendment to the Tree Commission charter includes all the additional elements requested by the Tree Commission and some editorial changes.

PROPOSED AMENDMENT

The proposed amendment to the Tree Commission charter includes the following new elements:

- Advise the Board on actions it might take to protect, improve, and expand the urban forest across Fairfax County.

- Review and comment, at its discretion, on selected actions being considered by the Planning Commission, the Board of Zoning Appeals, the Fairfax County Schools and School Board, the Fairfax County Park Authority and Park Authority Board, and any other County or County-related agencies that may impact the urban forest.
- Report annually to the Board on implementation of the County's Natural Landscaping Policy by county agencies.
- Report annually to the Board on activities of public and private entities to promote tree planting and care on private property.
- Report annually on the results of the Community of Practice as identified in the Fairfax County Tree Action Plan.
- Recommend to the Board improvements to the Fairfax County Tree Action Plan.
- Represent the Board in the Community of Practice established in accordance with the Fairfax County Tree Action Plan.
- Provide outreach on behalf of the Board to private organizations and county citizens regarding the benefits of protecting, improving, and expanding Fairfax County's urban forest.

The proposed amendment also:

- Adds Secretary to the list of officers.
- Codifies the current practice of appointing one member from each magisterial district.
- Eliminates the requirement for citizen members to have some knowledge and experience in the field of arboriculture or related fields. This removes a barrier to broader citizen participation on the commission. There is sufficient technical expertise among the other members of the commission who represent various organizations and agencies (e.g., Virginia Department of Forestry) and staff to assure that recommendations by the commission are representative of best practices.

The proposed amendment is attached to this report.

EQUITY IMPACT

The proposed amendment to the Tree Commission Charter positively impacts equity as follows:

- Expanding the Tree Commission's involvement in the review of county policies and programs related to tree preservation and the urban forest promotes improved environmental quality and quality of life in all our communities, particularly in areas where tree canopy is lacking.
- Eliminating the requirement for citizen members to have "knowledge and experience in the field of arboriculture or related fields" promotes a more inclusive community approach to the tree ordinances, policies, and programs in the County by allowing individuals who are interested in or passionate about

trees and environmental quality, but who don't necessarily have the level of expertise previously required, to be members of the commission.

- Although it is not a change from current practice, it is noted that the codification of the requirement that each magisterial district be represented ensures that outreach, implementation, and activities occur in all areas and that areas of vulnerability, which experience higher levels of asthma and increased heat, can be improved through the ordinances, policies, and programs of the Tree Commission.

The proposed amendment addresses the following three One Fairfax Areas:

- #8. Neighborhoods that support all communities and individuals through strong social networks, trust among neighbors, and the ability to work together to achieve common goals that improve the quality of life for everyone in the neighborhood.
- #11. A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities, and services for all people.
- #12. A healthy and quality environment to live and work in that acknowledges the need to breathe clean air, to drink clean water now and for future generations.

REGULATORY IMPACT

None

FISCAL IMPACT

None

ATTACHED DOCUMENTS

Attachment A – Amendment to Chapter 122 (Tree Conservation Ordinance)

**Proposed Amendment to
Chapter 122 (Tree Conservation Ordinance) of
The Code of the County of Fairfax, Virginia**

1 **Amend Chapter 122, by revising Article 9 (Tree Commission), to read as follows:**
2

3 **Article 9. Tree Commission.**
4

5 **(a) Purpose.**
6

7 The purpose of the Tree Commission is to: ~~provide advice to the Board of Supervisors,~~
8 ~~based on an annual reevaluation of the administration and implementation of the~~
9 ~~provisions set forth in this Ordinance and the landscaping and screening requirements~~
10 ~~contained in the Zoning Ordinance; to provide leadership in developing an understanding~~
11 ~~of the objectives and methods of tree conservation; and to assist the Urban Forest~~
12 ~~Management Division of the Department of Public Works and Environmental Services~~
13 ~~and Land Development Services in the development and maintenance of technical~~
14 ~~specifications and guidelines.~~
15

- 16 1. Advise the Board of Supervisors on actions it might take to protect, improve, and
17 expand the urban forest across Fairfax County.
18
19 2. Review and comment, at its discretion, on selected actions being considered by
20 the Planning Commission, the Board of Zoning Appeals, the Fairfax County
21 Schools and School Board, the Fairfax County Park Authority and Park Authority
22 Board, and any other County or County-related agencies that may impact the
23 urban forest.
24
25 3. Report annually to the Board of Supervisors on the administration and
26 implementation of ordinances, policies, and programs regarding:
27
28 A. Tree preservation and planting requirements of the Fairfax County Code and
29 the Public Facilities Manual.
30
31 B. County agencies' design, installation, and maintenance of natural landscapes
32 pursuant to the Board of Supervisors' Natural Landscaping Policy.
33
34 C. Activities of public and private entities to promote tree planting and care on
35 private property.
36
37 D. Results from the Community of Practice as identified in the Fairfax County
38 Tree Action Plan.
39
40 4. Recommend to the Board of Supervisors improvements to the Fairfax County
41 Tree Action Plan as appropriate.
42

- 1 5. Represent the Board of Supervisors in the Community of Practice established in
 2 accordance with the Fairfax County Tree Action Plan.
 3
- 4 6. Provide outreach on behalf of the Board of Supervisors to private organizations
 5 and county citizens regarding the benefits of protecting, improving, and
 6 expanding Fairfax County's urban forest.
 7

8 **(b) Authority and Establishment.**

- 10 1. The Tree Commission was established ~~in conformance with an action adopted by~~
 11 the Board of Supervisors on June 18, 1973, ~~and amended on July 30, 1973, which~~
 12 ~~action became~~ effective on August 1, 1973.
 13
- 14 2. The official title of this commission is the 'Fairfax County Tree Commission'.
 15

16 **(c) Membership.**

- 18 1. The Board of Supervisors appoints the Tree Commission members. The Tree
 19 Commission may have no more than fifteen (15) members of the following
 20 composition: ten (10) citizens of the County ~~chosen for their knowledge and~~
 21 ~~experience in the field of arboriculture or related fields~~ nominated to represent
 22 each magisterial district and one at-large seat; and one representative from each of
 23 the following: Fairfax County Environmental Quality Advisory Council, Northern
 24 Virginia Soil and Water Conservation District, Fairfax County Park Authority,
 25 Fairfax County Office of Virginia Cooperative Extension, and Virginia
 26 Department of Forestry. Magisterial district representatives will be nominated by
 27 their District Supervisor and must live in the district they represent. The at-large
 28 seat will be nominated by the Chair of the Board of Supervisors and must be a
 29 Fairfax County resident.
 30
- 31 2. Citizen members of the Commission are appointed to serve for a three (3) year
 32 term or until their successor has been appointed. An appointed successor to a
 33 vacancy serves only the unexpired portion of the term. Members may be
 34 reappointed to successive terms.
 35
- 36 3. If a member is absent for three (3) consecutive meetings without sufficient cause,
 37 a letter will be sent to the Chairman of the Board of Supervisors asking for
 38 replacement of that member.
 39
- 40 4. The removal or resignation or withdrawal of any or all members of the Tree
 41 Commission does not result in the dissolution of the Tree Commission.
 42

43 **(d) Officers.**

- 45 1. The Tree Commission must have a Chairperson, ~~and Vice-Chairperson,~~ Secretary,
 46 and such other officers that the Tree Commission elects from time to time.
 47

- 1 2. Officers of the Tree Commission are to be elected once each year or when an
- 2 officer withdraws from his post. An annual election meeting will be held as soon
- 3 as appropriate after regular annual appointments are made.
- 4
- 5 3. The duties of the officers will be in general those defined in Robert's Rules of
- 6 Order, modified as required to fit the purpose of the Tree Commission as
- 7 documented in its Bylaws.
- 8

9 **(e) Meetings.**

- 10
- 11 1. Meetings of the Tree Commission are scheduled by the Chairperson, as needed, or
- 12 upon the request of three (3) or more members. Meetings are held at a time and
- 13 place to be designated by the Chairperson.
- 14
- 15 2. Robert's Rules of Order govern proceedings of the Tree Commission modified as
- 16 required to fit the purpose of the Tree Commission as documented in its Bylaws.
- 17

18 **(f) Records.**

19

20 The Tree Commission must keep records of all its proceedings, and the records must be

21 made available for public inspection upon request.

22

23 **(g) Powers and Duties.**

- 24
- 25 1. The Tree Commission has the power to do any lawful acts or things reasonably
- 26 necessary to carry out its purposes.
- 27
- 28 2. The Tree Commission develops and disseminates ~~technical~~ information for
- 29 professional groups, developers, and citizens, and strives to inform the general
- 30 public of the provisions of ~~this Ordinance and the landscaping and screening~~
- 31 ~~requirements contained in the Zoning Ordinance~~ applicable ordinances, Board
- 32 policies, and chapters of the Public Facilities Manual.
- 33
- 34 3. The Tree Commission assists the ~~Urban Forest Management Division~~ appropriate
- 35 county agencies in the development and maintenance of ~~the landscaping and~~
- 36 ~~screening requirements contained in the Zoning Ordinance, and the policies,~~
- 37 ~~standards and guidelines in the Vegetation Preservation and Planting section of~~
- 38 ~~the Public Facilities Manual and other related documents, which will provide~~
- 39 ~~guidance for persons involved in planting, preserving, protecting or replacing~~
- 40 ~~trees~~ the ordinances, the policies listed in the purpose section of this Article, and
- 41 related documents which provide guidance for persons involved in planting,
- 42 preserving, protecting, or replacing trees and other components of healthy forests
- 43 and natural vegetation.
- 44
- 45 4. The Tree Commission presents an annual report to the County Executive and
- 46 Board of Supervisors that includes:
- 47

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- A. A description of activities conducted.
 - B. A report of ongoing and anticipated activities.
 - C. An evaluation of the experience of the administration and implementation of the provisions set forth in ~~this Ordinance and the landscaping and screening requirements contained in the Zoning Ordinance~~ applicable ordinances, Board policies, and chapters of the Public Facilities Manual including: an appraisal of the strength and comprehensiveness of the provisions; recommendations to improve implementation; and judgment as to how it is being interpreted by the public and by those affected by the requirements of these provisions.
- 5. The Tree Commission will be provided working facilities by the County Executive. Where required, the Tree Commission will be provided with assistance from other County agencies.
 - 6. The Tree Commission may divide itself into ad hoc committees as the Chairperson may direct or the Tree Commission may resolve, and those ad hoc committees may acquire additional assistance from any sources as required to perform assignments so long as they are consistent with ~~the provisions of this Ordinance and the landscaping and screening requirements contained in the Zoning Ordinance~~ applicable ordinances, Board policies, and chapters of the Public Facilities Manual.
 - 7. The Tree Commission may enact bylaws as may be required to aid in its efficient operation.

Board Agenda Item
December 5, 2023

3:30 pm

Public Hearing to Enter into an Agreement with Northern Virginia Soil and Water Conservation District for Fund Administration

ISSUE:

Public Hearing to enter into an agreement with the Northern Virginia Soil and Water Conservation District (NVSWCD) to issue the grants and provide technical guidance to private property owners and common interest communities (CICs) under Stormwater Management Fund (Fund), which was created by an amendment to Appendix O of the Fairfax County (County) Code on September 12, 2023.

RECOMMENDATION:

The County Executive recommends that the Fairfax County Board of Supervisors (Board) authorize the County Executive or his designee to enter into an agreement with NVSWCD to implement the grant programs associated with the Fund.

TIMING:

Board action is requested on December 5, 2023. The Board authorized advertisement of public hearings on October 24, 2023.

BACKGROUND:

On September 12, 2023, the Board authorized an amendment to Appendix O of the County Code to create the Fund, which allows, in part, the County to grant funds to private property owners and CICs to improve stormwater management facilities and implement flood mitigation measures. The Department of Public Works and Environmental Services (DPWES) has developed a grant program that will be implemented by NVSWCD to issue the grants and provide technical guidance to private property owners and CICs. The Board previously endorsed the establishment of a Private Stormwater Management (SWM) Facility Assistance Program at an Environmental Committee meeting. Then, at the October 3, 2023, Environmental Committee meeting, the Board directed staff to move forward with a grant program for flood mitigation assistance. DPWES recommends entering into the agreement with NVSWCD so that it may administer the programs because it has experience successfully implementing the Virginia Conservation Assistance Program and the local Conservation Assistance Program.

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EQUITY IMPACT:

DPWES will incorporate equity in the development and implementation of each Private SWM Facility Assistance Program and Flood Mitigation Assistance Program. DPWES and NVSWCD will apply the County's Vulnerability Index in the program implementation phase and compare it against the applicant information. During the initial implementation phase, DPWES will seek to better understand where disparities may exist and adjust the program accordingly. If language is a barrier, staff will provide interpretation and translation services as needed. Training and technical resources will also be available in multiple languages.

FISCAL IMPACT:

DPWES will allocate \$250,000 for the Private SWM Facility Assistance Program and \$250,000 for the Flood Mitigation Assistance Program for a total of \$500,000 for the first year of these grant programs. Funds are available in Project 2G25-011-000, Conservation Assistance Program/ Virginia Conservation Assistance Program (CAP/VCAP) Grant Contribution to NVSWCD, Fund 40100, Stormwater Services. Allocation of funds in future years for this program will be identified as a separate line item in the Stormwater budget. Only projects in the County, Town of Herndon, Town of Vienna, and Town of Clifton will be eligible, because each is a contributor to the County's Stormwater Service District.

CREATION OF POSITIONS:

No positions will be created.

ENCLOSED DOCUMENTS:

Attachment 1 – Approved Amendment to Appendix O of the County Code Establishing the Stormwater Management Fund

Attachment 2 - Memorandum of Understanding between the Board and NVSWCD for the Local Stormwater Management Assistance Fund

STAFF:

Rachel Flynn, Deputy County Executive

Christopher Herrington, Director, Department of Public Works and Environmental Services (DPWES)

Eleanor Ku Coddling, Deputy Director, Stormwater and Wastewater Divisions, DPWES

Chad Crawford, Division Director, Maintenance and Stormwater Management Division, DPWES

Joni Calmbacher, Division Director, Stormwater Planning Division, DPWES

Craig Carinci, Division Director, Stormwater Planning Division, DPWES

Board Agenda Item
December 5, 2023

ASSIGNED COUNSEL:
Marc Gori, Assistant County Attorney

xx-23-O

*ADOPTION OF AN AMENDMENT TO
APPENDIX O (FAIRFAX COUNTY STORMWATER SERVICE DISTRICT)
OF THE 1976 CODE OF THE COUNTY OF FAIRFAX, VIRGINIA*

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at Fairfax, Virginia, on Tuesday, September 12, 2023, the Board after having first given notice of its intention so to do, in the manner prescribed by law, adopted an amendment regarding Appendix O (Fairfax County Stormwater Service District) of the 1976 Code of the County of Fairfax, Virginia, said amendment so adopted being in the words and figures following, to-wit:

*BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY,
VIRGINIA:*

That Appendix O (Fairfax County Stormwater Service District) is amended, as follows:

Amend Appendix O by revising Section 3 (Stormwater Management Fund) to read as follows:

Section 3. - General provisions and powers.

The Board shall be the governing body of Stormwater Service District No. 1. The Board shall exercise any or all of those powers and duties with respect to service districts set forth in Chapter 24 of Title 15.2 of the *Virginia Code*. (19-09-O.)

Amend Appendix O by adding new Section 7 (Stormwater Management Fund) to read as follows:

Section 7. Stormwater Management Fund.

A Stormwater Management Fund consisting of appropriated local moneys for Stormwater Service District No. 1 for the purpose of granting funds to an owner of private property or a common interest community for stormwater management and erosion prevention on previously developed lands is hereby established under the authority of § 15.2-2114.01 of the Code of Virginia. The fund will be administered by Stormwater Service District staff or as designated by the Board of Supervisors. Grants from such fund may be used only for (i) the construction, improvement, or repair of a stormwater management facility; (ii) erosion and sediment control; or (iii) flood mitigation and protection measures that are part of a comprehensive flood mitigation and protection plan adopted by the County. Grants made pursuant to clause (iii) must, where practicable, prioritize projects that include nature-based practices. Grants will be made in accordance with policies and procedures developed by the Stormwater Service District staff and approved by the Board of Supervisors.

This amendment will become effective on September 13, 2023, at 12:01 a.m.

GIVEN under my hand this 13th day of September, 2023.

Jill G. Cooper
Clerk for the Board of Supervisors

**MEMORANDUM OF UNDERSTANDING BETWEEN
FAIRFAX COUNTY BOARD OF SUPERVISORS AND
NORTHERN VIRGINIA SOIL AND WATER CONSERVATION DISTRICT
FOR THE LOCAL STORMWATER MANAGEMENT ASSISTANCE FUND**

This Memorandum of Understanding (“MOU”), entered into as of the date of last execution below, is between the Fairfax County Department of Public Works and Environmental Services (“DPWES”) and Northern Virginia Soil and Water Conservation District (“NVSWCD”) (together known as “the Parties”).

RECITALS

WHEREAS, The Fairfax County Board of Supervisors (“the Board”) has created a Local Stormwater Management Assistance Fund (“the Fund”) under Va. Code § 15.2-2114.01;

WHEREAS, moneys allocated to the Fund by DPWES, as approved by the Board, may be used for the construction, improvement, or repair of a stormwater management facility, erosion and sediment control, or flood mitigation and protection measures that are part of a comprehensive water quality or flood mitigation and protection plan adopted by Fairfax County,

WHEREAS, NVSWCD is a political subdivision of the Commonwealth of Virginia which provides advisory, technical, and educational assistance to County residents, County agencies, and other partners, to promote interest in the general improvement of the environment in Fairfax County; and

WHEREAS, NVSWCD is an independent, separate, legal entity apart from the County; and

WHEREAS, the Board is authorized under Virginia Code §§15.2-940 and 15.2-953 to make contributions to organizations such as NVSWCD; and

WHEREAS, it is in the mutual interest of the County and NVSWCD to use the available legal authority, expertise, and resources to promote stormwater management, erosion and sediment control, and flood mitigation within the County;

AGREEMENT

NOW THEREFORE, in consideration of the above, both the County and NVSWCD agree as follows:

1. **Incorporation of Recitals.** The Recitals above are incorporated into and made a part of this MOU as if set forth in their entirety.
2. **The County’s Obligations.** The County will:

- a. Manage the Fund for stormwater management, erosion and sediment control, and flood mitigation in accordance with the policies for implementation of the Fund as approved by the Board of Supervisors pursuant to Appendix O of the Code of Fairfax County.
- b. Provide funding to NVSWCD sufficient to cover the grant awards under the Fund, and any reasonable costs incurred by NVSWCD related to the services it performs to implement the Fund.
- c. Maintain records for all grant awards under the Fund.

3. **NVSWCD's Obligations.** NVSWCD will:

- a. Administer the Funds for stormwater management, erosion and sediment control, and flood mitigation in accordance with the policies for implementation of the Fund as approved by the Board of Supervisors pursuant to Appendix O of the Code of Fairfax County.
- b. Collect all documentation necessary to award grants under the Fund.
- c. Act as the technical lead and project manager for any approved grants under the Fund.
- d. Issue grant awards to approved applicants and send notification to DPWES of those awards and upon disbursement of the funds; and
- e. Maintain standard accounting and recordkeeping sufficient to provide DPWES with an annual report that includes the number of grants awarded, the total grant funds disbursed, grant program costs, and remaining balance of any amount approved by the Board for the Fund.

4. **Contributions.** The County, from time to time and in its sole discretion, may make contributions to NVSWCD in furtherance of the purposes of this MOU. The obligation of the County to make any contribution to NVSWCD under this MOU or any other payment obligations is subject to appropriations by the Board during each fiscal year to satisfy payment of such obligations. The County will provide NVSWCD with written notice of non-appropriation of funds within thirty (30) calendar days after action is completed by the Board. However, the County's failure to provide such notice will not cause this MOU to be extended into a fiscal year in which sufficient funds have not been appropriated.

5. **Notices.** Notices pursuant to this MOU must be given in writing as follows:

If to the County:

Director
Maintenance and Stormwater Management Division

Department of Public Works and Environmental Services
10635 West Drive
Fairfax, Virginia 22030

If to NVSWCD:

Chairman, Board of Directors
Northern Virginia Soil and Water Conservation District
12055 Government Center Parkway, Suite #905
Fairfax, Virginia 22035

Every such notice is deemed to have been given on the date on which it is received or refused by the Party to whom it is sent.

6. **Additional Provisions.**

- a. NVSWCD must abide by any conditions imposed by the Commonwealth of Virginia or the United States of America with respect to any contribution to NVSWCD.
- b. This MOU may not be changed or modified without the written consent of NVSWCD and the County.
- c. This MOU will remain in effect until either Party gives the other Party 90 days' notice seeking to terminate the MOU. Should any funding or permitting contemplated within this MOU terminate, the Parties shall review this MOU and make any necessary revisions to it or terminate it at their discretion. In any event, the County and NVSWCD shall review the MOU at least as often as every five years to determine whether any changes to it are desired.
- d. NVSWCD must make available all financial information or permit the review of such information upon reasonable request from the County or its auditors.
- e. Nothing in this MOU waives the sovereign immunity of the County of Fairfax.
- f. Nothing in this MOU creates any personal liability on behalf of any official, employee, agent, or representative of the County or member or employee of the NVSWCD.
- g. Nothing in this MOU creates in the public, or in any person or entity other than the Parties, any right as a third-party beneficiary hereunder, or authorizes any person or entity, not a party hereto, to maintain any action for personal injury, property damage, or breach of contract pursuant to the terms of this MOU or otherwise.

IN WITNESS WHEREOF, the Parties have caused this Memorandum of Understanding to be executed as of the date appearing by their signatures.

FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES

By: _____
Bryan J. Hill,
County Executive

Date: _____

NORTHERN VIRGINIA SOIL AND WATER CONSERVATION DISTRICT

By: _____
Gerald O. Peters
Chairman, Board of Directors
Northern Virginia Soil and Water Conservation District

Date: _____

Board Agenda Item
December 5, 2023

3:30 p.m.

Public Hearing to Consider an Ordinance to Amend and Readopt Fairfax County Code Section 7-2-13 and Relocate the Polling Place for the Greenspring Precinct in the Franconia District (Franconia District)

ISSUE:

Public Hearing to consider an ordinance that proposes to amend and readopt *Fairfax County Code Section 7-2-13*, relating to election precincts and polling locations, to move the polling place for the Greenspring precinct.

RECOMMENDATION:

The County Executive recommends adoption of the proposed ordinance.

TIMING:

On November 21, 2023, the Board authorized a public hearing to be held on December 5, 2023, at 3:30 p.m. to consider this ordinance. Board action on December 5, 2023, will allow adequate time to request for a Certification of No Objection from the Virginia Attorney General and properly notify voters who are affected by this change in advance of the next election, which is expected to be the March 5, 2024, Presidential Primary Election.

BACKGROUND:

The Virginia Code permits the governing body of each county and city to establish by ordinance as many precincts as it deems necessary with one polling place for each precinct. The Board of Supervisors is authorized to change polling place locations subject to the requirements of *Virginia Code Sections 24.2-307, 24.2-310, and 24.2-310.1*.

Virginia Code § 24.2-129 also requires that certain “covered practices” go through either a statutorily specified public comment process or receive a Certification of No Objection from the Attorney General before the practices can be given effect. The public comment process takes a minimum of 75 days to complete, while the Attorney General process takes a maximum of 60 days to complete.

Among the “covered practices” identified are any changes that relocate polling places in the County. The Board must first adopt an ordinance making the required polling place changes. If and after the Board adopts the ordinance, the County Attorney will file a

Board Agenda Item
December 5, 2023

request for a Certification of No Objection with the Virginia Attorney General, in accordance with *Virginia Code § 24.2-129(D)*.

In the Franconia District, staff recommend moving the polling place for the Greenspring precinct while the current polling place, the Greenspring Conference Center, undergoes extensive renovations. These renovations began in the spring of 2023. At the time, and pursuant to its authority to temporarily relocate polling places at *Va. Code § 24.2-310(D)*, the Electoral Board relocated the polling place to Village Square for the June 21, 2023, Primary Elections and, upon recent receipt of updated information about the status of the renovations, the November 7, 2023, General and Special Elections. Like the Greenspring Conference Center, Village Square is located inside the Greenspring precinct's boundary.

However, the revised timeline for completion of the renovations now extends until late summer 2024. The relocation of the Greenspring polling place will therefore foreseeably need to remain in place through at least next June's primary elections, requiring Board approval under *Va. Code § 24.2-307*.

EQUITY IMPACT:
None.

FISCAL IMPACT:
Insignificant. Funding for precinct and polling place change notifications is provided in the agency's FY 2024 Adopted Budget.

ENCLOSED DOCUMENTS:
Attachment 1: Virginia Code Pertaining to Election Precincts and Polling Places
Attachment 2: Summary of Proposed Change
Attachment 3: Description and Map of Proposed Change
Attachment 4: Proposed Ordinance

STAFF:
Ellicia Seard-McCormick, Deputy County Executive
Katherine K. Hanley, Chairman of the Fairfax County Electoral Board
Eric L. Spicer, General Registrar and Director of Elections
Beth Dixon Methfessel, Clerk to the Fairfax County Electoral Board

ASSIGNED COUNSEL:
Martin R. Desjardins, Assistant County Attorney
John A. Dorsey, Assistant County Attorney

§ 24.2-307 (in part). Requirements for county and city precincts.

The governing body of each county and city shall establish by ordinance as many precincts as it deems necessary. Each governing body is authorized to increase or decrease the number of precincts and alter precinct boundaries subject to the requirements of this chapter.

At the time any precinct is established, it shall have no more than 5,000 registered voters. The general registrar shall notify the governing body whenever the number of voters who voted in a precinct in an election for President of the United States exceeds 4,000. Within six months of receiving the notice, the governing body shall proceed to revise the precinct boundaries, and any newly established or redrawn precinct shall have no more than 5,000 registered voters.

At the time any precinct is established, each precinct in a county shall have no fewer than 100 registered voters and each precinct in a city shall have no fewer than 500 registered voters.

Each precinct shall be wholly contained within a single congressional district, Senate district, House of Delegates district, and election district used for the election of one or more members of the governing body or school board for the county or city.

The governing body shall establish by ordinance one polling place for each precinct.

Code 1950, §§ 24-45, 24-46; 1954, c. 375; 1956, c. 378; 1962, cc. 185, 536; 1970, c. 462, §§ 24.1-36, 24.1-37; 1971, Ex. Sess., c. 119; 1976, c. 616; 1977, c. 30; 1978, c. 778; 1980, c. 639; 1992, c. 445; 1993, c. 641; 1999, c. [515](#); 2020, c. [1268](#).

§ 24.2-310. Requirements for polling places.

A. The polling place for each precinct shall be located within the county or city and either within the precinct or within one mile of the precinct boundary, unless a waiver has been granted pursuant to subsection G. The polling place for a county precinct may be located within a city (i) if the city is wholly contained within the county election district served by the precinct or (ii) if the city is wholly contained within the county and the polling place is located on property owned by the county. The polling place for a town precinct may be located within one mile of the precinct and town boundary. For town elections held in November, the town shall use the polling places established by the county for its elections.

B. The governing body of each county, city, and town shall provide funds to enable the general registrar to provide adequate facilities at each polling place for the conduct of elections. Each polling place shall be located in a public building whenever practicable. If more than one polling place is located in the same building, each polling place shall be located in a separate room or separate and defined space.

C. Polling places shall be accessible to qualified voters as required by the provisions of the Virginians with Disabilities Act (§ [51.5-1](#) et seq.), the Voting Accessibility for the Elderly and Handicapped Act (52 U.S.C. § 20101 et seq.), and the Americans with Disabilities Act relating to public services (42 U.S.C. § 12131 et seq.). The State Board shall provide instructions to the local electoral boards and general registrars to assist the localities in complying with the requirements of the Acts.

D. If an emergency makes a polling place unusable or inaccessible, the electoral board or the general registrar shall provide an alternative polling place and give notice of the change in polling place, including to all candidates, or such candidate's campaign, appearing on the ballot

to be voted at the alternative polling place, subject to the prior approval of the State Board. The general registrar shall provide notice to the voters appropriate to the circumstances of the emergency. For the purposes of this subsection, an "emergency" means a rare and unforeseen combination of circumstances, or the resulting state, that calls for immediate action.

E. It shall be permissible to distribute campaign materials on the election day on the property on which a polling place is located and outside of the building containing the room where the election is conducted except as specifically prohibited by law including, without limitation, the prohibitions of § [24.2-604](#) and the establishment of the "Prohibited Area" within 40 feet of any entrance to the polling place. However, and notwithstanding the provisions of clause (i) of subsection A of § [24.2-604](#), and upon the approval of the local electoral board, campaign materials may be distributed outside the polling place and inside the structure where the election is conducted, provided that the "Prohibited Area" (i) includes the area within the structure that is beyond 40 feet of any entrance to the polling place and the area within the structure that is within 40 feet of any entrance to the room where the election is conducted and (ii) is maintained and enforced as provided in § [24.2-604](#). The local electoral board may approve campaigning activities inside the building where the election is conducted when an entrance to the building is from an adjoining building, or if establishing the 40-foot prohibited area outside the polling place would hinder or delay a qualified voter from entering or leaving the building.

F. Any local government, local electoral board, or the State Board may make monetary grants to any non-governmental entity furnishing facilities under the provisions of § [24.2-307](#) or [24.2-308](#) for use as a polling place. Such grants shall be made for the sole purpose of meeting the accessibility requirements of this section. Nothing in this subsection shall be construed to obligate any local government, local electoral board, or the State Board to appropriate funds to any non-governmental entity.

G. The general registrar or the governing body of the locality may request from the Department of Elections a waiver to establish a polling place that does not meet the location requirements of subsection A in the event that there is no suitable building that could be used within the precinct or within one mile of the precinct boundary. The Department shall grant such a waiver and may impose any conditions on the waiver that it deems necessary or appropriate to ensure accessibility and security of the polling place and compliance with any other requirements of state or federal law.

Code 1950, §§ 24-45, 24-46, 24-171, 24-179 through 24-181; 1954, c. 375; 1956, c. 378; 1962, cc. 185, 536; 1970, c. 462, §§ 24.1-36, 24.1-37, 24.1-92, 24.1-97; 1971, Ex. Sess., c. 119; 1976, c. 616; 1977, c. 30; 1978, c. 778; 1980, c. 639; 1981, c. 425; 1984, c. 217; 1985, c. 197; 1986, c. 558; 1992, c. 445; 1993, cc. 546, 641; 1994, c. [307](#); 2003, c. [1015](#); 2004, c. [25](#); 2005, c. [340](#); 2008, cc. [113](#), [394](#); 2010, cc. [639](#), [707](#); 2012, cc. [488](#), [759](#); 2016, cc. [18](#), [492](#); 2022, c. [5](#).

§ 24.2-310.1. Polling places; additional requirement.

The requirement stated in this section shall be in addition to requirements stated in §§ [24.2-307](#), [24.2-308](#), and [24.2-310](#), including the requirement that polling places be located in public buildings whenever practical. No polling place shall be located in a building which serves primarily as the headquarters, office, or assembly building for any private organization, other than an organization of a civic, educational, religious, charitable, historical, patriotic, cultural, or similar nature, unless the State Board has approved the use of the building because no other building meeting the accessibility requirements of this title is available.

1993, c. 904, § 24.1-37.1; 1993, c. 641.

§ 24.2-129. Covered practices; actions required prior to enactment or administration.

A. For the purposes of this section:

"Certification of no objection" means a certification issued by the Attorney General that there is no objection to the enactment or administration of a covered practice by a locality because the covered practice neither has the purpose or effect of denying or abridging the right to vote based on race or color or membership in a language minority group nor will result in the retrogression in the position of members of a racial or ethnic group with respect to their effective exercise of the electoral franchise.

"Covered practice" means:

1. Any change to the method of election of members of a governing body or an elected school board by adding seats elected at large or by converting one or more seats elected from a single-member district to one or more at-large seats or seats from a multi-member district;
2. Any change, or series of changes within a 12-month period, to the boundaries of the locality that reduces by more than five percentage points the proportion of the locality's voting age population that is composed of members of a single racial or language minority group, as determined by the most recent American Community Survey data;
3. Any change to the boundaries of election districts or wards in the locality, including changes made pursuant to a decennial redistricting measure;
4. Any change that restricts the ability of any person to provide interpreter services to voters in any language other than English or that limits or impairs the creation or distribution of voting or election materials in any language other than English; or
5. Any change that reduces the number of or consolidates or relocates polling places in the locality, except where permitted by law in the event of an emergency.

"Voting age population" means the resident population of persons who are 18 years of age or older, as determined by the most recent American Community Survey data available at the time any change to a covered practice is published pursuant to subsection B.

B. Prior to enacting or seeking to administer any voting qualification or prerequisite to voting, or any standard, practice, or procedure with respect to voting, that is a covered practice, the governing body shall cause to be published on the official website for the locality the proposed covered practice and general notice of opportunity for public comment on the proposed covered practice. The governing body shall also publicize the notice through press releases and such other media as will best serve the purpose and subject involved. Such notice shall be made at least 45 days in advance of the last date prescribed in the notice for public comment.

Public comment shall be accepted for a period of no fewer than 30 days. During this period, the governing body shall afford interested persons an opportunity to submit data, views, and arguments in writing by mail, fax, or email, or through an online public comment forum on the official website for the locality if one has been established. The governing body shall conduct at least one public hearing during this period to receive public comment on the proposed covered practice. The governing body may make changes to the proposed covered practice in response to public comment received. If doing so, the revised covered practice shall be published and public comment shall be accepted in accordance with this subsection, except the public comment period shall be no fewer than 15 days.

C. Following the public comment period or periods prescribed in subsection B, the governing body shall publish the final covered practice, which shall include a plain English description of the practice and the text of an ordinance giving effect to the practice, maps of proposed boundary changes, or other relevant materials, and notice that the covered practice will take effect in 30 days. During this 30-day waiting period, any person who will be subject to or affected by the covered practice may challenge in the circuit court of the locality where the

covered practice is to be implemented the covered practice as (i) having the purpose or effect of denying or abridging the right to vote on the basis of race or color or membership in a language minority group or (ii) resulting in the retrogression in the position of members of a racial or ethnic group with respect to their effective exercise of the electoral franchise. In such action, the court may, in its discretion, allow a private plaintiff a reasonable attorney fee as part of the costs, if such plaintiff is the prevailing party.

D. The governing body of a locality seeking to administer or implement a covered practice, in lieu of following the provisions of subsections B and C, may submit the proposed covered practice to the Office of the Attorney General for issuance of a certification of no objection. Such practice shall not be given effect until the Attorney General has issued such certification. A certification of no objection shall be deemed to have been issued if the Attorney General does not interpose an objection within 60 days of the governing body's submission or if, upon good cause shown and to facilitate an expedited approval within 60 days of the governing body's submission, the Attorney General has affirmatively indicated that no such objection will be made. An affirmative indication by the Attorney General that no objection will be made or the absence of an objection to the covered practice by the Attorney General shall not bar a subsequent action to enjoin enforcement of such qualification, prerequisite, standard, practice, or procedure.

2021, Sp. Sess. I, cc. [528](#), [533](#).

December 2023 SUMMARY OF PRECINCT AND POLLING PLACE CHANGES

SUPERVISOR DISTRICT	OLD PRECINCT(S)	REGISTERED VOTERS*	OLD POLLING PLACE(S)	NEW PRECINCT(S)	PROJECTED REGISTERED VOTERS	NEW POLLING PLACE(S)	NOTES ON CHANGES
FRANCONIA	426 Greenspring	1,802	Conference Center	426 Greenspring	1,802	Village Square	The Greenspring Conference Center is undergoing extensive renovations that will make it unavailable for voting until at least late summer 2024

* VERIS registered voters as of 112823 - Reports Library_Statistics_Registrant_Counts_By_Locality

Commonwealth of Virginia
COUNTY OF FAIRFAX
FRANCONIA District

PRECINCT: **426 GREENSPRING**

CONGRESSIONAL DISTRICT: **11**

VIRGINIA SENATORIAL DISTRICT: **35**

HOUSE OF DELEGATES DISTRICT: **18**

DESCRIPTION:

Beginning at the intersection of Accotink Creek and an unnamed tributary of Accotink Creek located near the northern most point of the Greenspring Village property, thence with the meanders of the unnamed tributary in a southeasterly direction to its intersection with the Franconia-Springfield Parkway (Route 289), thence with the Franconia-Springfield Parkway in a westerly, then southwesterly direction to its intersection with Accotink Creek, thence with the meanders of Accotink Creek in a northeasterly direction to its intersection with an unnamed tributary near the northern most point of the Greenspring Village property, point of beginning.

POLLING PLACE: ~~Greenspring Conference Center Village Square~~
7430 7410 Spring Village Dr, Springfield

NOTES: Established March 2003
Senatorial and House Districts changed – December 2021
Polling place moved – December 2023



Commonwealth of Virginia County of Fairfax

Franconia District



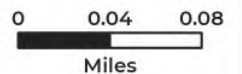
Current Precinct Name, Polling Place and Address:

October 2023

426 Greenspring, Conference Center, 7430 Spring Village Dr

Proposed Precinct Name, Polling Place and Address:

426 Greenspring, Village Square, 7410 Spring Village Dr



1 **AN ORDINANCE to amend and readopt Fairfax County Code Section 7-2-13**
2 **to relocate a polling place in the Franconia District.**

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Draft of Adopted on November 21 December 5, 2023

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AN ORDINANCE to amend and readopt Fairfax County Code § 7-2-13 to relocate a polling place in the Franconia District.

10 **Be it ordained that the Board of Supervisors of Fairfax County:**

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1. That Section 7-2-13 of the Fairfax County Code is amended and readopted, as follows:

15 **Section 7-2-13. - General provisions.**

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All references to election precincts shall refer to those precincts, together with the descriptions and maps of the boundaries and polling places for each of those precincts, which were adopted by the Board of Supervisors on March 24, 2003, as amended on March 8, 2004, March 21, 2005, March 27, 2006, March 26, 2007, September 10, 2007, March 10, 2008, January 12, 2009, March 9, 2010, July 27, 2010, April 26, 2011, July 26, 2011, January 10, 2012, July 10, 2012, March 19, 2013, July 9, 2013, November 18, 2014, June 23, 2015, December 8, 2015, July 12, 2016, July 11, 2017, March 20, 2018, December 4, 2018, and April 9, 2019, December 3, 2019, March 24, 2020, March 23, 2021, June 22, 2021, December 7, 2021, March 8, 2022, June 7, 2022, ~~and~~ March 7, 2023, and December 5, 2023, and kept on file with the clerk to the Board of Supervisors. Whenever a road, a stream, or other physical feature describes the boundary of a precinct, the center of such road, stream, or physical feature shall be the dividing line between that precinct and any adjoining precinct.

32 **2. That the election polling place for the following existing precinct is established at:**

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<u>Supervisor District</u>	<u>Precinct</u>	<u>Polling Place</u>
Franconia	Greenspring (polling place relocated)	From: Greenspring Conference Center 7430 Spring Village Drive Springfield, VA 22150

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To:
Village Square
7410 Spring Village Drive
Springfield, VA 22150

- 3. **That this ordinance shall become effective upon adoption, and that clause 2 shall be given effect after completion of the procedures set forth in Virginia Code § 24.2-129(D).**
- 4. **That the Clerk for the Board of Supervisors shall send a certified copy of this ordinance, with Geographic Information System (GIS) maps, to the Fairfax County Electoral Board, the Virginia Department of Elections, and the Virginia Division of Legislative Services, as required under Va. Code § 24.2-306(C).**

GIVEN under my hand this _____ day of _____, 2023.

Jill G. Cooper
Clerk for the Board of Supervisors
Department of Clerk Services

Board Agenda Item
December 5, 2023

3:30 p.m.

Public Hearing to Validate and Convey Property at the Fairfax County Government Center to the Fairfax County Redevelopment and Housing Authority (Braddock District)

ISSUE:

Validation and Public Hearing regarding the conveyance of property located at the Fairfax County Government Center to the Fairfax County Redevelopment and Housing Authority (FCRHA).

RECOMMENDATION:

The County Executive recommends that the Board validate and convey certain property at the Fairfax County Government Center to the FCRHA.

TIMING:

On November 21, 2023, the Board authorized the advertisement of a public hearing for this matter.

BACKGROUND:

On January 26, 2021, the Board of Supervisors (Board) conveyed Parking Lots G and H in front the Fairfax County Government Center (Property) to the Fairfax County Redevelopment and Housing Authority (FCRHA). The Property is identified on Tax Map No. 56-1 ((15)), parcel 14B. The Property comprises about four and a half acres.

The FCRHA is currently negotiating with a developer to expand the County's affordable housing portfolio by constructing a multifamily affordable development on the Property.

During this process, concerns have been raised regarding the validity of the January 26, 2021, public hearing that effectuated the conveyance. Although staff does not share these concerns, this item is intended to fully address this issue by both validating the original conveyance, and in an abundance of caution, repeating the public hearing as required by *Virginia Code § 15.2-1800* to convey the Property to the FCRHA.

FISCAL IMPACT:

None.

Board Agenda Item
December 5, 2023

ENCLOSED DOCUMENTS:

Attachment 1 – Parking Lot Map
Attachment 2 – Resolution
Attachment 3 – Milestone Actions

STAFF:

Chris Leonard, Deputy County Executive
Thomas E. Fleetwood, Director, Department of Housing and Community Development

ASSIGNED COUNSEL:

Ryan A. Wolf, Senior Assistant County Attorney



RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held on Tuesday, December 5, 2023, at which a quorum was present and voting, the following resolution was adopted:

WHEREAS, on January 26, 2021, the Board of Supervisors authorized the conveyance of land known as Parking Lots G and H at Fairfax County Government Center and currently identified as Tax Map No. 56-1 ((15)), parcel 14B (Property) to the Fairfax County Redevelopment and Housing Authority (FCRHA); and

WHEREAS, the FCRHA is currently negotiating with a developer to expand affordable housing in Fairfax County by using the Property for multifamily affordable housing; and

WHEREAS, the Board finds that its conveyance of the Property to the FCRHA pursuant to the January 26, 2021, public hearing was in the best interest of the residents of Fairfax County and would help sustain the County's economy by generating affordable housing and that the January 26, 2021, public hearing and subsequent conveyance of the Property to the FCRHA were valid, and

WHEREAS, out of an abundance of caution, the Board held another public hearing on the conveyance of the Property to the FCRHA on December 5, 2023, to resolve any concerns about the validity of the January 26, 2021, public hearing;

NOW, THEREFORE, upon public hearing duly advertised according to law, it is **RESOLVED** that the Board of Supervisors finds that the January 26, 2021, conveyance was necessary to assure the continuation of the County's essential functions, services, and operations, and that, to the extent necessary, the County reauthorizes the conveyance of the Property to the FCRHA and authorizes the County Executive to execute all necessary documents to convey the Property to the FCRHA.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

**Milestone Actions of Residences at Government Center II Property Conveyance
to the
Fairfax County Redevelopment and Housing Authority**

Residences at the Government Center II

Land Transfer to FCRHA

- Public Hearing Advertisement: January 8 & 15, 2021
- Board Public Hearing: January 26, 2021

Request for Proposals

- RFP Advertisement: August 25, 2021
- Developer Selection: January 15, 2022

Interim Agreement

- FCRHA Public Hearing Ad: March 16, 2022
- FCRHA Public Hearing: March 31, 2022
- IA Executed: June 7, 2022

Comprehensive Plan Amendment

- Board PA Authorization: April 12, 2022
- PCA/PA BLUE Presentation: September 20, 2022
- PA Public Outreach Meeting: November 4, 2022
- PA Staff Report: November 9, 2022
- Planning Commission Hearing: November 9, 2022
- PA BLUE Discussion: December 20, 2022
- PA BLUE Vote: January 17, 2023

Rezoning

- Application: July 8, 2022
- Application acceptance: August 10, 2022
- DPD Pre-staffing Meeting: September 12, 2022
- PCA Community meeting: September 28, 2022
- 2nd application: October 14, 2022
- DPD Staffing Meeting: November 3, 2022

- PCA Staff Report: January 17, 2023
- Planning Commission Hearing: February 1, 2023
- Board Hearing, Rezoning Approval: February 21, 2023

Comprehensive Agreement

- FCRHA Committee meeting: December 1, 2022
- FCRHA Public Hearing: December 15, 2022
- CA Executed: March 10, 2023

Commercial Revitalization Designation

- Board Action: January 24, 2023

Abbreviations and Acronyms:

BLUE:	Braddock District Land Use and Environmental Committee
CA:	Comprehensive Agreement
DPD:	Department of Planning and Development
FCRHA:	Fairfax County Redevelopment and Housing Authority
IA:	Interim Agreement
PA:	Plan Amendment
PCA:	Proffer Condition Amendment
RFP:	Request for Proposals

To be Deferred to
01/23/2024 at 4:30 p.m.

Board Agenda Item
December 5, 2023

3:30 p.m.

Public Hearing to Validate and Convey Property at the Franconia Governmental Center to the Fairfax County Redevelopment and Housing Authority (Franconia District)

ISSUE:

Validation and Public Hearing regarding the conveyance of property located at the Franconia Governmental Center to the Fairfax County Redevelopment and Housing Authority (FCRHA).

RECOMMENDATION:

The County Executive recommends that the Board validate and convey certain property at the Franconia Governmental Center to the FCRHA.

TIMING

On November 21, 2023, the Board authorized the advertisement of a public hearing for this matter. **Public Hearing to be deferred to January 23, 2024, at 4:30 p.m.**

BACKGROUND:

On March 9, 2021, following a public hearing, the Board of Supervisors (Board) authorized the conveyance of five parcels of land located at 6121 Franconia Road and identified as Tax Map Nos. 81-3 ((05)) parcels 0002A, 0002B, 0002C1 and 0003A and Tax Map No. 81-3 ((08)) parcel 0503 (Property) to the Fairfax County Redevelopment and Housing Authority (FCRHA). The approximately 3.25-acre property is improved with the Franconia Governmental Center, a 25,800 square foot building constructed in 1992 that incorporates three facilities: the Franconia District Supervisor's Office, the Franconia Police Station and the Franconia Museum and is no longer adequate for these purposes, which are in the process of being relocated to another facility.

The FCRHA is currently negotiating with a developer to expand the County's affordable housing portfolio by constructing a multifamily affordable development on the Property.

During this process, concerns have been raised regarding the validity of the March 9, 2021, public hearing that effectuated the conveyance. Although staff does not share these concerns, this item is intended to fully address this issue by both validating the original conveyance, and in an abundance of caution, repeating the public hearing as required by Virginia Code § 15.2-1800 to convey the Property to the FCRHA.

Board Agenda Item
December 5, 2023

FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment 1 – Location Map

Attachment 2 – Resolution

Attachment 3 - Milestone Actions

STAFF:

Christopher A. Leonard, Deputy County Executive

Thomas E. Fleetwood, Director, Department of Housing and Community Development

ASSIGNED COUNSEL:

Alan M. Weiss, Assistant County Attorney



RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held on Tuesday, December 5, 2023, at which a quorum was present and voting, the following resolution was adopted:

WHEREAS, on March 9, 2021, the Board of Supervisors authorized the conveyance of land known as the Franconia Governmental Center and identified as Tax Map Nos. 81-3 ((05)) parcels 0002A, 0002B, 0002C1 and 0003A and Tax Map No. 81-3 ((08)) parcel 0503 (Property) to the Fairfax County Redevelopment and Housing Authority (FCRHA); and

WHEREAS, the FCRHA is currently negotiating with a developer to expand affordable housing in Fairfax County by using the Property for multifamily affordable housing; and

WHEREAS, the Board finds that its conveyance of the Property to the FCRHA pursuant to the March 9, 2021, public hearing was in the best interest of the residents of Fairfax County and would help sustain the County's economy by generating affordable housing and that the March 9, 2021, public hearing and subsequent conveyance of the Property to the FCRHA were valid, and

WHEREAS, out of an abundance of caution, the Board held another public hearing on the conveyance of the Property to the FCRHA on December 5, 2023, to resolve any concerns about the validity of the March 9, 2021, public hearing;

NOW, THEREFORE, upon public hearing duly advertised according to law, it is **RESOLVED** that the Board of Supervisors finds that the March 9, 2021, conveyance was necessary to assure the continuation of the County's essential functions, services, and operations, and that, to the extent necessary, the County reauthorizes the conveyance of the Property to the FCRHA and authorizes the County Executive to execute all necessary documents to convey the Property to the FCRHA.

A Copy Teste:

Jill G. Cooper
Clerk for the Board of Supervisors

**Milestone Actions of Board-Conveyed Properties – Franconia Government Center
to the
Fairfax County Redevelopment and Housing Authority**

Franconia Governmental Center

Land Transfer to FCRHA

- Public Hearing Advertisement: February 19 & 26, 2021
- Board Public Hearing: March 9, 2021

Request for Proposals

- Franconia District Town Hall: October 27, 2021
- RFP Advertisement: February 3, 2022
- Developer Selection: January 11, 2023

Comprehensive Plan Amendment (Franconia Triangle)

- Board PA Authorization: April 11, 2023
- FDLUC Meeting: December 4, 2023
- PA FDLUC Presentation: January 2024*

Interim Agreement

- FCRHA Public Hearing Ad: November 20, 2023
- FCRHA Public Hearing: December 14, 2023*
- IA Execution: January 18, 2024*

*Scheduled/projected milestone dates

Abbreviations and Acronyms:

CA:	Comprehensive Agreement
DPD:	Department of Planning and Development
FCRHA:	Fairfax County Redevelopment and Housing Authority
FDLUC:	Franconia District Land Use Committee
IA:	Interim Agreement
PA:	Plan Amendment
PCA:	Proffer Condition Amendment
RFP:	Request for Proposals

Board Agenda Item
December 5, 2023

3:30 p.m.

Public Comment on Issues of Concern