


City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 21, 2012

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER 

SUBJECT: CONSIDERATION OF PROVIDING ALEXANDRIA'S SHARE OF THE LOCAL MATCH FOR THE ROUTE 7 HIGH CAPACITY TRANSIT FEASIBILITY STUDY

ISSUE: Consideration by the City to fund between \$11,000 and \$30,000 to pay for the City's share of the local match of a feasibility study for High-Capacity Transit in the Route 7 corridor.

RECOMMENDATION: That the City Council provide the Northern Virginia Transportation Commission (NVTC) with the assurance that it will provide its share of the local match for a feasibility study of High Capacity Transit in the Route 7 corridor of up to \$30,000 utilizing City Transportation Improvement Program funding.

DISCUSSION: The City of Falls Church asked Congressman Moran, in 2010, to earmark funds to examine high-capacity transit in the Route 7 corridor. His staff felt that such a study would only be logical if the entire corridor, from King Street Station in Alexandria to Tyson's Corner, in Fairfax County, were studied. Congress earmarked \$350,000 of federal funds for this study. This requires a local match of \$87,500. This study will look at various modes and alignments for High Capacity Transit in a broadly defined corridor, including existing transit services, to determine some recommendations for improving high-capacity transit in the corridor. Staff is especially interested in using this study as a platform for discussing how Alexandria's high-capacity transit corridor C service (Van Dorn-Beauregard) will interface with any high-capacity transit service travelling the Route 7 corridor. Staff is also interested in determining how the high capacity transit corridor C service will interface with the streetcar line Arlington County and Fairfax County are planning to build in the Columbia Pike corridor, which may terminate at Skyline just short of the City's planned Corridor C.

NVTC has accepted the task of managing this project. NVTC, the Virginia Department of Rail and Public Transportation (DRPT), and jurisdictional staff have had discussions about how this match could be provided. The best option would be if DRPT provided most of the match. One of DRPT's programs provides 95% of the cost of the local share of studies. Another is a 50% program. It is more likely that DRPT might look favorably at a request that requires a 50% match. Thus, there is some possibility that the State could come up with \$43,750, and the deadline for this grant application was February 1. In order for NVTC to file for these DRPT

study funds, it needed to know that the local jurisdictions in the corridor, Alexandria, Falls Church, Fairfax County, and perhaps Arlington County, could provide either the entire match for the federal grant or the local share of the State grant. Since Arlington County adjoins Route 7 minimally, they stated that they should not pay an equal share, but they indicated that they will participate in the study. Depending upon whether or not DRPT provides funds, and how the funds are proportioned, the City of Alexandria's share could range from \$11,000 to \$30,000. Staffs from the City of Falls Church and Fairfax County have indicated that they support their contribution to the study. Staff indicated to NVTC that Alexandria would provide its portion, contingent upon the approval of City Council.

FISCAL IMPACT: This request would allocate up to \$30,000 from existing City Transportation Improvement Program (TIP) operating funds to pay for the City's share of the Route 7 High Capacity Transitway study. The exact amount of the City's contribution, which could be as low as \$11,000, will be determined after DRPT makes a determination on the local fund match.

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