City of Alexandria

City Council Chambers at Del
Pepper Community Resource
Center
4850 Mark Center Drive
Alexandria, VA 22311

Legislation Details (With Text)

File #:	20-0018	**Name:**	
Type:	Resolution	**Status:**	Agenda Ready
File created:	8/20/2019	**In control:**	City Council Legislative Meeting
On agenda:	9/24/2019	**Final action:**	
Title:	Consideration of a Resolution for Submission to the Northern Virginia Transportation Authority for Regional Transportation Funding in FY 2024 to FY 2025.[ROLL-CALL VOTE]		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. 20-0018_Attachment 1 - Resolution tlm.v.pdf, 2. 20-0018_Attachment 2 - TC Endorsement Letter, 3. 20-0018_Attachment 3 - Presentation FY24-25 NVTA 70%, 4. 20-0018_After Items		

Date	Ver.	Action By	Action	Result

City of Alexandria, Virginia

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MEMORANDUM

DATE: SEPTEMBER 18, 2019

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK B. JINKS, CITY MANAGER /s/

DOCKET TITLE:
Consideration of a Resolution for Submission to the Northern Virginia Transportation Authority for Regional Transportation Funding in FY 2024 to FY 2025.[ROLL-CALL VOTE]

ISSUE: What should the City propose to the Northern Virginia Transportation Authority (NVTA) for 70% regional funding in FY 2024 to FY 2025?

RECOMMENDATION: That City Council:

1. Adopt the resolution (Attachment 1) to approve an application to the NVTA for 70% funding of up to $75 million; and

2. Authorize the City Manager to submit the proposal to the NVTA and enter into any necessary agreements with NVTA to accept the funds.

BACKGROUND: In April 2013, House Bill 2313 was signed into law, levying additional taxes and a fee in Planning Districts that meet population, motor vehicle registration, and transit ridership criteria. The additional revenues generated in Northern Virginia through these taxes and fees are deposited into a fund managed by the Northern Virginia Transportation Authority (NVTA). Thirty percent (30%) of the funds are distributed directly to member localities for use on transportation projects. The remaining seventy percent (70%) of the funds are distributed by NVTA and used for regional transportation projects. Alexandria currently uses NVTA 30% funds primarily for replacement DASH buses and paying for part of the City's WMATA subsidy obligation.

Projects seeking NVTA 70% regional transportation funds must be included in NVTA's long range transportation plan, TransAction, which was approved by the NVTA at its October 12, 2017 meeting. From FY 2014 to FY 2023, the City has been awarded a total of $102 million in NVTA 70% regional funds, including $66 million in FY 2017 for the Potomac Yard Metrorail Station and $27 million in FY 2018 to FY 2023 including DASH Transit Service and Expansion and funding for the planning of the Duke Street Transitway.

DISCUSSION: On July 1, 2019, the NVTA formally requested applications seeking regional transportation funding for the NVTA 70% FY 2024 to FY 2025 Six-Year Program update. It is anticipated that approximately $400 million (based on revenue projections) will be made available regionally in this two-year period. The City has historically been most successful at NVTA 70% funding when it submits only one or two high-priority projects

Staff proposes the City submit an application for up to $75 million for implementation of the Duke Street Transitway, also known as Corridor B. Building the City's Transit Corridor infrastructure has been previously identified in the City's Capital Improvement Program as a priority. This corridor would provide high capacity transit between the King Street Metro Station and Landmark Mall. As noted above, the City has previously received funding ($12 million) from NVTA as part of the FY 2018 to FY 2023 program toward the environmental study, planning and preliminary design for the Duke Street Transitway. This grant application for FY 2024 to FY 2025 funds would be intended to build on this planning effort and support the first phase of a project, including bus purchase, transit signal priority, stations, multimodal access and safety improvements at intersections as feasible.

The planning and environmental work is anticipated to begin in 2020, and will include a reassessment of the City's existing, adopted plan for Corridor B. The 2012 Transitway Corridors Feasibility Study recommended a phased approach for the implementation of Corridor B with the first phase focusing on curbside dedicated transit lanes between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road, where there are six lanes today. The 2012 study called for transit to operate in shared lanes between Jordan Street and Roth Street, where there is limited right-of-way and street width.

The Transportation Commission has considered and endorsed the staff proposal (Attachment 2).

FISCAL IMPACT: NVTA 70% capital funds do not have a local match requirement and are provided on a reimbursement basis. However, there will be operating costs associated with the Duke Street Transitway. While funds for operation have not been specifically identified at this time, the City will seek grant opportunities for operational funding as it is available. If approved, it is anticipated the Duke Street Transitway could begin operation in FY 2027.

ATTACHMENTS:
Attachment 1: Resolution
Attachment 2: Transportation Commission Recommendation Letter
Attachment 3: Presentation

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