

RESOLUTION NO. 319

WHEREAS, the Alexandria City Council has announced its intention on repeated occasions to provide its citizens with safe, efficient and economical mass transportation; and

WHEREAS, the responsibility for establishing and executing such program lies with the City Council of Alexandria; and

WHEREAS, the deficits of Metro Bus have been rising at a staggering rate such as to place an extremely heavy tax burden on the citizens of Alexandria; and

WHEREAS, this tax burden falls most heavily on the owners and renters of real property and that alternative sources of revenues are presently unavailable; and

WHEREAS, the present deficits are consuming approximately five percent of the city's budget and are expected to increase, thus impairing Alexandria's ability to provide other essential city services; and

WHEREAS, the limited financial assistance currently provided under programs authorized by the Congress of the United States and the Virginia General Assembly is not adequate in kind or amount for the meeting of present or anticipated deficits; and

WHEREAS, Alexandria lacks an effective policy and mechanism for dealing with this problem,

NOW, THEREFORE, BE IT RESOLVED that the Alexandria City Council support a sub-allocation formula that will most realistically reflect both the use made of the Metro Bus system by the citizens of Alexandria and its value to the community.

BE IT FURTHER RESOLVED, that the Alexandria City Council establish its own fare box versus public subsidy policy and pursue this policy to a positive conclusion with the Northern Virginia Transportation Commission and the Washington Metropolitan Area Transit Authority.

BE IT FURTHER RESOLVED, that the Alexandria City Staff be requested to study the possibility of city only fare increases.

BE IT FURTHER RESOLVED, that the Alexandria City Staff be requested to study the possibility of local veto power of the fares and routes within its own jurisdiction.

BE IT FURTHER RESOLVED, that the Alexandria City Staff examine the feasibility of the operation of the Metro Bus system by a contract manager with a view toward encouraging the adoption of such a system by the Washington Metropolitan Transit Authority.

BE IT FURTHER RESOLVED, that the City Council direct the City Staff to study alternate methods of improving the city's capacity for transportation planning, citizen involvement in such planning, and create a mechanism that will enable the Council, the Planning Commission, the Planning Advisory Committee and the Traffic and Parking Board to coordinate their activities as they affect transportation planning.

BE IT FINALLY RESOLVED, that the City Attorney be requested to advise the Council concerning its legal rights and obligations under the WMATA contract with respect to:

- (1) the determination and allocation of Metro bus deficits;
- (2) the provision of public bus transportation within and without the City limits of Alexandria; and
- (3) the determination of fare structures within and without the City of Alexandria.

Adopted May 28, 1974