

## RECOMMENDED STRATEGIES AND PRINCIPLES FOR THE 115<sup>TH</sup> CONGRESS

### **Federal Funding and Sequestration**

**Support a balanced approach to federal deficit reduction solutions and a proactive approach to repositioning the County in anticipation of possible long-term reductions in federal funding.**

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

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

### **Federal Agency Relocation and Consolidation**

**Support relocation of federal facilities, such as the FBI headquarters, to sites in Fairfax County with close proximity to transit and numerous transportation options, in order to mitigate transportation impacts while encouraging redevelopment and job growth in the County. Also, support the inclusion of sufficient funds to address the planning, infrastructure, and transportation issues raised by the relocation of over 21,000 defense workers to Fort Belvoir, resulting from the 2005 Base Realignment and Closure Commission (BRAC), as well as sufficient funds for other BRAC impacts, including significant increases in students to Fairfax County Public Schools.**

Both the Commonwealth and Fairfax County have strong connections to the federal government, which has presented tremendous economic growth opportunities, but also creates a unique vulnerability to fluctuations in defense spending. In a recent US Department of Defense (DOD) Office of Economic Adjustment (OEA) report, the Commonwealth of Virginia ranked first in defense spending, with a total of \$54.7 billion in FY 2014 (including \$38 billion in contract spending and \$16.6 billion in defense payrolls). Within the Commonwealth, Fairfax County is the top defense spending location, with \$19.1 billion in defense expenditures, far outpacing the next-closest recipient of defense dollars (Newport News at \$6.2 billion). Fairfax County ranks second in Virginia for the number of defense personnel at 29,826 (behind Norfolk's 40,296 and ahead of Prince William's 15,349). As a result, Fairfax County has formed a strong partnership with the federal government, and the County supports continuing that relationship by seeking additional federal relocations and consolidations; it is also important that such efforts are

accompanied by appropriate federal funding and coordinated planning, to ensure impacts are mitigated and a successful outcome is achieved. Fairfax County should continue to focus on the County's role in the National Capital Region and its connection to the functioning of the federal government, while continuing to closely monitor potential future federal funding cuts that could affect the County and local economy. In particular, Fairfax County supports:

- ***Relocation of the FBI Headquarters to Springfield, and other federal facilities to locations within Fairfax County.*** There are several pending opportunities for Fairfax County to leverage its strategic location in Northern Virginia by housing federal agencies currently in development or considering relocations. The establishment of such workplaces increases the economic vitality of the County by encouraging business development in the surrounding area, supporting small businesses, and growing the tax base, among other benefits. In particular, the County strongly supports relocation of the FBI headquarters to the Springfield GSA site in Fairfax County. The FBI is seeking to move its headquarters from the rapidly deteriorating Hoover Building in Washington, DC. As the GSA moves forward with its solicitation to find a new location, the County will continue to advocate for its Springfield site, which is the only site under consideration that is already owned by the federal government. Governor McAuliffe and the County's Congressional and General Assembly delegations have declared their strong support for the Springfield site, and the County will continue to work with state agencies to further improve the site's benefits for such a relocation. The County will collaborate closely with its federal and state partners throughout this process, in addition to working with key community leaders, as the GSA moves forward with final bids. Relocation of the FBI headquarters to the Springfield GSA site remains a top County priority.

Additionally, though there has been a delay in the potential consolidation of cybersecurity operations on a single campus, this may be potentially offset by the relocation of the DEA and the TSA from their shared complex in Arlington. At least one Fairfax County site (in Springfield) may be under consideration. These developments underscore the opportunities that federal agencies continue to present for Fairfax and the importance of sustained advocacy for the benefits the County provides to the federal workforce. *(Revises and reaffirms previous position.)*

- ***Legislative language requiring greater coordination between a federal agency and host communities in any future federal government relocation and consolidation proposal for both new facilities and the use of existing facilities.*** If Congress authorizes another federal government relocation or consolidation, the appropriate federal agency should be required to analyze the transportation impacts of such a recommendation, both on the facility and the surrounding community, before final recommendations are made. Coordination should continue following such relocations, as well. For example, agencies should provide Transportation Demand Management services and strategies, including offering information on transit options, mandating that employees stationed at the facility telecommute or arrive at work before or after peak rush hour, assigning parking to carpool users, and other options. *(Revises and reaffirms previous position.)*
- ***Funding for transportation projects essential to Department of Defense (DOD) relocation and consolidation.*** Collaboration between Fairfax County and its federal partners is necessary to provide transportation improvements in the areas most directly affected by the 2005 BRAC actions. The County has made efforts to find various sources of funding to improve mobility near

Fort Belvoir, but additional federal assistance is needed to mitigate the impacts of BRAC 2005, which created an immediate need for infrastructure improvements in the Fort Belvoir area. Total unfunded project costs (in 2015 dollars) to address BRAC impacts, above and beyond what is incorporated in existing plans, include but are not limited to the following project list:

Fairfax County Parkway/Neuman Street Interchange	\$50 million
Improvements to Fairfax County Parkway between I-95 and US Route 1	\$55 million
Transit Center and Ridesharing Facility(s)	\$45 million
Implementation of expanded bus service and circulator service	\$75 million
Interchange at US Route 1 and Fairfax County Parkway	\$55 million
Telegraph Road Widening Northbound (Jeff Todd Way to Hayfield Road)	\$20 million
I-395/Route 236 (Duke Street/Little River Turnpike) Interchange	\$20 million
I-95/I-395 (Shirley Highway) Transit Service	\$10 million
<i>(Revises and reaffirms previous position.)</i>	

- Distribution of full funding (\$180 million) for widening US Route 1.*** The Defense Access Roads program, administered by the DOD OEA, appropriated \$180 million in federal funds to widen US Route 1 from Mount Vernon Memorial Highway to Napper Road, to improve road access and traffic flow to the Army Hospital. Once all projects funded through this allocation are completed, including the US Route 1 project, the County will have to apply for any remaining funding for other proposed additional expansions—even though such expansions would not be outside of the intent of the original federal legislation. Fairfax County continues to work with the Congressional delegation, federal agencies, and state partners on efforts to ensure that the full \$180 million is utilized to mitigate impacts in the Route 1 corridor. *(Revises and reaffirms previous position.)*
- Continuation of the Mark Center parking cap.*** Language setting the cap at 2,000 spaces was included in the FY 2012 and FY 2013 DOD appropriations bills, due to concerns over increased traffic and the impact of the Mark Center on the surrounding region; however, the Secretary of the Army and the Virginia Department of Transportation (VDOT) are permitted to waive the original cap numbers on the basis of traffic monitoring and Congressional committee approval. As a result of increased utilization, the cap was raised to 2,500, and then raised again to 3,000 in the FY 2015 omnibus appropriations measure. The County continues to believe that the parking cap should be retained, particularly as the impacts of the new Seminary Road off-ramp are monitored. *(Revises and reaffirms previous position.)*

## TRANSPORTATION-RELATED LEGISLATION

### Surface Transportation

**Support increased federal investment in the nation’s transportation infrastructure, including maintenance of the existing system and expansion, as well as language included in the current authorization act giving priority to highway transportation funding for evacuation routes surrounding military facilities. Also support coordination with local governments and regional entities as the US Department of Transportation (US DOT) develops rules to establish performance measures and standards for numerous programs, and greater decision-making authority for metropolitan areas and local governments in determining how transportation funding is spent.**

The new transportation landscape reflects the phased rollout of the Fixing America's Surface Transportation Act (FAST Act), passed in December 2015. The FAST Act provides \$305 billion in new spending obligations from the Highway Trust Fund spanning FY 2016 through FY 2020, including: \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7 billion for highway and motor carrier safety. The three most significant features of the FAST Act's highway provisions are the new formula freight program, the new discretionary program for nationally significant freight and highway projects, and the conversion of the Surface Transportation Program into a block grant. Other key components of the FAST ACT include: a \$10 billion rail section (which includes a reauthorization of Amtrak and provides state grants for rail infrastructure, safety, and state of good repair improvements), and a new discretionary grant program—Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)—that allows the Secretary of Transportation to select for funding projects of “national or regional significance.”

Investments in transportation are necessary for a strong economy, and in the current climate, could help spur growth. Northern Virginia's need for transportation solutions for all modes will continue to grow in size and scope. Fairfax County has taken actions to substantially increase local funding for transportation infrastructure and service. The Commonwealth has, as well, but the federal government must also do its part, as future generations will pay the price for the current inaction. The FAST Act includes additional funding for many programs vital to the County and the Commonwealth, and funding must be provided in accordance with those authorized levels. Safety must continue to be an important focus of transportation projects.

Fairfax County supports:

- ***Increased funding for the Surface Transportation Block Grant Program (STBG) and an increase in the portion that is sub-allocated to local areas as provided in the FAST Act.*** The FAST Act states that a percentage of a state's STBG apportionment (after set-asides for Transportation Alternatives) is to be obligated in certain areas (including urbanized areas with populations over 200,000) in proportion to their relative shares of the state's population. The percentage to be obligated to these areas grows over the period of the FAST Act, from 51 percent in FY 2016 to 55 percent in FY 2020. Funds that are not tied to specific areas can be used anywhere in the state. The FAST Act also reclassifies the Transportation Alternatives Program (TAP) as the “Surface Transportation Program (STP) Set-Aside” within the broader STBG, and provides a modest increase over the funding levels authorized by MAP-21, the previous transportation reauthorization bill passed in 2012. The state/local sub-allocation of STP Set-Aside funds (distributed based on population) is 50 percent of the total amount. Metropolitan planning organizations (MPOs) representing larger urbanized areas with populations over 200,000 have flexibility to use up to half of their STP Set-Aside funds on any STP-eligible project. *(New position.)*
- ***Full funding for the Congestion Mitigation and Air Quality (CMAQ) Program in the FY 2017 appropriations bill.*** This program, established in 1991, provides funds for state and local governments to: improve air quality in transit-intensive areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide or particulate matter (“nonattainment areas”); or, to maintain standards in areas where there is a risk of nonattainment, due to high transportation activity (“maintenance areas”). The FAST Act authorized just over \$2.3 billion for FY 2016 (a roughly \$100 million increase over previous levels), \$2.36 billion for FY

2017, \$2.4 billion in FY 2018, \$2.45 billion in FY 2019, and \$2.5 billion in FY 2020. Eligibility has also been expanded to include projects addressing port-related freight operations and “vehicle-to-infrastructure communications equipment,” in addition to the traditional diesel retrofitting and traffic management systems. These funds are distributed to each state on a formula basis (Virginia will receive \$60.6 million annually through 2020) and are awarded to projects through MPOs. The County supports full funding for CMAQ. *(Revises and reaffirms previous position.)*

- ***Full funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.*** While MAP-21 increased the TIFIA program from \$122 million to \$1 billion (per year), the FAST Act then reduces the program to \$275 million in both FY 2016 and FY 2017, \$285 million in FY 2018, and \$300 million in both FY 2019 and FY 2020. The FAST Act expands TIFIA loan eligibility to include transit-oriented development (TOD) projects, including parking garages, property acquisition, and smaller-scale infrastructure for walking or bicycling. The FAST Act also lowers the cost threshold for TOD projects, from \$50 million to \$10 million. Other requirements for TIFIA remain the same, including cost thresholds for most non-TOD projects, and federal share provisions that cap TIFIA lines of credit at 33 percent, loans at 49 percent, and joint lines-loans arrangements at 49 percent. The FAST Act allows total federal assistance, including loans and other grants, for a project to remain at 80 percent. *(Revises and reaffirms previous position.)*
- ***Support full funding for the FASTLANE Program.*** The US DOT announced the first round of FASTLANE grant awards in July 2016—18 infrastructure grants totaling nearly \$800 million were awarded to 15 states and the District of Columbia. The National Capital region received the two largest grants, \$165 million for Virginia’s Atlantic Gateway I-95 Corridor project and \$90 million to the National Park Service for the Arlington Memorial Bridge reconstruction, totaling \$255 million (an additional round of funding was announced in fall 2016). The County supports the funding levels currently authorized for the program (\$850 million in FY 2017, \$900 million in FY 2018, \$950 million in FY 2019, and \$1 billion in FY 2020). *(New position.)*

### **Federal Aviation Administration (FAA) Reauthorization & Dulles Perimeter Rule**

**Oppose further changes to the perimeter and slot rules for Washington Dulles International and Reagan National Airports to protect the balance between these airports and support efforts to reduce the impact of aircraft noise on Fairfax County residents.**

Federal law provides perimeter and slot rules to ensure balanced capacity between Washington Dulles International and Reagan National airports. The previous three FAA reauthorization bills (2012, 2011, and 2003) have given Reagan National more permitted slots (allowable takeoffs and landings per hour) and more non-stop flights beyond 1,250 miles (perimeter rule) to the detriment of Washington Dulles International. In July 2016, Congress passed a 14-month FAA extension bill, which included no additional changes to the perimeter and slot rules. The interconnectedness of Virginia’s aviation system makes Dulles imperative to the continued success of airports around the state. The region has also encouraged air expansion at Dulles as a major economic driving force in Fairfax County and Northern Virginia. As a result, the region, the Commonwealth, and the federal government have made significant investments in transportation projects to further spur the airport’s growth, including the Metrorail Silver Line extension that will provide greater accessibility to Dulles.

Additionally, the implementation of the federal Next Generation Air Transportation System (NextGen, which is an upgrade to the nation's air traffic control system and is designed to manage more air traffic with greater efficiency) has resulted in flight paths concentrated over certain communities. In particular, the concentration of flight paths for departures to the south of Reagan National airport has resulted in a significant increase in noise over residential areas in the County along those flight paths. The County has supported efforts to reduce the impact of aircraft noise on Fairfax County residents by modifying flight paths south of Reagan National to keep aircraft more centered over the Potomac River on departure, as well as modifications to waypoints that would allow departing aircraft to travel farther down the Potomac River before turning east or west. *(Revises and reaffirms previous position.)*

### **Rail to Dulles Phase 2**

**Support continued federal assistance for Rail to Dulles (particularly for Phase 2), which has been an essential component of the advancement of that project.**

The Metrorail Silver Line extension is one of the most important infrastructure projects undertaken in Virginia, and is a vital component of the economic success of Fairfax County and Northern Virginia. Preliminary construction of Phase 2 began in 2014, with the full project expected to be completed in late 2019. Fairfax County has advanced the design of the parking garages at Innovation Center Station and Herndon Station, which are scheduled to begin construction in April 2017, with completion expected in mid-2019. Fairfax County requests that the federal government continue its support of the project through the TIFIA Loan program, combined with additional federal and state funding for Phase 2, while maintaining existing federal oversight. In addition to the new Metrorail extension, other projects are needed within the area to support the expanded system, along with funds to address sound wall requirements at various locations along the corridor. *(Revises and reaffirms previous position.)*

### **Washington Metropolitan Area Transit Authority (WMATA)**

**Support full funding for the annual portion of the \$1.5 billion in federal funds authorized for WMATA's critical capital needs (\$150 million per year for 10 years), and the extension of that funding past the current authorization date, as such funds will provide critical capital improvements to address the system's safety and state of good repair needs. Also support additional federal funding to address WMATA's future capacity needs.**

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) authorized federal support of \$1.5 billion for WMATA over ten years to address the system's urgent capital and safety needs, with an equal share provided by the region. As part of this effort, Fairfax County urges Congress to include full federal funding of \$150 million for WMATA in a FY 2017 appropriations measure. Such support is particularly critical now, as recent safety and maintenance issues at WMATA have been partly caused by aging infrastructure. Further highlighting the urgency of safety issues, the Federal Transit Administration (FTA) has mandated the establishment of a Metro Safety Commission (MSC) to replace the Tri-State Oversight Commission. The MSC, financially independent from WMATA, will have its own investigative and enforcement authority. To comply with this federal mandate, legislative action is required by Virginia, Maryland and the District of Columbia; FTA has expressed its intent to begin withholding some federal formula funds if the MSC is not established by February 9, 2017.

While focusing on safety and state of good repair, the region must also work to address future capacity needs. Fairfax County is projected to grow 20 percent by 2040, to a total of 1.36 million residents—an expansion that will place more pressure on a Metro system that is already nearing capacity. As a result,

Metro developed a strategic plan to guide decisions through 2025 and ensure that the system continues to support the region's competitiveness in the future which includes: enhancement of rush-hour capacity by increasing the use of all eight-car trains; expansion of high-volume rail stations to ease congestion; and, completion of the bus Priority Corridor Network, which includes a variety of improvements allowing buses to bypass traffic congestion. Additional federal resources are critical to ensuring the success of this effort. WMATA is the only major transit provider in the country without a permanent, dedicated revenue source for a significant part of its revenue base – the entire \$1.79 billion operating budget is derived from passenger fares and contributions by its member jurisdictions. It is important to note that in Virginia, local jurisdictions are directly responsible for funding WMATA. Fairfax County provides approximately \$60 million each year in local and regional funding for WMATA operating and capital costs, and transfers approximately \$90 million in state aid to WMATA annually. As such, it is particularly important that Virginia localities, which play such a critical funding role, are included in discussions pertaining to WMATA governance and funding requirements. Further, these improvements to the system's core capacity are needed before any future extensions can be considered. Continued federal investment in Metro is essential to keeping the Washington Metropolitan region moving forward. *(Revises and reaffirms previous position.)*

### **Transportation Investment Generating Economic Recovery (TIGER)**

#### **Support continued federal investment in the TIGER program.**

The TIGER program has been funded at \$500 million per year in previous years; though there have been proposals for significant reduction, the County supports continuation of the TIGER program at the \$500 million level. The County also supports giving greater consideration to congestion and mobility issues in the TIGER award process. *(Revises and reaffirms previous position.)*

### **Transit-Oriented Development (TOD)**

#### **Support funding and policies that enhance transit-oriented development options for local governments.**

Fairfax County is considering various options for funding infrastructure to support TOD. The County was one of 16 organizations selected to obtain funding through the Federal Transit Administration's TOD Planning Pilot Program, receiving \$400,000 for the Embark Richmond Highway initiative; this funding will be used for comprehensive planning, TOD planning, and the implementation of the new Bus Rapid Transit (BRT) system (more information about Embark is included in the Richmond Highway/Route 1 Widening and Bus Rapid Transit project below). TOD also will play a significant role in Tysons, with priority projects that include: the extension of the Route 7 widening from Route 123 to I-495; design work for other Tysons-wide transportation improvements; and, additional neighborhood improvements outside of Tysons. Further infrastructure funding is also needed to support TOD in other critical areas, including Springfield, Seven Corners, and Reston. The County supports expanding its funding partnership with the federal government for TOD to ensure continuation of the region's economic vitality. *(Revises and reaffirms previous position.)*

### **Transportation Projects**

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

- **Richmond Highway (US Route 1) Widening and Bus Rapid Transit (BRT):**

The Richmond Highway Corridor is one of the most heavily transit-dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. The County is currently working with VDOT to widen Route 1 between Mt. Vernon Memorial Highway (south) and Napper Road, providing a six-lane facility that will complement the existing Richmond Highway project currently under construction from Telegraph Road to Mt. Vernon Memorial Highway. That project will result in a six-lane facility between Fort Belvoir and I-95/I-495 in Alexandria (including both pedestrian and bicycle facilities), and will also provide the capacity needed for a BRT project, which is a fundamental part of the Embark plan. Embark Richmond Highway is an initiative focused on creating a multimodal future for the Richmond Highway Corridor, which includes long-term planning efforts and a focus on economic development. The median-running BRT will extend from the Huntington Metrorail Station to Fort Belvoir, with a future Metrorail extension anticipated from Huntington to the Hybla Valley Community Business Center. The project will include new transit stations as well as facilities for bicycle and pedestrians. *(Revises and reaffirms previous position.)*
- **Soapstone Connector:**

The Soapstone Drive Connector over the Dulles Corridor (Dulles Toll Road, Dulles International Airport Access Highway, and the Metrorail Silver Line) will provide connectivity and accessibility to the new Wiehle-Reston East Metrorail Station by connecting major east-west roads (Sunset Hills Road and Sunrise Valley Drive) located north and south of the Corridor. This new roadway will create additional capacity across the Dulles Corridor, reduce congestion, and improve accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station, as well as on Reston Parkway and Wiehle Avenue. By including designated northbound and southbound bike lanes and pedestrian sidewalks, and providing another route option for local and regional transit operators to utilize, the project improves multimodal connectivity to Wiehle-Reston East. *(Revises and reaffirms previous position.)*
- **Fairfax County Parkway Widening from Route 123 to Route 29, including the Popes Head Road Interchange:**

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

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



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

- **Seven Corners Interchange:**

The Seven Corners area, located in eastern Fairfax County, is centered around the Seven Corners Interchange, where three regional commuter routes (Arlington Boulevard/Route 50, Leesburg Pike/Route 7, and Wilson Boulevard/Sleepy Hollow Road) converge. The existing Seven Corners Interchange is a confusing confluence of major roads and multiple signalized intersections, with extremely limited pedestrian facilities and no bicycle facilities. As a result, most of the intersections at the Seven Corners Interchange operate at the lowest possible level of service during peak periods, causing high levels of congestion, long periods of vehicular delay, and safety concerns for pedestrians, bicyclists, and transit users. The County's updated Comprehensive Plan for the Seven Corners area includes a concept for a new Seven Corners Interchange, designed to alleviate these significant challenges. *(New position.)*

- **Potomac River Crossings:**

The need to cross the Potomac River creates major transportation challenges in the National Capital Region. The American Legion Bridge, one of the most heavily utilized in the region, is also the most congested, with traffic volumes expected to increase over the next 25 years. Because the largest number of vehicles traversing the American Legion Bridge travel between Fairfax and Montgomery Counties, the chokepoint created by this bridge requires long-term solutions. Additionally, approximately 170,000 people cross the river each day through the Rosslyn Tunnel on Metrorail Blue, Orange, and Silver Line service — another crossing that is essential to mobility in the area. In the next 25 years, that number is expected to increase to 185,000 passengers crossing per day. Unfortunately, the capacity constraints of the Rosslyn Tunnel already create significant limits on transit service. It is vital that the capacity needs at both the American Legion Bridge and the Rosslyn Tunnel be addressed, to alleviate the existing congestion and ensure the movement of people and goods throughout this economically vibrant region. Such action is essential to the economic success of Fairfax County and the National Capital Region. *(New position.)*

## **OTHER LEGISLATION**

### **Marketplace Fairness Act**

**Support legislation to allow states to collect sales and use taxes on sales made over the internet by those retailers without a physical presence in that state (often referred to as the Marketplace Fairness Act), with consideration given to mitigating compliance burdens on smaller online businesses.**

The Marketplace Fairness Act (MFA) would raise additional revenue for Fairfax County's transportation and education programs, by closing a loophole in the current tax code to ensure state and local

governments are able to collect sales tax on online and remote sales that they are already owed under current law (compliance with this requirement is very limited). The Commonwealth of Virginia's 2013 transportation funding bill directed that sales taxes generated from the MFA would primarily be allocated to the Commonwealth's Transportation Trust Fund (construction and transit), with the remainder being provided for local needs and public education. On January 1, 2015, the Commonwealth's gas tax increased by 1.6 percent per gallon because MFA had not been enacted, but those funds are primarily directed toward road maintenance; passage of the MFA would allow the Commonwealth to begin collecting taxes on remote sales, allowing the gas tax to revert to its previous level while increasing funding for construction and transit projects. *(Revises and reaffirms previous position.)*

### **Tax-Exempt Status of Municipal Bonds**

**Support maintaining the tax-exempt status of municipal bonds as a critical tool generating investments in vital public infrastructure for localities, saving state and local governments nationwide hundreds of billions in interest costs over the last century.**

As the primary source of funding for local infrastructure projects, municipal bonds have provided localities throughout the United States with a valuable funding tool for decades. In Fairfax County, such bonds are vital for strengthening economic development efforts. Both Congress and the Obama Administration have floated proposals to repeal or cap the tax-exempt status of municipal bond interest, as a way to raise federal revenue in a difficult fiscal environment. Large municipalities would be particularly damaged by these proposals, as the repeal of tax-exempt status would increase the debt service burden on counties nationwide by over \$9 billion annually. As Congress moves to address comprehensive tax reform, the County urges Congress to maintain this critical exemption. *(Revises and reaffirms previous position.)*

### **Federal Funding for Costs of Educating Federally Connected Students**

**Support full funding for Impact Aid, which provides funding to school divisions that educate federally connected students. Also support federal reimbursement for costs associated with educating unaccompanied minors placed in Fairfax County by the Office of Refugee Resettlement (ORR).**

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

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

### **Social Safety Net**

#### **Support federal funding for programs and services that provide a critical social safety net for vulnerable Americans.**

It is the responsibility of government at all levels – federal, state, and local – to help Americans who are unable to fully meet their own needs. As a result of recent economic hardships, those needs are greater now than ever. Healthy and productive individuals, families, and communities are the foundation of the United States’ present and future security and prosperity, and ensuring this foundation requires a strong partnership among all levels of government to maintain the critical safety net. Fairfax County opposes changes that shift additional responsibilities to localities, weakening the federal/state/local partnership, particularly in a state where financial support for the social safety net tends to be minimal, and supports programs and funding streams that:

- Help residents of Fairfax County meet their basic needs, from nutrition programs to homelessness prevention and affordable housing;
- Get Americans back to work and support economic development, including job training and child care;
- Provide local flexibility to meet the needs of a changing and challenging economic climate, while avoiding penalties to localities that exhibit prudent fiscal management;
- Promote school readiness for at-risk children;
- Protect the health and well-being of residents;
- Provide sufficient funding to meet federal mandates, or at a minimum, adequate flexibility to ensure the success of priority programs;
- Incentivize affordable housing creation and preservation, including full funding for the HOME Investment Partnerships Program (HOME), which provides funding for affordable housing through acquisition, rehabilitation, new construction, and tenant-based rental assistance; and,
- Assist states in providing adult protective services and long-term care ombudsman programs.  
*(Revises and reaffirms previous position.)*

### **Community Development Block Grant Program (CDBG)**

#### **Support funding which improves access to affordable, quality child care for families with low income, including increases to the Child Care and Development Block Grant and Head Start.**

CDBG provides flexible funding for counties to address housing needs, support water and infrastructure expenditures, and expand economic opportunities for low and moderate income persons. Congress granted CDBG \$3 billion in FY 2016, and is expected to provide the same amount in FY 2017 based on current appropriations bills. Though that amount is higher than the President’s request of \$2.8 billion, it is lower than the \$3.3 billion level numerous members of the House and Senate have indicated is needed

to keep up with inflation, which is also supported by the National Association of Counties (NACo) and the U.S. Conference of Mayors. Fairfax County supports increased funding for CDBG. *(Revises and reaffirms previous position.)*

### **Department of Justice**

**Support federal assistance to state and local governments to develop and implement programs designed to improve outcomes for individuals with mental illness involved in the criminal justice system. Also support continued funding for Department of Justice programs that provide critical support to local law enforcement.**

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

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

### **Substance Use Disorder**

**Support efforts to address substance use disorders and the opioid epidemic, including federal funding for prevention, enforcement, and treatment programs.**

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

## CONTINUING PRINCIPLES

### **Consumer Protection**

- Support efforts to enhance consumer protections in products sold by alternative financial services, such as payday loans and vehicle title loans, to minimize the negative financial impact of such products on financially vulnerable consumers. Payday and vehicle title loans are often associated with practices that drive consumers further into debt. *(Reaffirms previous position.)*

### **Education**

- Support fully funding the costs of implementing federal mandates, such as the requirements in the Every Student Succeeds Act (ESSA) and Individuals with Disabilities Education Improvement Act (IDEA), and support broad flexibility and additional resources to carry them out. *(Revises and reaffirms previous position.)*
- Support elimination of the current “prior use” rule for tax credits on school renovation and reconstruction, which disallows these credits when the building is rehabilitated and used in the same manner as before the rehabilitation. This could provide a tool for rehabilitating aging County schools. *(Reaffirms previous position.)*

### **Elections**

- Support security and reliability of elections equipment and results. *(Reaffirms previous position.)*
- Oppose costly, unfunded mandates for elections equipment and unrealistic timelines for implementation of new federal mandates. *(Reaffirms previous position.)*
- Support sufficient federal funding to assist localities in implementing any new federal mandates for elections equipment, including accessibility requirements. The Virginia Department of Elections has indicated that its share of Help America Vote Act (HAVA) funds, which currently comprises 60 percent of the Department’s annual spending, will be exhausted by FY 2018. *(Reaffirms previous position.)*
- Monitor potential impacts of the Supreme Court decision striking down Section IV of the Voting Rights Act, which eliminated the requirement that changes to Virginia’s election laws be “pre-cleared.” *(Reaffirms previous position.)*

### **Energy/Climate Change**

- Support legislation providing funding for state and local governments to address issues related to global climate change, including energy conservation, use of renewable energy sources (including waste to energy), green buildings and vehicles, reduced emissions, and greenhouse gases. *(Reaffirms previous position.)*
- Support funding and incentives to increase research and development for emerging energy efficient and renewable technologies. *(Reaffirms previous position.)*

### **Environment**

- Support incentives and innovations that encourage environmental preservation and resource conservation. *(Reaffirms previous position.)*
- Support incentives for open space preservation. *(Reaffirms previous position.)*
- Support adequate funding to local governments and achievable timelines for any new federal environmental regulations or mandates, particularly requirements related to the Chesapeake Bay watershed. *(Reaffirms previous position.)*

### **Federal Contracting**

- Support efforts to streamline and increase efficiency and productivity in federal government operations, by maximizing the strengths of both federal contractors and federal government employees. Such efforts to strike this balance should be accomplished in a thoughtful, open process that is not arbitrary in nature. *(Reaffirms previous position.)*
- Support the critical partnership that exists between the public and private sectors in the conduct of federal government operations. This is particularly important in Fairfax County, where federal employees and federal contractors each contribute significantly to the local and state economy. *(Reaffirms previous position.)*

### **Health**

- Support close monitoring of implementation of the Affordable Care Act (ACA), ensuring provision of critical health coverage, an efficient allocation of resources and a smooth transition to a new health care landscape, while providing clear direction and appropriate incentives for consumers and employers, and avoiding both service reductions and restrictions on access to care. *(Reaffirms previous position.)*
- Support appropriate oversight by the Centers for Medicare and Medicaid Services of Medicaid-funded transportation service, in order to resolve ongoing complaints stemming from consistent poor performance and ensure adequate service is restored. *(Reaffirms previous position.)*
- Support federal funding initiatives that will advance research, surveillance, reporting, and diagnostics for Lyme disease. *(Reaffirms previous position.)*
- Support efforts to improve access to affordable immunosuppressant drug coverage for kidney transplant patients. Patients with end stage renal disease are already provided special Medicare coverage, but while Medicare already covers immunosuppressant drugs for transplant patients under age 65, coverage is only for a three-year period. *(Reaffirms previous position.)*

### **Homeland Security/Emergency Operations**

- Support greater funding for “high risk” areas such as Northern Virginia and Fairfax County. *(Reaffirms previous position.)*
- Support timely delivery of funds and ways to achieve greater flexibility for use of funds, while maintaining strong accountability standards. *(Reaffirms previous position.)*
- Support federal assistance for the implementation of “Next Generation 911,” a major change in the provision of 911 services that is particularly critical for the National Capital Region. *(Reaffirms previous position.)*

### **Immigration**

- Support stricter federal action to improve the enforcement of federal immigration laws and policies by federal agencies. *(Reaffirms previous position.)*
- Oppose actions that would compromise the County’s ability to deliver local government programs and services that benefit or protect the community as a whole. *(Reaffirms previous position.)*
- Oppose legislation that would mandate local governments to enforce federal immigration laws, especially in the area of law enforcement. *(Reaffirms previous position.)*

**Land Use**

- Oppose any diminution of local land use authority, either by further limiting the scope of local regulatory authority or by creating new and more elaborate land use regulatory structures. *(Reaffirms previous position.)*
- The County supports the concept that disputes over land use authority are local in character and should be solved at the local level. Further, the County requests that the development community and regional entities discuss any concerns or problems with the County before seeking legislative solutions. *(Reaffirms previous position.)*

**Local Taxation**

- Preserve existing local taxing authority. Encroachment upon local authority skews local accountability and hampers efforts to provide for constituent needs in the most cost effective and efficient manner. *(Reaffirms previous position.)*
- Support legislation allowing local governments to participate in the Federal Offset Program, which would improve the ability of local governments to collect delinquent local taxes by offsetting the owed taxes with reductions in the federal income tax refunds of the delinquent individual. *(Reaffirms previous position.)*

**Public Safety**

- Support efforts to reauthorize the federal assault weapons ban included in the Violent Crime Control and Law Enforcement Act of 1994. *(Reaffirms previous position.)*
- Support greater federal efforts to assist localities with gang prevention or intervention programs. *(Reaffirms previous position.)*
- Support stronger gang prevention measures. *(Reaffirms previous position.)*

**Telecommunications/Communications**

- Oppose any preemption or circumvention of local governments' historical control over land use decisions and oppose any attempt to eliminate local governments' right to charge, on a non-discriminatory basis, fair and reasonable compensation for use of public property. *(Reaffirms previous position.)*
- Oppose any reduction or diminution of local government authority to: address consumer needs; regulate consumer services; and negotiate and enforce cable franchises that include provisions such as redlining prohibitions, franchise fees, public, educational, and governmental channels and financial support, customer service provisions, and technical construction standards. *(Reaffirms previous position.)*