

RECOMMENDED STRATEGIES AND PRINCIPLES FOR THE 115TH CONGRESS

Fairfax County has long maintained a strong partnership with the federal government, as the home to numerous federal agencies, employees and contractors. According to the Federal Procurement Data System, federal government contracts performed in Fairfax County reached \$23.9 billion in FY 2016 – higher than any other county or city, 46 states and the District of Columbia (DC). Thirty-one companies on Washington Technology magazine’s 2016 list of the 100 largest government contractors in the nation are based or have US headquarters in Fairfax County. With a vibrant and diverse population and economy, Fairfax County is truly the federal government’s partner, fundamentally important to the functioning of the federal government. Enhancing that critical partnership in a variety of areas is a top County priority.

FEDERAL BUDGET AND FACILITIES

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 finalize 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. As Congress considers tax reform proposals, it is likely that the impacts on individual County residents will be difficult to estimate due to personal circumstances and financial decisions. However, because revenue options for localities in Virginia are extremely limited, the County opposes actions that impact County revenue sources or programs, including eliminating or capping federal deductibility for state and local taxes, which are used to fund education, public safety, transportation, infrastructure, and human services (current law allows taxpayers to deduct state and local taxes paid from their federally taxable income, preventing double taxation and allowing state and local governments to maintain authority over the tax structures supporting those services). Additionally, the County 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 recently announced relocation of the Transportation Security Administration (TSA) to Fairfax County, the expansion of cybersecurity contracting, and the potential relocations of the Federal Bureau of Investigation (FBI) and the Drug Enforcement Administration (DEA). (*Updates and reaffirms previous position.*)

Federal Agency Relocation, Consolidation and Related Activities

Support relocation of federal facilities to sites in Fairfax County with close proximity to transit and numerous transportation options, 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 federal agency relocations.

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 continues to be ranked first in defense spending, with a total of \$53 billion in FY 2015 (including \$36 billion in contract spending and \$17 billion in defense payrolls). Within the Commonwealth, Fairfax County is first in defense spending, with \$17 billion in defense expenditures, far outpacing the next-closest recipient of defense dollars (Newport News City at \$6.8 billion). Fairfax County ranks second in Virginia for the number of defense personnel at 29,640 (behind Norfolk's 37,732 and ahead of the City of Virginia Beach at 18,712).

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 will 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 TSA and 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 for federal agencies 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 a significant achievement for the County, the General Services Administration (GSA) recently announced that the TSA will relocate its headquarters to Springfield, underscoring the opportunities that federal agencies continue to present, and the importance of sustained advocacy for the benefits the County provides to the federal workforce. 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 from its complex in Arlington.

Additionally, the FBI continues its efforts to move to a new headquarters facility, rather than remaining in the rapidly deteriorating Hoover Building in Washington, DC. Unfortunately, after a six-year relocation effort, GSA announced its decision to halt the current process, citing a lack of federal funding to complete the project. GSA was given three months to develop a plan to expedite the FBI relocation effort, with a report back to Congress due in December. It is important to note that the County's Springfield GSA site was one of three finalists selected for

the relocation in the initial process, demonstrating the appeal of the County for additional federal relocations. Other federal agencies with possible plans to relocate to Northern Virginia are the US Patent and Trade Office; the US Customs and Border Protection information technology offices; and, the DEA. Fairfax County can continue to benefit from its geographic location in the National Capital Region and its connection to the functioning of the federal government, while closely monitoring potential future federal funding cuts that could affect the County and local economy. *(Updates 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.*** Any future federal government relocations or consolidations should include a requirement that the appropriate federal agency analyze the transportation impacts of such a recommendation, both on the facility and the surrounding community, before final recommendations are made (as was done when the relocation of the FBI was being considered). 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. *(Updates and reaffirms previous position.)*
- ***Funding for transportation projects essential to Department of Defense (DOD) relocation and consolidation.*** Continued 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 and on-going operations at Fort Belvoir. *(Updates and reaffirms previous position.)*
- ***Distribution of full funding (\$180 million) for widening US Route 1.*** The Defense Access Roads program, administered by the DOD Office of Economic Adjustment (OEA), appropriated \$180 million in federal funds to widen US Route 1 from Telegraph Road to Mount Vernon Memorial Highway, in order to improve road access and traffic flow to the Fort Belvoir Army Hospital. This phase of the Route 1 widening is complete, and approximately \$30 million in unspent funds remains; such funding could be used for additional improvements in the Route 1 corridor within the scope of the Defense Access Roads requirements. However, OEA has indicated that after completion of all six Veterans Affairs Hospital infrastructure improvement projects, any remaining funds will be made available through an additional application process. The County continues to work with its 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 as intended. *(Updates and reaffirms previous position.)*
- ***Mark Center parking cap.*** Language setting a parking cap at the Mark Center has been included in various pieces of federal legislation since FY 2012, due to concerns over increased traffic and the impact of the Mark Center on the surrounding region. The FY 2016 Omnibus appropriations bill included additional language requiring that decisions about the cap and other transportation-related issues involving the Mark Center be transferred from the Secretary of the Army to the Secretary of Defense, due to the proximity of the Mark Center complex to the Pentagon and the need for increased security (decisions regarding recommendations related to ongoing transportation improvements in the area would involve consultation with the Virginia

Department of Transportation (VDOT)). The County continues to believe that the parking cap should be retained. *(Updates and reaffirms previous position.)*

TRANSPORTATION

Transportation Funding

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 (USDOT) 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 President’s proposed FY 2018 budget, “America First: A Budget Blueprint to Make America Great Again,” proposed a \$2.4 billion or 13 percent cut to USDOT programs, including elimination of numerous programs. However, since Congress is not likely to finalize its deliberations on a FY 2018 funding measure until December or possibly early next year, FY 2018 USDOT funding levels are yet to be determined.

The transportation policy landscape reflects the phased rollout of the Fixing America’s Surface Transportation Act (FAST Act) and USDOT is in the process of implementing many of the new program changes. The proposed House and Senate FY 2018 USDOT appropriations measures fully fund the highway, transit, and safety programs authorized by the FAST Act. All of the general provisions pertaining to the Federal Highway Administration (FHWA) that were included in the 2017 Omnibus law are reiterated in the House bill, except for the provision allowing a one-time transfer of funds from transportation funds allocated to Virginia and DC to the US Park Service for the Memorial Bridge, which is not included in the House bill.

Investments in transportation are necessary for a strong economy, and in the current climate, help spur growth. These investments not only make necessary improvements to our regional and national infrastructure, but also create jobs – both during the construction of the facilities, as well as the access they provide to other employment opportunities. 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 opposes efforts to reduce transportation funding from the levels authorized in the FAST Act, as well as efforts to eliminate programs essential for the County.

- **Support dedicated funding and governance reforms for the Washington Metropolitan Area Transit Authority (WMATA), in order to ensure the success of this critical transit system.** Hailed as “America’s subway,” Metrorail is vital to the transportation networks and economic growth of Northern Virginia and the DC region, and is fundamental to the functioning

of the federal government, carrying thousands of federal workers to their posts every day. The County supports WMATA's efforts to enhance the safety and security of the system and its riders through adequate funding and oversight to ensure the viability of this essential transit system. Sufficient federal support is needed to address capital needs and state of good repair, including continuation of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) annual appropriation (\$150 million per year, which is matched by the WMATA jurisdictions) and additional federal capital support. This is particularly critical now, as recent safety and maintenance issues have developed at WMATA, partly caused by aging infrastructure. In addition to addressing capital needs, the County supports the Northern Virginia Transportation Commission's (NVTC) Principles for WMATA Reform, pertaining to WMATA's governance and operations, adopted in September 2017.

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 vast majority of the \$1.79 billion operating budget is derived from passenger fares and contributions by its member jurisdictions. In Virginia, local jurisdictions are responsible for providing substantial funding for WMATA (Fairfax County provides approximately \$60 million each year in local and regional funding for operating and capital costs, and transfers approximately \$90 million in state aid annually). In 2009, the federal government established a precedent for linking WMATA Board representation and financial investments in the system (which was then followed by the Commonwealth in 2011), and upholding that precedent requires local jurisdictions to remain active participants on the WMATA Board as long as current funding patterns are maintained. *(Updates and reaffirms previous position.)*

- **Support increased Surface Transportation Block Grant Program (STBG) funding, as well as an increase in the portion that is sub-allocated to local areas as provided in the FAST Act.** The FAST Act requires 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, from 51 percent in FY 2016 to 55 percent in FY 2020 (funds 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 in the 2012 transportation reauthorization bill, MAP-21. 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. The Trump Administration proposed a \$243 million increase in the STBG program in its FY 2018 budget. *(Updates and reaffirms previous position.)*
- **Support full funding for the Congestion Mitigation and Air Quality (CMAQ) formula program.** Established in 1991, this program 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. *(Updates and reaffirms previous position.)*

- **Support full funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program.** 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. *(Updates and reaffirms previous position.)*
- **Support full funding for the Infrastructure for Rebuilding America, or INFRA (previously known as FASTLANE) Program.** The USDOT announced the first round of FASTLANE grant awards in July 2016, and 18 infrastructure grants totaling nearly \$800 million were awarded to 15 states and DC. The National Capital Region received the two largest grants – \$165 million for Virginia’s Atlantic Gateway I-95 Corridor project, and \$90 million for the Arlington Memorial Bridge reconstruction, totaling \$255 million (an additional round of funding was announced in Fall 2016). In July 2017, USDOT announced the latest grant round (now renamed INFRA), with substantially different program goals and selection criteria. The new criteria for projects focus on: national or regional impact; potential for innovation; project delivery approach; leveraging federal funding; and, enhanced performance and accountability. 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). *(Updates and reaffirms previous position.)*
- **Support continued federal investment in the Transportation Investment Generating Economic Recovery (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. *(Reaffirms previous position.)*
- **Support continued federal investment in the Fixed Guideway Capital Investment Grant program.** This program provides competitive grant funding for major transit capital investments – including rapid rail, light rail, bus rapid transit, and commuter rail. The program (which includes funding for New Starts projects) is authorized at \$2.3 billion annually. This funding is critical for transit projects that are developed by local communities, such as the planned Richmond Highway and Leesburg Pike Bus Rapid Transit projects. *(New position.)*

- **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. Phase 2 of the project is expected to reach substantial completion in 2019, and Fairfax County has advanced the design and construction of the accompanying parking garages at Innovation Center Station and Herndon Station (with completion expected in mid-2019). Federal support for this project has been critical, and should continue until the project is completed. *(Updates and reaffirms previous position.)*
- **Support funding and policies that enhance transit-oriented development (TOD) 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 receive funding through the Federal Transit Administration's TOD Planning Pilot Program – \$400,000 for the Embark Richmond Highway initiative, to be used for comprehensive planning, TOD planning, and the implementation of a new Bus Rapid Transit (BRT) system (see also page 8). TOD grants can play a significant role in several other areas in Fairfax County, including Tysons, 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. *(Updates and reaffirms previous position.)*

Federal Aviation Administration (FAA) Reauthorization and 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, and the two long-term reauthorization bills currently under consideration in each chamber (H.R. 2997 and S. 1405) would likewise maintain the status quo for Reagan and Dulles. The interconnectedness of Virginia's aviation system makes Dulles imperative to the continued success of airports around the state, and air expansion at Dulles is 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. *(Updates and reaffirms previous position.)*

Parity for Transit Benefits

Support continued parity between the levels of transportation benefits provided for transit and for parking.

Permanent parity between the level of tax-free employer-provided transit benefits and parking benefits is important in making transit service more attractive to commuters. In December 2015, Congress passed legislation that provided permanent parity for these benefits; however, as Congress considers a tax package this year, it is important to ensure that any legislation adopted not eliminate the parity between parking and transit benefits. Due to the large percentage of government employees currently residing in or commuting to Fairfax County, ending this parity in transit benefits would have a significant negative impact on County residents, as well as on local and regional transit systems. Further, since the majority of County transit riders have vehicles available, an end to these benefits may result in more commuters driving, thereby worsening the substantial congestion on Northern Virginia's roads. *(Updates 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, and one that is critically important to federal operations as an access point and evacuation route for Fort Belvoir (falling under the priority designation for grant funding that Congress explicitly recognized in the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21)). It is also one of the most congested and economically disadvantaged areas of the County. 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 County is working with VDOT to widen Richmond Highway between Mount Vernon Memorial Highway (south) and Napper Road, providing a six-lane facility that will complement the recently-completed project widening Richmond Highway from Telegraph Road to Mount Vernon Memorial Highway. This 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 center median needed for a BRT project to operate, which is a fundamental part of the Embark plan (the BRT will extend from the Huntington Metrorail Station to Fort Belvoir). In addition, a future Metrorail extension is anticipated from Huntington to the Hybla Valley Community Business Center. The project will include new transit stations, as well as facilities for bicyclists and pedestrians. These projects will enhance the value of current and future federal investments, among them the BRAC-related improvements to Fort Belvoir facilities, by improving access to and mobility around Fort Belvoir. *(Updates 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 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 use, the project improves multimodal connectivity to Wiehle-Reston East. *(Updates 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 accommodate and connect with the future Shirley Gate Road extension. The Parkway is one of the most heavily congested roadways 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. *(Updates 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-friendly environment. Additionally, the extension of Frontier Drive will provide significant benefits to the new TSA Headquarters in Springfield that was announced in August 2017. Though this area has substantial and varied transportation and transit options, this project will further increase access, creating benefits for Fairfax County, the Northern Virginia region, and the federal government. *(Updates 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 poorly 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. *(Updates and reaffirms previous 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 used in the region, is also the most congested, with traffic volumes expected to increase over the next 25 years. Since 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. In the next 25 years, that number is expected to increase to 185,000 passengers crossing per day. The volume of commuters demonstrate that another crossing is essential to mobility in the area. Unfortunately, the capacity constraints of the Rosslyn Tunnel already create significant limits on transit service. It is vital that the capacity needs across the Potomac River be addressed, including at the American Legion Bridge and Rosslyn Tunnel, 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. *(Updates and reaffirms previous position.)*

TAXATION AND FINANCE

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. *(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 (including the advanced refunding of such bonds), 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 Trump

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. *(Updates and reaffirms previous position.)*

HUMAN SERVICES AND PUBLIC SAFETY

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 18,700 federally connected children places a significant cost on Fairfax County Public Schools (FCPS) (data from the 2015-2016 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 2018, 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 \$23 million in FY 2018). 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 2017 this payment was less than \$500 per child, which is significantly less than what it costs for special education services (FCPS has over 1,200 military connected students with IEPs).

Additionally, significant numbers of federally connected, school-aged children have been placed in Fairfax County through the federal ORR – over 1,300 in FY 2016. 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. *(Updates 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, such as the Community Services Block Grant;
- Get Americans back to work and support economic development, including job training;
- Improve access to affordable, quality child care for families with low income, including increased funding for the Child Care and Development Block Grant;
- 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, including increased funding for Head Start;
- Protect the health and well-being of residents, including reauthorization of the Children’s Health Insurance Program (CHIP);
- 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 innovative financing through Low Income Housing Tax Credits supported by tax-exempt bonds;
- Help older adults and persons with disabilities remain safe and independent in their communities, such as the Older Americans Act programs; and,
- Assist states in providing adult protective services and long-term care ombudsman programs.
(Updates and reaffirms previous position.)

Community Development Block Grant Program (CDBG)

Support funding to address housing, water, infrastructure and human service needs, and to expand economic opportunities for low and moderate income individuals.

CDBG provides flexible funding for localities to address the needs of low and moderate income individuals, including community development activities to address threats to health or safety, rehabilitation of housing, construction and improvement of public facilities (such as water, sewer, and sidewalks), and job creation/retention activities (in FY 2017, Fairfax County received about \$5 million in CDBG funds). Unfortunately, since FY 2010, CDBG has been cut by nearly 25 percent, or \$1 billion – in FY 2016 and FY 2017, Congress funded CDBG at \$3 billion and that funding level is expected to continue in FY 2018 (despite President Trump’s FY 2018 budget request, which completely eliminated funding for the program). However, to keep up with inflation, funding for CDBG should be restored to \$3.3 billion in FY 2018 – this funding level is supported by the National Association of Counties (NACo) and the US Conference of Mayors. *(Updates and reaffirms previous position.)*

Department of Justice (DOJ)

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 (DOJ) 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 received more than 6,000 calls in 2016 that were 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, more than three in ten inmates who remain at the Fairfax County Adult Detention Center (ADC) for more than four days have been identified as needing mental health care, and inmates with mental health and substance abuse issues remain at the ADC on average 20 days longer than inmates without these issues. Locally, Fairfax County’s “Diversion First” initiative, which offers alternatives to incarceration for people with mental illness or developmental disabilities who come into contact with the criminal justice system for low-level offenses, has had a significant impact (approximately 600 people have been diverted from potential arrest since the program was launched in 2016). Federal funding is needed to sustain and expand this critical initiative; Fairfax County supports full funding (\$50 million) of the JMHCP. Although the program was reauthorized in December 2016, it has not been fully funded since program inception in 2004 – the FY 2017 Omnibus appropriations bill provided only \$12 million in funding for JMHCP.

The County also supports increased funding, or at a minimum level funding, for DOJ 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. *(Updates and reaffirms previous position.)*

Gang Prevention and Intervention

Support greater federal efforts to assist localities with gang prevention and intervention programs, and stronger gang prevention measures.

Since 2003, the Northern Virginia Regional Gang Task Force has implemented a regional solution to gang-related violence and crime which transcends jurisdictional boundaries, through prevention/education, intervention, re-entry programs, and enforcement. Federal funds were allocated through DOJ appropriations bills from 2003 to 2012, ensuring that the Task Force was adequately staffed with necessary resources to implement critical programs, such as Intervention Prevention Education (IPE). However, the Task Force has not received any federal funds since 2012, leaving Northern Virginia localities to fill the funding gap. Though some localities, like Fairfax County, provide resources and funding to the Task Force, fiscal challenges have made providing the funding needed difficult without federal support, and as a result, not all Northern Virginia localities have continued their involvement. Thus, programs like IPE are operating at a reduced level, personnel are needed (i.e., law enforcement data analysts and gang coordinators, among others), and regional cooperation has diminished

while gang-related violence continues to occur in Northern Virginia. Alarming, approximately 700 Fairfax County Public School students report being a gang member at some point in their life (according to the 2016-2017 Fairfax County Youth Survey of 8th, 10th, and 12th grade students). Continued federal funding for programs that provide resources to localities (such as DOJ's Project Safe Neighborhoods) is necessary to restore the Task Force's capacity and expand essential programs to combat gang-related violence and crime. *(Updates and reaffirms previous position.)*

Substance Use Disorder

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

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 exceeded the number of deaths due to motor vehicle accidents. That same year, more than 1,100 Virginians (including over 100 Fairfax County residents) died from an opioid overdose and Virginia emergency departments reported more than 10,000 visits for opioid and heroin overdose treatment. The passage of the Comprehensive Addiction and Recovery Act (CARA) in July 2016 and the US Department of Health and Human Services' (HHS) announcement in 2017 of over \$555 million in grants for opioid abuse prevention, treatment, and recovery (provided by CARA and the 21st Century Cures Act) are positive steps, but more funding is needed for addiction treatment and prevention efforts. Additionally, establishing a network of federal drug courts, as recommended by President Trump's Commission on Combating Drug Addiction and the Opioid Crisis, could help connect individuals with substance use disorder to appropriate treatment. Continued federal funding for state and local drug courts, such as HHS' Substance Abuse and Mental Health Services Treatment Drug Courts, would also be beneficial and could be used to partially fund a local drug court in Fairfax County (efforts are currently underway to establish the first such court in the Fairfax County Circuit Court). It is essential that substance use prevention programs and services are adequately funded, cost-efficient, accessible, and outcome driven. *(Updates and reaffirms previous position.)*

CONTINUING PRINCIPLES

Census

- Support adequate funding for the US Census Bureau to conduct an accurate and thorough decennial census in 2020, which has major implications for the distribution of federal funding, Congressional redistricting, and availability of social, demographic, and economic data used to guide policy decisions. *(New position.)*

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. *(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, including funding for technical improvements. *(Updates and reaffirms previous position.)*
- Support sufficient, ongoing federal funding to assist states and localities in implementing any new federal mandates for elections equipment and infrastructure, including accessibility and security requirements. The Virginia Department of Elections has indicated that its share of Help America Vote Act (HAVA) funds, which have comprised a significant portion of the Department’s annual spending, will be exhausted in FY 2018. *(Updates and 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.)*
- Support legislation that enhances collaboration between federal agencies, states, and localities for election administration and security, including funding for federal agencies (such as the US Election Assistance Commission) that disseminate research and information on elections administration and infrastructure. *(New 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.)*

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.)*

Libraries

- Support increased federal aid to state library agencies and local public libraries. The Library Services and Technology Act (LSTA) provides critically important federal funding for the nation's libraries, including resources which allow the Library of Virginia to support local libraries, early learning, summer reading, training for library staff, and access to Virginia's documentary history. *(New 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.)*

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.)*