



# Alexandria Transit Company Board of Directors Meeting



**March 10, 2021 @ 5:30pm**  
**Meeting Held Electronically during COVID-19 State of Emergency**  
**Livestream on ZOOM and Facebook Live**

ITEM	DESCRIPTION	PAGE #	PRESENTER
#1	<b>Call to Order, Welcome and Public Comment</b>	N/A	Mr. Kaplan
#2	<b>Consideration of Approval Meeting Minutes</b> a) ATC Board of Directors Meeting – February 10, 2021	2-5	All
#3	<b>Board Member Announcements, Reports &amp; Business Items</b> a) Chairman of the Board b) T&ES Report c) Slate of Officers d) Others	6-7	Mr. Kaplan Mr. Ziemann Mr. Harris All
#4	<b>General Manager's Reports</b> a) COVID-19 Operational Status Briefing b) ATC Draft Advertising Policy	8-12	Mr. Baker
#5	<b>Financial Reports &amp; Action Items (as needed)</b> a) Financial Report b) Balance Sheet c) Summary Income Statement d) Budget vs. Actual e) FY22 ATC Final Proposed Budget	13-20	Mr. Davis
#6	<b>Planning Reports</b> a) Draft FY 2022 – FY 2027 ATC Transit Development Plan	21-24	Mr. Barna
#7	<b>Next Meeting Date &amp; Adjournment</b> The next regular meeting of the Alexandria Transit Company Board of Directors is scheduled for Wednesday, April 14, 2021	25	All

## **ATC Board Agenda Detail**

**Item #:** 2  
**Item Title:** Meeting Minutes  
**Contact:** Beth Reveles, Secretary to the Board  
**Board Action:** Consideration of Approval



### **Alexandria Transit Company (ATC) BOARD OF DIRECTORS MEETING MINUTES February 10, 2021**

A meeting of the Board of Directors of the Alexandria Transit Company was held on Wednesday, February 10, 2021, on Zoom due to the Covid-19 pandemic. The meeting was held pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Sections 4-0.00(g) in HB29 and HB30 to undertake essential business. All the members of the Board and staff participated from remote locations through the Zoom meeting. A recording of the meeting was made and is available upon request.

Board members present: David Kaplan, Ajashu Thomas, Matt Harris, Ian Greaves, Jim Kapsis, Steve Klejst, Jeffrey Bennett, Lawrence Chambers, and Linda Bailey.

Board members absent: Hillary Orr and Brandi Collins.

Staff members attending: Josh Baker, Raymond Mui, Martin Barna, Evan Davis, Joseph Quansah, Whitney Code, Kaitlyn Beisel, Beth Reveles, Stephanie Salzone, John Lanocho, and Swinda Carcamo.

Other attendees: Christopher Ziemann, Elizabeth Kane, William Pfister, Michael DeLiso, Stephen Aporta, Bob Gronenberg, Elizabeth Kelley, Babette Smith, Paul Tobin, Naim Mafuz, Eben Sweetser, Tony Williams, Corey Black, Jim Durham, and Jim Maslanka.

## **Board Meeting Agenda Item #1**

### **#1 – Call to Order, Welcome and Public Comment**

Chairman Kaplan introduced himself, welcomed everyone and called the meeting to order. The meeting began with the Chairman's reading of the required public notice for virtual board meetings. The Chairman then opened the meeting for public comment.

Elizabeth Kane explained that prior to the pandemic she was an AT2 rider. She wanted to speak on behalf of those riders that do not have the flexibility for remote working or driving their own vehicle. She noted that many of the riders disembarked the AT2 at the Virginia Theological Seminary (particularly daycare and food service employees), Beth El Daycare, Saint Stephens/Saint Agnes High School, and Episcopal High School. Many of these employees are lower income and people of color. She frequently witnessed riders who disembarked for work especially at MacArthur Elementary at King St working at the Long-Term Care Facility. In the last two years the student population at Virginia Theological Seminary has grown increasingly older, more economically fragile, and racially diverse because of increased tuition assistance available. Many student spouses find part or full-time jobs in the community and in non-COVID times commute via bus to work.

Bill Pfister stated that he is a City of Alexandria resident and until about a year ago had been an AT2 rider for over seven years. His primary request was to maintain DASH service (AT2) on Janneys Lane and the east end of Seminary Road. While this area may have a low density of ridership, the ridership is diverse. It includes young and old residents and workers who commute to the area due to the large number of schools, day care, and places of worship.

Michael DeLiso stated that he was representing Park Place Condominiums, which served on the ATV Stakeholders Working Group, and was urging for the restoration of all-day service to Van Dorn Street. Mr. DeLiso referenced the

letter dated February 9, 2021, from Park Place to the ATC and City of Alexandria. The letter was shared with the Board in advance of the meeting.

Stephen Aporta echoed the sentiments of Mr. DeLiso and stated that he is also a resident of Park Place. He continued that we need to consider public transportation for all those individuals that will be commuting in the future post-pandemic. As traffic density continues, public transportation will become increasingly important.

## **Agenda Item #2 – Consideration of Approval of Meeting Minutes**

### **#2a – ATC Board of Directors Meeting – January 13, 2021**

The Chairman called for a motion to approve the January minutes and asked if there were any corrections. A motion was made by Matt Harris and seconded by Jim Kapsis to approve the minutes. There was no further discussion, and the motion carried unanimously.

## **Agenda Item #3 – Board Member Announcements, Reports & Business Items**

### **#3a – Chairman's Report**

The Chairman announced that the ATC Stockholders meeting took place with City Council on Tuesday, February 9. The meeting included the reappointment of all Board members for a one-year term.

The Chairman stated that following the Stockholders meeting, the next order of business is to appoint officers to the Board and the Corporation; therefore, a nominating committee will be needed to recommend a slate of officers. A Chair and Vice Chair is needed. Matt Harris and Larry Chambers volunteered to serve on the committee, it was agreed that if those individuals can bring a slate by the next meeting it will be taken up as business. Otherwise, it will be addressed at the following meeting.

The Chairman engaged several of the Board members in an "Icebreaker Exercise" asking them to answer one of the following questions:

- 1) What is an activity or tradition you've begun since the start of the pandemic that brings you joy?
- 2) Share an early memory of riding mass transit. It can be a positive or a negative experience. How did that experience shape your support and advocacy for mass transit as an adult?

### **#3b – T&ES Report**

Transportation Division Chief Christopher Ziemann, participating on Hillary Orr's behalf, provided a review of the report, which was shared with the Board in advance of the meeting.

### **#3c – Others**

Jeff Bennett reminded the Board of his job with the DC Department of Transportation where he manages an electric fleet. Their plan is to eventually replace the entire fleet with all electric vehicles. He mentioned that DC DOT recently entered discussions with DC Infrastructure Academy (a trade school) and reached out to several regional transit agencies to partner with them in creating a trade curriculum for electric vehicle mechanics and technicians. He stated that anyone interested in providing input or feedback to contact him.

## **Agenda Item #4 – General Manager's Report**

### **#4a – COVID-19 Operational Status Briefing**

The GM reviewed his report, which was shared with the Board in advance of the meeting.

Director of Safety and Security, Stephanie Salzone provided a briefing of the actions DASH has taken to date and the status of compliance efforts related to the Executive Order Promoting COVID-19 Safety in Domestic and International Travel.

Chairman Kaplan asked how DASH is handling situations when riders become upset after an Operator stops the bus due to a passenger refusing to wear a mask. Ms. Salzone replied that DASH has implemented targeted de-escalation training for Operators to specifically deal with the non-compliance of wearing a mask. She explained that if a bus is stopped for a prolonged period due to non-compliance that stand-by vehicles are in place to provide transit for those affected riders.

The Chairman asked about the City of Alexandria Police Department and what support they are willing to provide. Ms. Salzone explained that DASH has received confirmation from the Chief of Police that they received the updated mask enforcement information, and that DASH has their full support.

#### **#4b – TSP, Ad Policy, Driver Barriers Updated & Projected Fares (Action Item)**

The GM reviewed his report, which was shared with the Board in advance of the meeting.

Matt Harris moved that the ATC Board of Directors direct staff to reinstate fare collection on all DASH bus routes at a time no less than two weeks upon fleet readiness for such action. Steve Klejst seconded the motion. A vote was called, and the motion carried unanimously.

### **Agenda Item #5 – Financial Reports & Action Items**

#### **#5a – Financial Report**

Director of Finance & Administration Evan Davis provided a brief review of his report, which was shared with the Board in advance of the meeting.

#### **#5b – Balance Sheet**

Mr. Davis reviewed this portion of the report, which was shared with the Board in advance of the meeting.

#### **#5c – Summary Income Statement**

Mr. Davis reviewed this portion of the report, which was shared with the Board in advance of the meeting.

#### **#5d – Budget vs. Actual**

Mr. Davis reviewed this portion of the report, which was shared with the Board in advance of the meeting.

### **Agenda Item #6 – Planning Reports**

#### **#6a – Quarterly Ridership Review**

Director of Planning & Marketing Martin Barna reviewed his report which was shared with the Board in advance of the meeting.

#### **#6b – FY22 New DASH Network (ATV) Update**

Mr. Barna reviewed this portion of his report, which was shared with the Board in advance of the meeting.



### **Agenda Item #7 – Next Meeting Date & Adjournment**

A final motion to adjourn the meeting was made by Steve Klejst and seconded by Jim Kapsis. A vote was called, and the motion was approved unanimously.

The next regular meeting of the Alexandria Transit Company Board of Directors will be held March 10, 2021, at 5:30pm via Zoom/Facebook Live.

Minutes respectfully submitted by:  
Beth Reveles  
Secretary to the Board  
Alexandria Transit Company

## **ATC Board Agenda Detail**

**Item #:** 3b  
**Item Title:** T&ES Report  
**Contact:** Christopher Ziemann, Transportation Division Chief  
**Board Action:** FYI, Discussion

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### **WMATA Budget**

The WMATA Board of Directors is currently considering the FY 2022 budget. CARES Act funding will support WMATA's operations at current levels until the end of this calendar year. The budget proposal calls for dramatic decreases in bus and rail service starting in January 2022. The benefits of this is that layoffs can be avoided and service can be maintained in 2022 if future funding becomes available. On March 6, the U.S. Senate passed the \$1.9 trillion H.R. 1319 (The American Rescue Plan [ARP] Act of 2021). This act contains \$30.9 billion to maintain transit services through FY2024. The current WMATA budget proposal for FY2022 will likely need to be modified to account for funding in the ARP Act.

### **Commuter Choice Program**

In January, DASH submitted two applications for the Commuter Choice Program to increase service to levels recommended in the Alexandria Transit Vision plan on lines 35 and 36 (currently roughly the AT1+ and the AT9). NVTC announced that they received 18 proposals for projects totaling \$26.2 million for projects. Since \$30.0 million is available for these projects, DASH's proposals for transit service in this corridor appear to have a good chance of being funded. NVTC is now performing a detailed analysis of all proposals found to be eligible.

### **Duke Street Transitway**

The City has awarded the Civic Engagement contract for the Duke Street Transitway to Rhodeside Harwell, Inc. The firm, supported by NeoNiche Strategies, will conduct an extensive re-visioning of the Duke street corridor this spring and summer, with planning and conceptual engineering efforts to follow in the summer/fall. This 12-18 month process will build on the concepts identified in the 2008 Transportation Master Plan as well as the 2012 Transit Corridors Feasibility Study. This effort is being funded by a \$12 million NVTA grant. IN addition, NVTA also awarded the City a \$75 million grant for construction.

## **ATC Board Agenda Detail**

**Item #:** 3c  
**Item Title:** Slate of Officers  
**Contact:** Matt Harris  
**Board Action:** Consideration of Approval



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## **ATC BOARD OF DIRECTORS' NOMINATING COMMITTEE REQUIREMENTS & GUIDANCE**

### **By Laws, Page 6:**

#### **Article III, Section 1 – Nominating Committee**

The Chairperson, after the election of Directors each year, shall appoint two or more of the Directors as a Nominating Committee, which shall present a slate of officers for election.

### **OFFICERS POSITIONS**

<b>Chairman</b>	<b>Nominee Required: David Kaplan</b> <i>Incumbent: David Kaplan</i>
<b>Vice Chairman</b>	<b>Nominee Required: Steve Klejst</b> <i>Incumbent: Steve Klejst</i>
<b>President</b>	No Action Required <i>By-Laws defaults to General Manager unless otherwise directed by the Board</i>
<b>Vice President</b>	<b>Nominee Required: Hillary Orr</b> <i>(Typically, T&amp;ES Director)</i>
<b>Secretary</b>	<b>Nominee Required: Beth Reveles</b> <i>Typically, Staff Executive Assistant to the General Manager</i>
<b>Treasurer</b>	<b>Nominee Required: Evan Davis</b> <i>(Typically, City Treasurer)</i> <i>Recommend: Staff Director of Finance/CFO</i>
<b>General Counsel</b>	<b>Nominee Required: Lonnie Rich</b> <i>Incumbent: Lonnie Rich</i>

## ATC Board Agenda Detail

**Item #:** 4a  
**Item Title:** COVID-19 Operational Status Briefing  
**Contact:** Josh Baker, General Manager  
**Board Action:** FYI

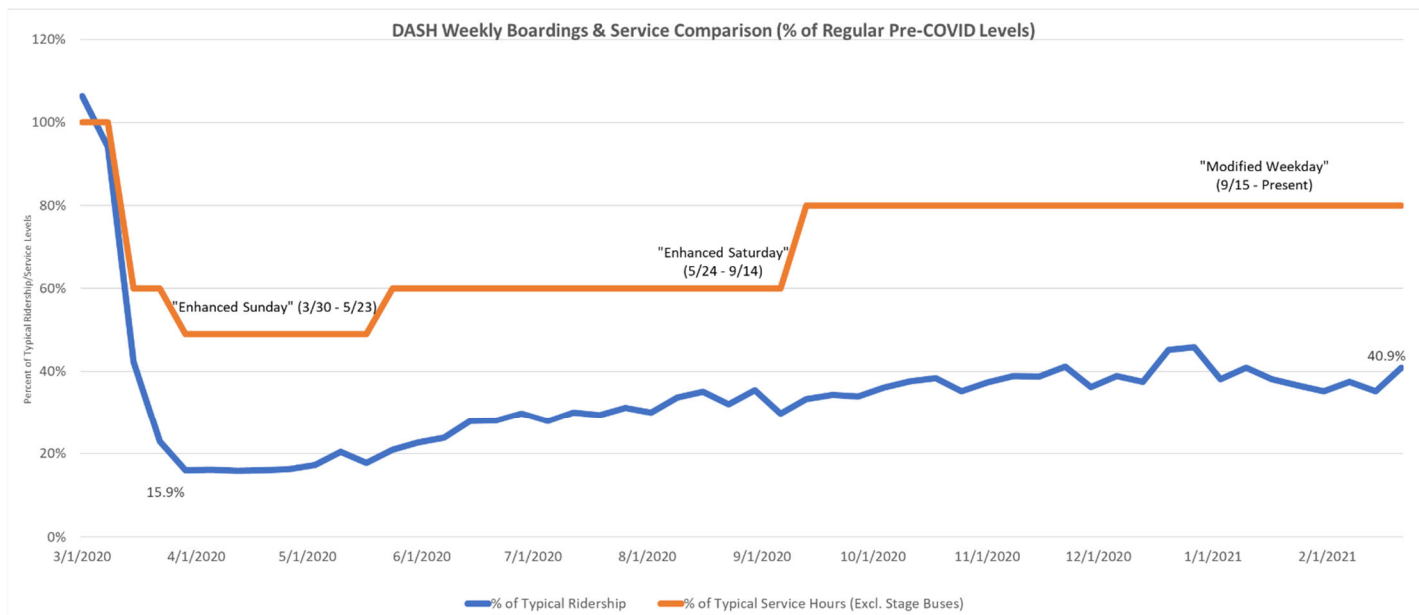


### COVID-19 Operational Status Briefing and Updates

There have been no new cases of COVID-19 in the workforce since the last Board meeting. Further, staff are continuing to get vaccinated and we are collecting data from individuals on a voluntary basis, this information will be used to report at a later date the number of vaccinations administered. We have continued to see positive interest from the workforce in getting vaccinated, and those who have received their shots continue to share their stories.

At the Board Meeting in February the Board authorized reinstatement of fares with a two (2) week notice upon anticipated completion of Driver Barrier installations. The Maintenance team has successfully installed barriers on 80% of the DASH fleet which is sufficient to meet current service level needs.

Fares will resume effective March 15, 2021.



## **ATC Board Agenda Detail**

**Item #:** 4b  
**Item Title:** ATC Draft Advertising Policy  
**Contact:** Josh Baker, General Manager  
**Board Action:** FYI/Discussion



## **ALEXANDRIA TRANSIT COMPANY (DASH) DRAFT ADVERTISING POLICY**

*(to be considered by ATC Board of Directors by time of Contract Award)*

### **I. PURPOSE, INTENT, AND RESERVATION OF RIGHTS**

- A. The purpose of this Policy is to establish consistently applied standards governing the display of viewpoint-neutral advertising on Alexandria Transit Company, herein referred to as “DASH,” buses and ride guide brochures, herein referred to as “Property.” These standards will allow DASH to generate revenue and enhance transit operation by:
- Generating revenue,
  - Preventing the appearance of favoritism by DASH,
  - Maximizing ridership,
  - Preventing the risk of imposing views on a captive audience,
  - Maintaining a position of neutrality on controversial issues,
  - Preserving the marketing potential of the advertising space by avoiding content that the community could view as offensive, inappropriate or harmful to the public,
  - Maintaining a safe and welcoming environment for all DASH employees and customers, including minors,
  - Avoiding claims of discrimination and maintaining a nondiscriminatory environment for riders.
- B. In keeping with its proprietary function as a provider of public transportation, DASH does not intend its acceptance of transit advertising to convert its transit vehicles or ride guide brochure into forums for discourse and debate. Rather, the fundamental purpose and intent is to accept advertising as an additional means of generating revenue to support transit operations.
- C. DASH retains strict control over the nature of the advertisements permitted to be displayed in and on the Property by subjecting all proposed advertisements to the Advertising Standards below. DASH reserves the right to amend the Policies, to have DASH’s own advertisements and notices take priority over non-DASH advertising (subject to contractual provisions), to determine whether and where advertising space is available, and to ban all non-DASH advertising.

## II. ADVERTISING STANDARDS

### A. Advertising Requirements

- All advertising shall comply with the spirit of all applicable laws and regulations of the various jurisdictions in which it is displayed unless the inconsistencies among the various jurisdictions prevent such compliance.
- All advertising must be of professional quality; may not contain any rotating, revolving, flashing, or noise-making device, or any other illuminated, reflective, back-lit, or moving parts; and may not interfere with traffic or conflict with any traffic control device.
- Advertisers promoting contests shall ensure the contest is being conducted with fairness to all entrants and complies with all applicable laws and regulations.
- Advertising offering premiums or gifts shall avoid representations which would enlarge the value of the item in the minds of the viewers.
- Testimonials should be authentic and shall honestly reflect the response of the person making them. (The sales contract shall provide for the indemnification of DASH against action by any person quoted or referred to in any advertisement placed on the Property.)
- Medical and health-related messages will be accepted only from government health organizations, or if the substance of the message is currently accepted by the American Medical Association and/or the Food and Drug Administration.
- Advertisers shall avoid illustrations or references which disregard normal safety precautions.

### B. Permitted Advertising

DASH may display advertisements that fall under one or more of the following categories:

1. **Commercial advertising.** Paid advertisements that propose, promote, or solicit the sale, rent, lease, license, distribution, or availability of, or some other commercial transaction concerning, goods, products, services, or events for the advertiser's commercial or proprietary interest, or more generally promote an entity that engages in such activities.
2. **Governmental advertising.** Notices or messages from DASH that promote DASH or any of its functions or programs, and also paid notices or messages of the United States government, the Commonwealth of Virginia and its agencies, the City of Alexandria and its departments, or of any of the local County governments that advance specific governmental purposes.
3. **Public service announcements.** Public service announcements not otherwise prohibited under Section II.C. of this Policy, which are sponsored by either a government entity or a nonprofit corporation that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code, and which are directed to the public and relate directly to:
  - Prevention or treatment of illnesses,
  - Promotion of safety or personal well-being,
  - Education or training,
  - Art or culture,
  - Provision of children and family services,

- Provision of services and programs that provide support to low-income citizens, senior citizens, or people with disabilities, or
- Solicitation by broad-based contribution campaigns that provide funds to multiple charitable organizations active in the above-listed areas.

### **C. Prohibited Advertising**

All advertisements are subject to the viewpoint-neutral restrictions set forth below.

- Advertising will not be accepted that is false, misleading, or deceptive, or that contains other non-protected speech.
- No implied or declared endorsement of any product or service or message by DASH is permitted.
- Advertisements intended to influence members of the public regarding an issue on which there are varying opinions are prohibited.
- Advertisements of alcohol or tobacco products, tobacco-related products, or e-cigarettes are prohibited.
- Advertisements that support or oppose any political party or candidate are prohibited.
- Advertisements that promote or oppose any religion, religious practice or belief are prohibited.
- Advertisements that support or oppose an industry position or industry goal without any direct commercial benefit to the advertiser are prohibited.
- Advertisements that are intended to influence public policy are prohibited.
- Advertisements that promote unlawful or illegal goods, services, activities, or involve other unlawful conduct are prohibited.
- Advertisements that depict or describe in an offensive manner sexual or excretory activity so as to satisfy the definition of obscene material under applicable law are prohibited.
- Advertisements for hiring bus drivers and mechanics for providers of bus services other than DASH are prohibited.
- Advertisements that disparage DASH, any other transit agency, or the use of public transportation in general are prohibited.

### **D. Additional Provisions Relating to Advertisements**

All advertisements shall clearly, conspicuously, and unambiguously identify the person or entity that has sponsored, paid for, or caused the advertisement to be placed on DASH Property to avoid identification of DASH with messages or images contained within advertisements displayed in and on the Property. An advertiser may, at DASH's discretion, be required to include in the advertisement a statement explicitly identifying the person, corporation, or entity paying for the advertisement. An advertiser may also, at DASH's discretion, be required to incorporate additional language to avoid the appearance of DASH endorsement. Any advertising in which the identity of the sponsor is not readily and unambiguously identifiable must include the following phrase to identify the sponsor in clearly visible letters (no smaller than 24-point type): **Paid for by:** \_\_\_\_\_

## **III. APPLICABILITY**

This Policy is applicable to all persons (including DASH employees and independent contractors), groups, and organizations that contract with DASH or its contractor(s) for the placement of advertisement in DASH Property.

## **USE OF DASH'S NAME**

Use of DASH's name, logo, slogans, or other graphic representations requires advance approval by DASH. DASH does not endorse or imply endorsement of any product or service.

## **IV. SEVERABILITY**

If any section, subsection, sentence, clause, phrase or other portion of this Policy is, for any reason, declared invalid, in whole or in part, by any court of competent jurisdiction, in a final, non-appealable decision, such portion shall be deemed severable, and such invalidity shall not affect the validity of the remaining portions of this Policy, which remaining portions shall continue in full force and effect.

## **V. APPEAL PROCESS**

- A.** An advertiser may appeal a decision to reject or remove an advertisement by filing a written Request for Reconsideration with DASH's advertising contractor. The Contractor may then file the Request with the DASH Project Manager ("PM") within 10 business days after DASH's rejection or removal decision. The advertiser's request must state why the advertiser disagrees with the decision considering DASH's Advertising Policy.
- B.** The PM will review the basis for the rejected or removed advertisement, consult with DASH's legal counsel, if necessary, and consider the advertiser's reasons for filing the request. The PM will notify the advertiser of the final decision in writing within 15 business days after receiving the advertiser's Request for Reconsideration.

## **VI. APPLICATION OF POLICY**

This Advertising Policy applies to the posting of all new advertisements on DASH Property on or after the effective date. Any advertisements which would be prohibited under this Policy, but which were posted pursuant to the terms of a fully executed advertising contract prior to the effective date of this Policy, will be allowed to remain posted for the duration of that contract.

## **VII. DISCLAIMER OF ENDORSEMENT**

DASH's acceptance of an advertisement does not constitute express or implied endorsement of the content or message of the advertisement, including any person, organization, products, services, information, or viewpoints contained therein, or of the advertisement sponsor itself. This endorsement disclaimer extends to and includes content that may be found via internet addresses, quick response (QR) codes, and telephone numbers that may appear in posted ads and that direct viewers to external sources of information.

## **VIII. EFFECTIVE DATE**

This Advertising Policy is effective as of **XXXX, 2021**.



## **ATC Board Agenda Detail**

**Item #:** 5a  
**Item Title:** Financial Report  
**Contact:** Evan Davis, Director of Finance & Administration  
**Board Action:** FYI/Discussion



### **Alexandria Transit Company (DASH) Financial Update**

#### **Results for the Six Months Ended January 31, 2021**

#### **January 2021 Results**

**ATC ended January with a monthly surplus of \$704,925 and a year-to-date surplus of \$592,755.** The surplus is reduced to \$173,884 when taking into account all grant activity, with several reimbursement payments outstanding. We are now up to date with grant transfers and further transfers of CARES Act revenue replacement funds will occur in FY21 as needed. Expenditures are running under budget year-to-date, but this gap will narrow as the year continues.

#### **Significant budget variances and notable accounts in January include:**

- As expected, **passenger revenue** remains near zero with only a few transactions occurring for various reasons. We are collecting a reduced amount of the contract revenue for the **AT2X Mark Center Express** service, corresponding to the reduced service level.
- **Operations personnel** expenditures are showing as negative due to six months of I-395 Commuter Choice grant transfers which were recorded in January. Transfers will now occur on a monthly basis.
- **Vehicle Maintenance Service** is over budget due to repairs to buses following accidents which were covered by insurance reimbursements recorded as revenue.
- **Building Maintenance** is showing as over budget due to the final payment on an office-related capital project.

#### **FY21 Forecast and CARES Act Funding**

**The FY 2021 forecast continues to project a slight year-end surplus, currently \$13,183.** In actuality, the final FY21 CARES Act transfer will be adjusted to bring the bottom line for the year to zero. This will maximize CARES Act funds available for FY 2022.

#### **This forecast is based on the following projections and estimates:**

- Total passenger and contract revenue losses will be just short of \$4 million.
- Assuming fare collection resumes no later than mid-March, staff project passenger revenue of roughly \$454,000 in the final three-plus months from that date through June. This is based on an assumption of 40% of pre-COVID ridership, which is consistent with current trends.
- Approximately \$4.6 million in CARES Act Transit Relief Funds will be used to offset revenue losses and fund COVID-related expenditures.

**ATC Board Agenda Detail**

**Item #:** 5b  
**Item Title:** Balance Sheet  
**Contact:** Evan Davis, Director of Finance & Administration  
**Board Action:** FYI/Discussion



**ALEXANDRIA TRANSIT COMPANY**  
**Balance Sheet as of January 31, 2021**

**ASSETS**

Cash - City of Alexandria Pooled	\$ -
Cash - Payroll Account	10,819
Receivables	149,797
Prepaid Expenditures	464,505
Parts and Supplies Inventory	722,025
Capital Assets	54,624,851
Less: Accumulated Depreciation	(23,463,919)
<b>TOTAL ASSETS</b>	<b><u>\$ 32,508,078</u></b>

**LIABILITIES**

Accounts Payable	\$ 219,252
Payroll Liabilities	24,799
Accrued Vacation	1,031,593
Due to Other Funds (Negative Cash Position)	288,907
<b>Total Liabilities</b>	<b><u>\$ 1,564,551</u></b>

**NET POSITION**

Net Investment in Capital Assets	\$ 31,160,932
Unrestricted	(217,405)
<b>Total Net Position</b>	<b><u>\$ 30,943,527</u></b>

<b>TOTAL LIABILITIES AND NET POSITION</b>	<b><u>\$ 32,508,078</u></b>
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This statement is unaudited and prepared for the sole use of management and the Board of Directors of ATC.

**ATC Board Agenda Detail**

**Item #:** 5c  
**Item Title:** Summary Income Statement  
**Contact:** Evan Davis, Director of Finance & Administration  
**Board Action:** FYI/Discussion

**ALEXANDRIA TRANSIT COMPANY****Summary Income Statement for the Seven Months Ended January 31, 2021**

	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>
<b>REVENUES:</b>			
City Contribution - King Street Trolley	605,024	605,024	-
DASH Passenger Revenue	1,236	2,347,331	(2,346,095)
DASH AT2X Mark Center Charter	230,645	486,220	(255,575)
DASH Other Charter Revenue	15,715	35,000	(19,285)
Miscellaneous Revenue	59,890	32,081	27,809
<b>Total Operating Revenue</b>	<b>912,510</b>	<b>3,505,656</b>	<b>(2,593,146)</b>
CARES Transit Funds	2,527,792	509,831	2,017,961
City Contribution - Regular Subsidy	9,733,787	9,733,787	-
<b>Total Revenue</b>	<b>13,174,089</b>	<b>13,749,274</b>	<b>(575,185)</b>
<b>EXPENDITURES:</b>			
Operations	7,025,394	7,646,373	620,979
Maintenance	2,961,062	3,137,806	176,744
Administration	2,425,464	2,569,595	144,131
Capital Outlay	169,394	395,500	226,106
<b>Total Expenditures</b>	<b>12,581,314</b>	<b>13,749,274</b>	<b>1,167,960</b>
<b>GRANT ACTIVITY:</b>			
I-395 Commuter Choice Grants	941,867	-	-
State Grants	30,600	-	-
Local Match on State Grants	14,400	-	-
Grant Expenditures	(1,405,758)	-	-
<b>Total Grant Activity</b>	<b>(418,891)</b>	<b>-</b>	<b>-</b>
<b>Net Surplus (Deficit)</b>	<b>173,884</b>	<b>-</b>	<b>592,775</b>

This statement is unaudited and prepared for the sole use of management and the Board of Directors of ATC.

# ATC Board Agenda Detail

Item #: 5d

Item Title: Budget vs. Actual

Contact: Evan Davis, Director of Finance & Administration

Board Action: FYI/Discussion



Budget vs. Actual Report for the Seven Months Ended January 31, 2021

Description	CM Actual	CM Budget	Variance	YTD Actual	YTD Budget	Variance	FY2021 Projected	FY2021 Annual Budget	Projected Year End Variance
<b>REVENUE</b>									
City Contribution - King Street Trolley	86,432	86,432	-	605,024	605,024	-	1,037,185	1,037,185	-
DASH Passenger Revenue	373	335,333	(334,960)	1,236	2,347,331	(2,346,095)	455,386	4,024,000	(3,568,614)
DASH AT2X Mark Center Charter	36,726	69,460	(32,734)	230,645	486,220	(255,575)	414,275	833,518	(419,243)
DASH Other Charter Revenue	2,940	5,000	(2,060)	15,715	35,000	(19,285)	24,585	60,000	(35,415)
Miscellaneous Revenue	2,030	4,583	(2,553)	59,890	32,081	27,809	79,690	55,000	24,690
<b>TOTAL OPERATING REVENUE</b>	<b>128,501</b>	<b>500,808</b>	<b>(372,307)</b>	<b>912,510</b>	<b>3,505,656</b>	<b>(2,593,146)</b>	<b>2,011,121</b>	<b>6,009,703</b>	<b>(3,998,582)</b>
CARES Transit Funds	-	72,833	(72,833)	2,527,792	509,831	2,017,961	4,565,941	874,000	3,691,941
City Contribution - Regular Subsidy	1,390,541	1,390,541	-	9,733,787	9,733,787	-	16,686,497	16,686,497	-
<b>TOTAL REVENUE</b>	<b>1,519,042</b>	<b>1,964,182</b>	<b>(445,140)</b>	<b>13,174,089</b>	<b>13,749,274</b>	<b>(575,185)</b>	<b>23,263,559</b>	<b>23,570,200</b>	<b>(306,641)</b>
<b>OPERATING EXPENDITURES</b>									
<b>OPERATIONS</b>									
Wages - O	(194,628)	809,915	1,004,543	5,111,486	5,669,405	557,919	9,351,367	9,719,000	367,633
Fringe Benefits - O	164,670	140,650	(24,020)	1,128,308	984,550	(143,758)	1,913,147	1,687,800	(225,347)
Payroll Taxes - O	(16,121)	65,291	81,412	383,279	457,037	73,758	700,679	783,500	82,821
Retirement Contributions - O	(19,056)	68,259	87,315	378,666	477,813	99,147	704,714	819,100	114,386
<b>Total Operations Labor</b>	<b>(65,135)</b>	<b>1,084,115</b>	<b>1,149,250</b>	<b>7,001,739</b>	<b>7,588,805</b>	<b>587,066</b>	<b>12,669,907</b>	<b>13,009,400</b>	<b>339,493</b>
Operator Recruitment and Training	150	4,332	4,182	18,252	30,324	12,072	47,000	52,000	5,000
Operating Materials and Supplies	107	1,959	1,852	5,348	13,713	8,365	23,500	23,500	-
Training and Travel - O	1,171	1,933	762	55	13,531	13,476	23,200	23,200	-
<b>TOTAL OPERATIONS EXPENDITURES</b>	<b>(63,707)</b>	<b>1,092,339</b>	<b>1,156,046</b>	<b>7,025,394</b>	<b>7,646,373</b>	<b>620,979</b>	<b>12,763,607</b>	<b>13,108,100</b>	<b>344,493</b>
<b>MAINTENANCE</b>									
Wages - M	176,518	183,509	6,991	1,268,727	1,284,563	15,836	2,323,625	2,202,100	(121,525)
Fringe Benefits - M	27,432	27,542	110	174,733	192,794	18,061	298,406	330,500	32,094
Payroll Taxes - M	11,610	14,000	2,390	94,177	98,000	3,823	168,078	168,000	(78)
Retirement Contributions - M	10,288	14,833	4,545	91,268	103,831	12,563	170,268	178,000	7,732
<b>Total Maintenance Labor</b>	<b>225,848</b>	<b>239,884</b>	<b>14,036</b>	<b>1,628,905</b>	<b>1,679,188</b>	<b>50,283</b>	<b>2,960,377</b>	<b>2,878,600</b>	<b>(81,777)</b>
Fuel & Lubricants	39,172	93,625	54,453	392,814	655,375	262,561	786,158	1,123,500	337,342
Repair Parts	37,126	45,583	8,457	292,003	319,081	27,078	534,493	547,000	12,507
Tires	5,189	11,583	6,394	39,654	81,081	41,427	88,655	139,000	50,345
Vehicle Maintenance Service	44,558	10,834	(33,724)	152,994	75,838	(77,156)	217,989	130,000	(87,989)
Laundry	3,929	2,792	(1,137)	28,692	19,544	(9,148)	47,524	33,500	(14,024)
Tools and Equipment	2,649	1,250	(1,399)	46,003	8,750	(37,253)	53,503	15,000	(38,503)
Building Maintenance	106,710	41,665	(65,045)	377,076	291,655	(85,421)	645,878	500,000	(145,878)
Training and Travel - M	377	1,042	665	2,921	7,294	4,373	12,500	12,500	-
<b>TOTAL MAINTENANCE EXPENDITURES</b>	<b>465,558</b>	<b>448,258</b>	<b>(17,300)</b>	<b>2,961,062</b>	<b>3,137,806</b>	<b>176,744</b>	<b>5,347,077</b>	<b>5,379,100</b>	<b>32,023</b>
<b>ADMINISTRATION</b>									
Wages - A	128,276	139,232	10,956	911,462	974,624	63,162	1,669,848	1,670,800	952
Fringe Benefits - A	17,155	20,280	3,125	106,678	141,960	35,282	189,458	243,350	53,892
Payroll Taxes - A	9,680	10,709	1,029	66,462	74,963	8,501	123,815	128,500	4,685
Retirement Contributions - A	9,867	10,125	258	68,880	70,875	1,995	126,026	121,500	(4,526)
<b>Total Administrative Labor</b>	<b>164,978</b>	<b>180,346</b>	<b>15,368</b>	<b>1,153,482</b>	<b>1,262,422</b>	<b>108,940</b>	<b>2,109,147</b>	<b>2,164,150</b>	<b>55,003</b>
Insurance	68,524	69,167	643	546,555	484,169	(62,386)	892,327	830,000	(62,327)
Professional Services	69,181	68,416	(765)	458,598	478,912	20,314	830,119	821,000	(9,119)
Utilities	10,436	21,166	10,730	115,048	148,162	33,114	234,288	254,000	19,712
Printing & Advertising	724	5,416	4,692	15,571	37,912	22,341	61,000	65,000	4,000
Telecommunications	8,591	5,833	(2,758)	61,802	40,831	(20,971)	111,749	70,000	(41,749)
Training, Travel, Events - A	450	4,335	3,885	2,156	30,345	28,189	52,000	52,000	-
Office Equipment and Supplies	1,659	3,865	2,206	34,559	27,055	(7,504)	61,062	46,350	(14,712)
Employee Recognition	2,484	2,083	(401)	18,330	14,581	(3,749)	25,000	25,000	-
Dues and Subscriptions	836	1,250	414	4,963	8,750	3,787	15,000	15,000	-
Grant Local Match	-	5,208	5,208	14,400	36,456	22,056	70,000	62,500	(7,500)
<b>TOTAL ADMINISTRATIVE EXPENDITURES</b>	<b>327,863</b>	<b>367,085</b>	<b>39,222</b>	<b>2,425,464</b>	<b>2,569,595</b>	<b>144,131</b>	<b>4,461,692</b>	<b>4,405,000</b>	<b>(56,692)</b>
<b>TOTAL OPERATING EXPENDITURES</b>	<b>729,714</b>	<b>1,907,682</b>	<b>1,177,968</b>	<b>12,411,920</b>	<b>13,353,774</b>	<b>941,854</b>	<b>22,572,376</b>	<b>22,892,200</b>	<b>319,824</b>
<b>CAPITAL OUTLAYS (non-CIP)</b>									
Computer and Office Equipment	-	-	-	-	-	-	-	-	-
Maintenance Equipment	84,403	52,333	(32,070)	169,394	366,331	196,937	628,000	628,000	-
Other Equipment Investments	-	4,167	4,167	-	29,169	29,169	50,000	50,000	-
<b>TOTAL CAPITAL OUTLAYS (non-CIP)</b>	<b>84,403</b>	<b>56,500</b>	<b>(27,903)</b>	<b>169,394</b>	<b>395,500</b>	<b>226,106</b>	<b>678,000</b>	<b>678,000</b>	<b>-</b>
<b>NET SURPLUS (DEFICIT)</b>	<b>704,925</b>	<b>-</b>	<b>704,925</b>	<b>592,775</b>	<b>-</b>	<b>592,775</b>	<b>13,183</b>	<b>-</b>	<b>13,183</b>

## **ATC Board Agenda Detail**

**Item #:** 5e  
**Item Title:** ATC FY22 Final Proposed Budget  
**Contact:** Evan Davis, Director of Finance & Administration  
**Board Action:** FYI/Discussion



### **Alexandria Transit Company (DASH) FY 2022 General Manager's Final Proposed Budget**

#### **FY 2022 Final Proposed Budget Summary**

**The FY 2022 General Manager's Final Proposed Operating Budget includes only a two-month reduction in King Street Trolley service, adjusts for mandated annual wage and cost increases, and provides for the introduction of a cost-neutral version of the New DASH Network.** At the risk of understatement, this is a very favorable outcome considering the economic downturn and uncertainties stemming from the COVID-19 pandemic.

On February 16, City Manager Mark Jinks presented the Alexandria City Council with a proposed FY 2022 General Fund Operating Budget of \$767.6 million, an increase of 1.9%, which included no major service reductions and actually a 2-cent real estate tax rate reduction. The Manager's proposed budget funds DASH's "current services" increase and only reduces the DASH subsidy by the amount required to fund two months of King Street Trolley service.

#### **The key impacts and assumptions of this proposed budget are as follows:**

1. **King Street Trolley service will resume in September rather than July, coinciding with the launch of the New DASH Network.** While this will save the City \$137,513 in subsidy dollars, this decision was largely driven by an assessment of the public health situation and forecast of recreation and tourism through the summer of 2021.
2. **DASH will implement a cost-neutral version of the New DASH Network in September 2021.** As fully discussed in the Proposed FY 2022-2027 Transit Development Plan (TDP), this new network will transform bus service in Alexandria by significantly increasing access to frequent, all-day bus service, seven days per week.
  - a. As approved by the Board in December, **DASH has applied for \$9.4 million over two years (FY22-23) from the I-395/95 Commuter Choice program to fund enhancements to Lines 35 (West End – Pentagon) and 36 (West End – Potomac Yard).** Final funding decisions will not be made until June 2021, however both DASH applications appear to have a good chance of being funded.
  - b. **If funded, DASH will be able to implement all of the frequent, all-day routes included in the Recommended 2022 Alexandria Transit Vision (ATV) Plan network (now New DASH Network).** However, many of the improvements to other DASH lines that were included in the Recommended 2022 ATV Plan will NOT be implemented in FY22 due to funding constraints but will be proposed in subsequent years.
3. **The City's General Fund subsidy to DASH will remain constant and the overall budget increase will be funded by federal relief dollars passed through WMATA.** As shown in the summary table below, the budget calls for the use of \$1.6 million in remaining CARES Act transit relief funds, and an additional \$1.3 million in CRRSSA ("CARES 2") funds. The "CARES 2" funds essentially replace the annual budget increase which otherwise would have increased the City's subsidy.
4. **Regular compensation increases mandated by the Collective Bargaining Agreement (CBA) with the ATU Local 689 are funded, as well as corresponding increases for non-represented personnel.** This budget particularly corrects for the cost of fringe benefits.

5. **DASH will accept commercial advertising placements for the first time, creating a new annual revenue source.** A Request for Proposals (RFP) for bus advertising services was posted on February 19, with proposals due on March 25. The successful Proposer will sell advertisements to national and local customers, as well as produce, install, maintain, and remove them.
  - a. **A Draft Advertising Policy is included for the Board's review and approval.** It was based on similar policies at other local transit agencies including WMATA. It has been reviewed and recommended by the Company's General Counsel.
  - b. Staff anticipate contract award in April and a program up and running by June. While first-year revenue is budgeted at \$180,000, it is possible that greater amounts will be earned annually over time.
6. **Ridership and passenger revenue are estimated at 50% of pre-COVID levels.** From all available indicators, staff assess this to be an appropriately conservative estimate. Should ridership and passenger revenue return more quickly, additional revenue will be available in FY 2022.

### **Summary Tables**

The following table summarizes revenue and expenditure changes from the FY 2021 Original Approved Budget to the FY 2022 Final Proposed Budget (*leaves out one-time CARES Act-funded FY21 costs*). **Overall, the budget increases by just shy of \$1 million (4.3%) to \$23.7 million.**

EXPENDITURES	FY 2022 Budget		FY 2021 Budget		Change	% Change
Personnel	18,742,200	79.2%	17,932,150	79.0%	810,050	4.5%
Non-Personnel	4,731,770	20.0%	4,574,050	20.2%	157,720	3.4%
Capital Outlay	190,000	0.8%	190,000	0.8%	-	0.0%
<b>TOTAL</b>	<b>23,663,970</b>		<b>22,696,200</b>		<b>967,770</b>	<b>4.3%</b>

REVENUES	FY 2022 Budget		FY 2021 Budget		Change	% Change
City Contribution Operating	16,686,497	70.5%	16,686,497	73.5%	-	0.0%
City Contribution Trolley	899,672	3.8%	1,037,185	4.6%	(137,513)	-13.3%
CARES 1	1,600,000	6.8%	-	0.0%	1,600,000	n/a
"CARES 2" (CRRSAA)	1,292,277	5.5%	-	0.0%	1,292,277	n/a
Passenger Revenue	2,032,000	8.6%	4,024,000	17.7%	(1,992,000)	-49.5%
102X Mark Center Express	858,524	3.6%	833,518	3.7%	25,006	3.0%
Charters	60,000	0.3%	60,000	0.3%	-	0.0%
Advertising	180,000	0.8%	-	0.0%	180,000	n/a
Miscellaneous Revenue	55,000	0.2%	55,000	0.2%	-	0.0%
<b>TOTAL</b>	<b>23,663,970</b>		<b>22,696,200</b>		<b>967,770</b>	<b>4.3%</b>

### **Review and Approval Process**

- This budget is presented for review by the Board of Directors and the public at this meeting.
- A public hearing on the FY22 proposed budget and TDP will be held at the next Board meeting on April 14.
- The Board is scheduled to take action on the FY22 proposed budget and TDP at its meeting on May 12.



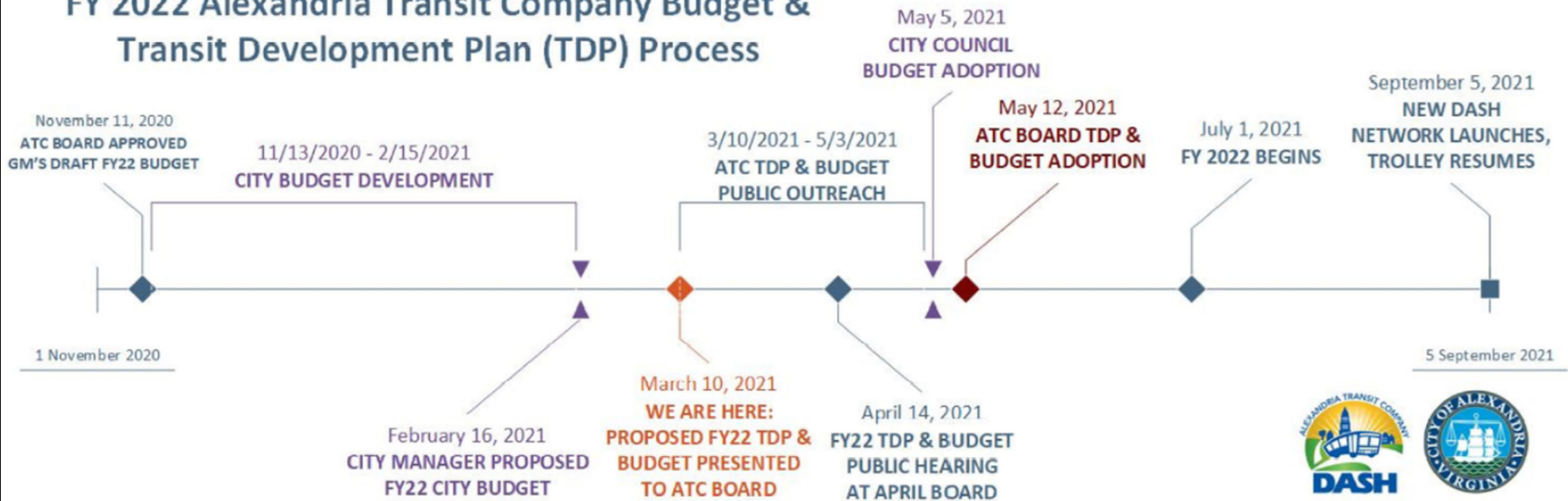


# Alexandria Transit Company

## Fiscal Year 2022 General Manager's Final Proposed Budget

	FY22 PROPOSED BUDGET	FY21 REVISED BUDGET	FY22 vs. FY21 BUDGET	FY21 PROJECTED ACTUAL	FY22 vs. FY21 PROJ
<b>SERVICE CALCULATIONS &amp; ASSUMPTIONS</b>					
Miles	2,025,000	2,027,446	-0.1%	2,027,446	-0.1%
Hours	240,720	240,982	-0.1%	240,982	-0.1%
Revenue Ridership	1,417,127	1,551,930	-8.7%	1,551,930	-8.7%
<b>REVENUE</b>					
City Contribution - DASH Operating	16,686,497	16,686,497	0.0%	16,686,497	0.0%
City Contribution - King Street Trolley	899,672	1,037,185	-13.3%	1,037,185	-13.3%
CARES 1 Transit Funds	1,600,000	874,000	n/a	4,565,941	-65.0%
CRRSSA ("CARES 2") Transit Funds	1,292,277	-	n/a	-	n/a
Passenger Revenue	2,032,000	4,024,000	-49.5%	455,386	346.2%
102X Mark Center Express	858,524	833,518	3.0%	414,275	107.2%
Charters	60,000	60,000	0.0%	24,585	144.1%
Advertising	180,000	-	n/a	-	n/a
Miscellaneous Revenue	55,000	55,000	0.0%	79,690	-31.0%
<b>TOTAL REVENUE</b>	<b>\$ 23,663,970</b>	<b>\$ 23,570,200</b>	<b>0.4%</b>	<b>\$ 23,263,559</b>	<b>1.7%</b>
<b>EXPENSES</b>					
<b>Administration</b>	<b>FY22 PROPOSED BUDGET</b>	<b>FY21 REVISED BUDGET</b>	<b>FY22 vs. FY21 BUDGET</b>	<b>FY21 PROJECTED ACTUAL</b>	<b>FY22 vs. FY21 PROJ</b>
Wages	1,753,700	1,670,800	5.0%	1,669,848	5.0%
Fringe Benefits	222,900	243,350	-8.4%	189,458	17.7%
Payroll Taxes	134,300	128,500	4.5%	123,815	8.5%
Retirement Costs	127,200	121,500	4.7%	126,026	0.9%
Insurance	855,000	830,000	3.0%	892,327	-4.2%
Professional Services	860,700	821,000	4.8%	830,119	3.7%
Utilities	243,500	254,000	-4.1%	234,288	3.9%
Telecommunications	107,520	70,000	53.6%	111,749	-3.8%
Printing & Advertising	70,500	65,000	8.5%	61,000	15.6%
Training, Travel, Events	58,000	52,000	11.5%	52,000	11.5%
Office Equipment & Supplies	48,900	46,350	5.5%	61,062	-19.9%
Employee Recognition	20,000	25,000	-20.0%	25,000	-20.0%
Dues and Subscriptions	17,900	15,000	19.3%	15,000	19.3%
Grant Local Match (DRPT Grants)	70,500	62,500	12.8%	70,000	0.7%
<b>Total Administration Expenses</b>	<b>\$ 4,590,620</b>	<b>\$ 4,405,000</b>	<b>4.2%</b>	<b>\$ 4,461,692</b>	<b>2.9%</b>
<b>Maintenance</b>	<b>FY22 PROPOSED BUDGET</b>	<b>FY21 REVISED BUDGET</b>	<b>FY22 vs. FY21 BUDGET</b>	<b>FY21 PROJECTED ACTUAL</b>	<b>FY22 vs. FY21 PROJ</b>
Wages	2,261,600	2,202,100	2.7%	2,323,625	-2.7%
Fringe Benefits	317,900	330,500	-3.8%	298,406	6.5%
Payroll Taxes	170,900	168,000	1.7%	168,078	1.7%
Retirement Costs	178,700	178,000	0.4%	170,268	5.0%
Fuel and Lubricants	1,122,000	1,123,500	-0.1%	786,158	42.7%
Repair Parts	540,000	547,000	-1.3%	534,493	1.0%
Tires	125,000	139,000	-10.1%	88,655	41.0%
Vehicle Maintenance Service	130,000	130,000	0.0%	217,989	-40.4%
Tools and Equipment	15,000	15,000	0.0%	53,503	-72.0%
Laundry	33,500	33,500	0.0%	47,524	-29.5%
Building Maintenance (incl. personnel)	281,500	500,000	-43.7%	645,878	-56.4%
Training and Travel	13,000	12,500	4.0%	12,500	4.0%
<b>Total Maintenance Expenses</b>	<b>\$ 5,189,100</b>	<b>\$ 5,379,100</b>	<b>-3.5%</b>	<b>\$ 5,347,077</b>	<b>-3.0%</b>
<b>Operations</b>	<b>FY22 PROPOSED BUDGET</b>	<b>FY21 REVISED BUDGET</b>	<b>FY22 vs. FY21 BUDGET</b>	<b>FY21 PROJECTED ACTUAL</b>	<b>FY22 vs. FY21 PROJ</b>
Wages	10,178,900	9,719,000	4.7%	9,351,367	8.8%
Fringe Benefits	1,897,100	1,687,800	12.4%	1,913,147	-0.8%
Payroll Taxes	744,000	783,500	-5.0%	700,679	6.2%
Retirement Costs	755,000	819,100	-7.8%	704,714	7.1%
Operator Training	35,000	52,000	-32.7%	47,000	-25.5%
Operating Materials and Supplies	38,000	23,500	61.7%	23,500	61.7%
Training and Travel	46,250	23,200	99.4%	23,200	99.4%
<b>Total Operations Expenses</b>	<b>\$ 13,694,250</b>	<b>\$ 13,108,100</b>	<b>4.5%</b>	<b>\$ 12,763,607</b>	<b>7.3%</b>
<b>Capital Outlay</b>	<b>\$ 190,000</b>	<b>\$ 678,000</b>	<b>-72.0%</b>	<b>\$ 678,000</b>	<b>-72.0%</b>
<b>TOTAL</b>	<b>\$ 23,663,970</b>	<b>\$ 23,570,200</b>	<b>0.4%</b>	<b>\$ 23,250,376</b>	<b>1.8%</b>
<b>Grand Total Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 13,183</b>	
<b>Operating Ratio</b>	<b>17.3%</b>	<b>25.5%</b>		<b>8.6%</b>	

## FY 2022 Alexandria Transit Company Budget & Transit Development Plan (TDP) Process





## **ATC Board Agenda Detail**

**Item #:** 6a  
**Item Title:** Draft FY 2022 – FT 2027 ATC Transit Development Plan  
**Contact:** Martin Barna, Director of Planning and Marketing  
**Board Action:** FYI/Discussion

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### **FY22 Transit Development Plan (TDP) & New DASH Network**

Beginning this fall, DASH will be implementing the first phase of the [Alexandria Transit Vision Plan](#), which is being branded as the “[New DASH Network](#)” and includes major route and service changes that will affect all DASH passengers. As part of the FY 2022 Transit Development Plan (TDP) and Budget processes, DASH is formally presenting its draft TDP document to the Board of Directors and seeking public feedback on the proposed service changes.

#### **New DASH Network Overview**

The New DASH Network is the first phase of the Alexandria Transit Vision (ATV) Plan, and represents a reduced, cost-neutral version of the Final 2022 ATV Plan that was adopted by the ATC Board of Directors in December 2019. The full recommendations and service increases that were included in the Final 2022 ATV Plan will be proposed incrementally in FY 2022 and FY 2023.

Key information about the FY 2022 New DASH Network:

- The New DASH Network represents a complete redesign of the city’s bus network that is intended to meet current and future transit ridership demand, and to encourage more people to use transit for more trips at more times of the day.
- **New Bus Line Numbers.** The New DASH Network includes new bus line numbers for all routes, which are intended provide additional service information to passengers.
  - Lines 30-36 are the core DASH lines, which run seven days per week, 365 days per year.
  - Lines 102-104 are commute-oriented routes and operate on weekdays only.
  - To see which of these new lines will be most useful based on your existing DASH route, please use the following [route comparison table](#).
- **New Bus Lines.** Most DASH route alignments will also be changing in FY 2022:
  - Three of the new bus lines are significantly different from any existing DASH route.
  - Five of the new bus lines follow similar route alignments as an existing DASH route with minor to moderate changes.
  - Four of the new bus lines will be identical to the current DASH route that they are replacing: Line 30 (AT8), Line 33 (AT10), Line 102X (AT2X) and King Street Trolley.
- **Metrobus Changes.** As part of their FY 2022 service proposals, WMATA is proposing major changes to three existing Metrobus routes (7A/F, 25B, 28A) that will complement the New DASH Network changes. More information on these changes can be found at: <https://www.wmata.com/initiatives/budget/>
- **Frequent Network.** The FY 2022 New DASH Network includes a new “Frequent Network” which introduces frequent, all-day bus service on major transit corridors across the City of Alexandria. Buses on these routes will be running every 15 minutes or less, all-day, seven days per week. Areas served by the “Frequent Network” include the West End, Landmark, Parkfairfax, Arlandria, Potomac Yard, and Potomac Yard. The current DASH network has no frequent, all-day service.

- **Transit Access.** The proposed network changes will provide access to frequent, all-day transit to nearly 60,000 additional city residents.
  - The percentage of low-income residents who are within walking distance to frequent, all-day transit will increase from 29 percent to 73 percent.
  - The percentage of minority residents who are within walking distance to frequent, all-day transit will increase from 22 percent to 70 percent.
  - The percentage of senior residents with access to frequent, all-day transit will increase from 23 percent to 62 percent.
  - The New DASH Network also improves access to jobs; the percentage of jobs in Alexandria that are within walking distance of frequent, all-day transit will increase from 40 percent to 66 percent.
- **Service Coverage.** Despite the major route and service changes, the New DASH Network maintains bus service in most areas such that 99.5% of existing bus boardings will still be within 1/8 mile of a bus stop.
- **King Street Trolley.** The **King Street Trolley** will continue to operate in the FY 2022 New DASH Network; however, King Street Trolley service will not resume service until Fall 2021 due to COVID considerations, reduced tourism, and city budget considerations.
- **I-95/395 Commuter Choice Grants.** DASH has applied for FY 2022 funding for two major service enhancement projects that will improve service on Line 35 and Line 36 through NVTC's [I-95/395 Commuter Choice](#) program. Project awards will not be announced until late Spring; however, early signs indicate that DASH has a strong chance to receive the funding for both projects. Based on this assumption, the service enhancements for both projects are included in the New DASH Network proposals.

#### Public Outreach

In support of the FY 2022 Transit Development Plan, DASH staff will be conducting an extensive public outreach campaign to raise awareness about the plan for those that might be affected, and to collect feedback from the community. While the TDP outreach process typically includes a significant amount of in-person meetings and pop-up events, most outreach activities will be conducted virtually to mitigate safety risks to DASH staff and customers.

A summary of the TDP outreach activities that are planned for the next month is included below. **The deadline for public feedback is Friday, April 9, 2021.**

- Four (4) Virtual Community Meetings to be held via Zoom/Facebook (Each meeting will be focused on the impacts for the designated part of the City, but all are welcome to attend).
  - Tuesday, March 23 (5:30 PM) – Community Meeting #1 (**West Alexandria**)
  - Thursday, March 25 (5:30 PM) – Community Meeting #2 (**Central Alexandria**)
  - Monday, March 29 (3:00 PM) – Community Meeting #3 (**Arlandria/Potomac Yard**)
  - Wednesday, March 31 (5:30 PM) – Community Meeting #4 (**Old Town**)

*Note: Several board members have volunteered to host the virtual meeting that is focused on the community in which they reside to underscore the importance of the New DASH Network, the TDP process and the public feedback that is received. Any other board members who are not the designated hosts are still encouraged to attend any of the meetings. Please reach out to staff if you are planning to attend so that we can ensure that you have full meeting access.*

- **Virtual Public Hearing at Board of Directors Meeting - Wednesday, April 7 (5:30 PM)**

Additional public outreach efforts will include:

- Flyers posted at Key Bus Stops
- Onboard posters/flyers (English/Spanish)
- Onboard audio announcements in the week leading up to virtual meetings.

- Promotional video for TDP Outreach
- DASH Website Information (News/Events)
- Special "New DASH Network" web page – [www.dashbus.com/newnetwork](http://www.dashbus.com/newnetwork)
- Neighborhood-specific service change information
- Multiple e-mail blasts to DASH E-mail List
- Social Media Engagement (Facebook, Twitter, Next Door)
- Zebra Press Online/Print Ads
- Information Distributed to Operations Supervisors + Bus Operators

Public feedback also can be submitted via:

- Facebook – [www.facebook.com/dashbus](http://www.facebook.com/dashbus)
- E-mail – [dashbus@alexandriava.gov](mailto:dashbus@alexandriava.gov)
- Telephone – (703) 746-3274

Documentation of all public feedback will be provided to the Board of Directors in the April board meeting packet, and as part of the Final TDP document that is presented to the Board in May.

### Service Change Alternatives

In anticipation of board discussions about proposed changes to the FY 2022 service proposals in the coming months, staff has included the following table, which identifies additional service improvements which are part of the future Alexandria Transit Vision Plan but were excluded from the cost-neutral FY 2022 New DASH Network due to budget considerations. As outlined by the draft TDP document, these changes will be proposed for implementation in FY 2023 and FY 2024 but could be moved up to FY 2022 based on public feedback and Board guidance.

**\*\*Please refer to the Attachment at the end of the Board Packet for the Draft FY 2022 – FY 2027 ATC Transit Development Plan\*\***

POTENTIAL FY 2023 - FY 2024 DASH SERVICE IMPROVEMENTS

DASH Service Planning Decision Framework (1)

Line # (ATV/New DASH Network)	Similar to Current Route...	Areas Served	Proposed Improvement	Net Annual Platform Hours	Net Annual Cost (Less Add'l Fare Revenues)	Ridership  Net Annual Boardings	Equity  Low Income Residents within 1/4 mile	Minority Residents within 1/4 mile	Impact/Alternatives  Description of Benefit / Cost of Not Improving	Cost Efficiency  Annual Cost Per Add'l Boarding (Lower = More Cost Efficient)	Priority Order (1 = first improvement to be made)
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Proposed FY 2023 Service Improvements (Full 2022 ATV Plan)

AT8	AT8	Van Dorn Metro, Landmark Mall, Duke Street, Old Town	Weekday peak service improved in Old Town to run every 10 minutes instead of every 20 minutes; extend weekend short trips from Landmark Mall to Van Dorn Metro for 30 minute service on entire route.	5,624	\$370,000	78,000	6,142	24,618	More one-seat trips from King St to Old Town; better connections to West End; more frequent OTC	\$4.74	1
AT6	AT6	NVCC, King Street, Old Town	Extend offpeak/weekend short trips from King Street Metro to Braddock Road Metro for 15 minute service in Old Town; extend weekday evening hours.	6,070	\$420,000	64,000	3,513	14,393	More one-seat trips from Duke St to Old Town; better connections to West End; more frequent OTC	\$6.56	2
Line 33	AT10	Del Ray, Arlandria, Potomac Yard	Sunday service improved to run every 30 minutes instead of every 60 minutes.	962	\$70,000	9,000	1,455	7,444	Shorter waits for buses on Sundays in Del Ray, Arlandria; better Sunday service to new PY Metro	\$7.78	3
Line 103	AT3	Arlandria, North Ridge, Parkfairfax	Weekday peak service reduced from every 30 minutes to every 60 minutes.	2,016	\$130,000	32,000	2,565	9,077	Shorter waits during weekday peaks to Pentagon from Parkfairfax	\$4.06	4
Line 104	AT4	Parkfairfax, Cameron Mills	Weekday peak service reduced from every 30 minutes to every 60 minutes.	2,066	\$140,000	27,000	833	4,130	Shorter waits during weekday peaks to Pentagon from Parkfairfax	\$5.19	5
Line 34	AT2, AT5, AT7	Old Town North, City Hall, Lee Center	Route realigned from Braddock Road Metro to new Potomac Yard Metro and from N. Fairfax St. to N. Pitt St; Sunday service improved to run every 30 minutes instead of hourly	979	\$70,000	8,000	1,523	5,032	Shorter waits for buses on Sundays in Old Town; better Sunday service to new PY Metro	\$8.75	6
Line 32	AT7	Eisenhower Valley, Landmark Mall, Van Dorn Metro, Carlyle	Extend route from King Street Metro to Braddock Road Metro with 30-minute all day service; Weekend service improved to run every 30 minutes instead of every 60 minutes between Landmark Mall and King Street Metro	11,228	\$790,000	100,000	4,248	16,991	More one-seat trips from Eisenhower Ave to Old Town; better connections to West End; more frequent OTC	\$7.90	7
Total FY 2023 Service Improvements (Net Increases)				28,946	\$1,990,000						

Proposed FY 2024 Service Improvements

AT8	AT8	Van Dorn Metro, Landmark Mall, Duke Street, Old Town	Offpeak frequency improved from 30 minutes to 15 minutes during middays, evenings and weekends to make Line 30 a frequent, all-day route.	16,172	\$1,040,000	223,000	6,142	24,618	Shorter waits for buses on Duke St during offpeaks and weekends	\$4.66	8
Line 32	AT7	Eisenhower Valley, Landmark Mall, Van Dorn Metro, Carlyle	Increase weekday peak service from every 30 minutes to every 15 minutes.	8,064	\$570,000	72,000	4,248	16,991	Shorter waits for buses along Eisenhower Ave. during weekday peaks; support major developments in Carlyle	\$7.92	9
King St. Trolley (2)	-	Old Town	King Street Trolley routing extended from King Street Metro to Eisenhower Metro via Carlyle District	9,125	\$550,000	161,000	327	1,271	Establish important connection between high-density Eisenhower East and Old Town	\$3.42	10
Total FY 2024 Service Improvements (Net Increases)				33,361	\$2,160,000						

Notes:

(1) DASH Service Planning Decision Framework includes a list of factors that inform service planning decisions, in order of their importance. The framework is based on the goals defined by the Alexandria Transit Vision Plan, and was adopted by the ATC Board in January 2021.

(2) King Street Trolley is funded by City of Alexandria hotel tax revenues and is under the purview of City Council. Additional discussions with City leadership would be required before any reductions to King Street Trolley service could be implemented.

**TC Board Agenda Detail**

**Item #:** 7

**Item Title:** Next Meetings, Meeting Schedule and Adjournment

**Board Action:** Discussion/Approval

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**The next regular meeting of the Alexandria Transit Company Board of Directors  
is scheduled for Wednesday, April 14, 2021**

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***Consider Adjournment***

# **Alexandria Transit Company Board of Directors Meeting**

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## **Attachment:**

1. Draft Transit Development Plan (TDP)  
FY 2022 - 2027





**FY 2022 – FY 2027  
ALEXANDRIA TRANSIT COMPANY (DASH)  
TRANSIT DEVELOPMENT PLAN (DRAFT)**

*PRESENTED TO ATC BOARD OF DIRECTORS ON MARCH 10, 2021*

ALEXANDRIA TRANSIT COMPANY  
**DASH**

703.746.DASH (3274)

DASHBUS.COM

3000 BUSINESS CENTER DR, ALEXANDRIA

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## 1.0 / Executive Summary

This document represents the FY 2022 – FY 2027 Transit Development Plan (TDP) for the Alexandria Transit Company (ATC). The Alexandria Transit Company is responsible for the management, operation and maintenance of the DASH bus system in Alexandria, Virginia.

The Transit Development Plan (TDP) provides a comprehensive vision of future service development, fare adjustments, and capital investments based on recommendations from the General Manager, ATC Board of Directors and DASH staff. More specifically, it evaluates current DASH system performance, outlines projected service levels for FY 2022 based on the draft budget, and provides fiscally-unconstrained guidance on future service changes and capital improvements for the remaining five years of the six-year plan cycle (FY 2023 – FY 2027). The TDP is updated each year by DASH staff and is subject to annual review, amendment, and adoption by the ATC Board of Directors. The document also serves as a resource for the City staff as they consider future ATC requests for financial assistance.

The FY 2022 Transit Development Plan addresses the period beginning July 1, 2021 and ending June 30, 2027. The document has been prepared in accordance with board-adopted procedures and is divided into four main sections – System Overview (Section 3), System Performance (Section 4), Service & Fare Change Recommendations (Section 5), and Capital Budget (Section 6).

The key findings and recommendations of these four sections are summarized below:

### 1.1 / System Performance

- In FY 2020, DASH was budgeted to operate roughly 240,000 platform hours of regular DASH service. Ultimately, DASH operated approximately 220,000 platform hours, which was over eight percent lower than planned due to the COVID pandemic.
- DASH recorded nearly 2.8 million boardings in FY 2020, not including passengers carried by the Blue Line Shuttle in the Summer of 2019. This represents a 24.4 percent decrease from FY 2019. For comparison purposes, Metrobus average daily ridership in Northern Virginia was also down by roughly 24 percent during the same period.
- The DASH Operating Ratio, which measures the portion of total annual operating costs that are covered by revenues was 32.2 percent in FY 2020, which was 2.9 percent lower than FY 2019. The ratio was higher than normal in FY20 and FY19 due to contract revenue earned for the Blue Line Shuttle service in the Summer of 2019.

- DASH On-Time Performance was approximately 88 percent in FY 2019, which represents a 3 percent improvement from FY 2019 and is above the industry OTP standard of 85 percent.

## 1.2 / FY 2022 Service & Fare Change Recommendations

- The following DASH service changes are proposed for FY 2022:
  - **FY 2022 Service Levels.** Based on guidance from the City’s Office of Management and Budget, DASH projects that it will operate 240,720 platform hours and 2,025,000 annual platform miles of service in FY 2022, which are roughly the same amounts as was budgeted for FY 2021. This total does not include two additional service enhancement projects that would be funded by the I-395 Commuter Choice Program. With additional funding from the Commuter Choice, DASH would operate roughly 314,000 platform hours and 2.9 million platform miles in FY 2022. Additional information on this program is provided below.
  - **New DASH Network to launch in September 2021.** The “New DASH Network” represents the first phase of the Alexandria Transit Vision Plan and is scheduled to be launched in FY 2022. The new network will include new routes, new route names, and changes to most existing DASH route alignments. It will represent the most significant service change in DASH history. Full details on the proposed network changes are included in Section 5-1 of this document.
  - **King Street Trolley to resume service in September 2021.** The King Street Trolley is scheduled to resume service in September, instead of July, due to budget constraints and anticipated decreases in tourism. Trolley service has been suspended since March 2020 due to the COVID pandemic.
  - **I-395/95 Commuter Choice Program.** DASH received nearly \$3 million in funding for service enhancements on the AT-1 Plus and the AT-9 as part of the inaugural I-395 Commuter Choice program in FY 2021. DASH and the City of Alexandria have applied jointly for additional service enhancements as identified through the Alexandria Transit Vision Plan for the FY 2022 – FY 2023 I-395 Commuter Choice project cycle. The two project applications for service enhancements from the West End to the Pentagon (Line 35) and the West End to Potomac Yard (Line 36) would build upon and expand the previous service enhancements and accelerate the implementation of the New DASH Network. Final project selections will be announced in the Spring, however, early indications are positive for both projects, so both are assumed to be included as part of the New DASH Network in FY 2022.
- The following DASH fare-related actions are planned for FY 2022:
  - **Fare Changes.** No changes to the prices of the base fare or DASH Pass are proposed for FY 2022.
  - **SmarTrip DASH Pass.** In order to increase its usefulness, DASH Passes purchased through SmarTrip will no longer be tied to a specific calendar month and will instead

become rolling passes that are valid for 31 days after initial purchase. This would be consistent with the DASH Passes that are sold through the DASH Bus App.

- **Senior/Disabled 7-Day Regional Pass.** DASH is proposing to remove a \$0.75 upcharge that is current assessed for riders who use a Senior/Disabled 7-Day Regional Pass during weekday peak periods.
- **WMATA Regional Pass Products.** If WMATA expands its regional pass offerings in FY 2022, DASH will begin allowing DASH passengers to use any WMATA pass product as valid fare payment, in accordance with recommendations from WMATA’s Bus Transformation Project. Currently, DASH accepts the 7-Day Regional Bus Pass and participates in a regional revenue sharing agreement that distributes funds based on pass usage. This planned change would expand this agreement to include all current and future WMATA regional passes for both bus and rail. It would also make the SmarTrip app and Apple Wallet even more useful for DASH passengers.
- **Free Rides for City Employees.** Beginning in July 2021, DASH will be providing free rides for all City employees. City employees will need to show their valid city-issued identification badges to the bus operator to be allowed to ride for free.
- **Free Student Rides Program.** DASH staff will continue the “Free Student Rides” program for Alexandria high school students for its fifth year. This program promotes transit awareness and ridership among young adults who can become future DASH users. Towards the end of the 2020-2021 school year, DASH temporarily expanded the program to include three middle schools to assist with school bus capacity concerns. This change will be evaluated by DASH and ACPS staff over the summer to determine if it will be extended into the 2021-2022 school year.
- **Fare-Free Days.** DASH will begin to operate fare-free service on selected days to promote public transit awareness and usage. Eligible days could include but are not limited to holidays, election days, air quality alert days, or the introduction of major service changes such as the New DASH Network.
- **DASH Bus Mobile Ticketing App.** The DASH Bus app was launched in Spring 2019 on the moovel platform as a one-year pilot. DASH staff will be extending the mobile ticketing program through at least June 2022. This will allow DASH additional time to evaluate the app and to coordinate with regional partners on potential next steps.

### *1.3 / FY 2023 – FY 2027 Service & Fare Change Recommendations*

- **Alexandria Transit Vision Plan:**

- In FY 2022, DASH is planning to implement the first phase of the Alexandria Transit Vision (ATV) Plan, in the form of the New DASH Network. Due to funding constraints, the full service levels identified by the Final 2022 Alexandria Transit Vision Plan will not be implemented in FY 2022. Consequently, DASH will be working to secure additional funding in FY 2023 to implement the remainder of the 2022 ATV network.

- Between FY 2023 and FY 2030, DASH is planning to implement the 2030 ATV Plan Network. As shown in Section 5-3, these recommendations include route realignments in West Alexandria and major frequency and span improvements. Two corridors – Eisenhower Avenue and Duke Street – have been identified as the top priorities among the 2030 changes in the hopes that they can be implemented by FY 2024 – FY 2025.
- No additional fare changes for FY 2023 or beyond are being proposed at this time.

#### *1.4 / ATC Capital Program Summary*

- **DASH Fleet.** As of the start of FY 2022, the current DASH bus fleet will include 93 active buses, and 16 contingency spare buses.
- **Electric Buses.** In FY 2021, DASH purchased and took delivery of six new 100% electric buses, including three New Flyer (801-803) and three Proterra (804-806) buses. These buses were purchased through the Virginia Volkswagen Environmental Mitigation Trust program to replace six Orion diesel buses and were the first electric buses purchased by a transit agency in Northern Virginia. The installation of the charging equipment and the corresponding facility upgrades was completed in late 2020 and was funded by an NVTA grant.

In FY 2022, DASH will be receiving eight additional electric buses through the NVTA grant program, including four articulated (60-foot) electric buses.

- **Fleet Replacement.** The City of Alexandria’s FY 2022 – FY 2031 Capital Improvement Plan (CIP) includes substantial funding for DASH replacement buses that will allow DASH to maintain its State of Good Repair (SGR), however, due to a gap in bus purchases between 2007 and 2011, DASH is not slated to receive any CIP funding for replacement buses in FY 2022. The total requested funding in the FY 2022 – FY 2031 CIP for replacement bus purchases – including a gradual transition to a zero-emission fleet – is \$110 million.
- **Zero-Emission Fleet Planning.** DASH recently worked with the Center for Transportation & the Environment (CTE) to complete a Zero-Emission Fleet Feasibility Study. In early 2021, DASH will be working with a consulting team from WSP to complete the first phase of a Zero-Emission Fleet Implementation Plan to identify how the DASH facility should be designed to accommodate a transition to a 100% electric bus fleet over the next 15 years.
- **DASH Facility & Fleet Expansion Project.** In 2021, DASH will be entering the design phase for its major facility expansion project that will be funded by the state’s Smart Scale program. The project will allow DASH to expand its facility onto the existing city impound lot that is located immediately west of the existing DASH garage. The expansion will include capacity for up to 45 additional buses and electric charging equipment and infrastructure in support of a future zero-emission bus fleet. It also includes six expansion buses to be purchased by FY 2024. Construction of the facility expansion project is expected to be completed by 2024.



- **Other Capital Improvement Projects.** Additional FY 2022 – FY 2031 CIP funds are allocated for hybrid bus powertrain repair and replacement, electronic fare payment, farebox upgrades, and other DASH technology needs.



## 2.0 / TDP Background

The Transit Development Plan is prepared each year to document and present the General Manager's recommendations relating to service, fares and the capital budget for the upcoming fiscal year. The plan also serves as a planning and budgetary road map for the following five years. To this end, the TDP provides an evaluation of the existing DASH bus service and a corresponding outline for future service development and capital investment. The plan aligns with the budgetary assumptions for the upcoming fiscal year (FY 2022) and will be used as a starting point for budget discussions in future fiscal years (FY 2023 – FY 2027).

### *2.1 / Purpose & Format*

The Transit Development Plan (TDP) is designed to provide a comprehensive vision of future service development, fare adjustments, and capital investments based on recommendations from the General Manager, ATC Board of Directors and DASH staff. More specifically, it evaluates current DASH system performance, outlines projected service levels based on the FY 2022 draft budget, and provides fiscally-unconstrained guidance on future service changes and capital improvements for the remaining five years of the six-year plan cycle (FY 2023 – FY 2027). The TDP is updated each year by DASH staff and is subject to annual review, amendment, and adoption by the ATC Board of Directors. The document also serves as a resource for the city staff as they consider future ATC requests for financial assistance

### *2.2 / Process & Timeline*

The TDP approval process is designed to run in parallel with the City of Alexandria's annual budget timeline. As shown in Table 2-1, the basic TDP assumptions are developed by DASH management in the late fall and early winter. A draft of the TDP is typically submitted to the Board of Directors and released for public review in March. This release marks the beginning of the public comment period that culminates with a formal public hearing at the April meeting of the ATC Board. The public comment period includes multiple virtual community meetings, online engagement and the opportunity for comments to be submitted via phone, email, or during the Public Hearing at the Board of Directors meeting in April. DASH staff reviews all feedback and modifies the document as needed to incorporate feedback and align with the final city budget. The final ATC Transit Development Plan is then reviewed and adopted by the ATC Board of Directors in May so that the plan may be implemented for the subsequent fiscal year on July 1<sup>st</sup>. For FY 2022, most of the proposed service changes will be implemented in September 2021 as part of the launch of the New DASH Network.



**Table 2 – 1 / Annual ATC Transit Development Plan (TDP) Timeline**

	<b>ATC Staff</b>	<b>ATC Board</b>	<b>City Staff/OMB/Council</b>
October	Staff submits current budget to OMB	Draft FY22 budget presented to ATC Board for input	City Manager releases priorities and instructions
November	Staff submit suppl. requests and reductions to OMB	BOARD ACTION to approve or amend proposed budget	Suppl. requests and reductions due to OMB.
December	N/A	N/A	Focus Area Teams meet
January	Staff meet with OMB and City Manager	N/A	City Manager finalizes budget
February	Staff receives subsidy level from OMB, revises budget	N/A	Manager releases proposed budget/CIP to City Council
March	Proposed TDP & Budget completed; outreach begins	Proposed TDP & Budget presented to Board for input	City Council Budget Work Sessions
April	Staff present budget to Council, conduct public outreach	Board holds Public Hearing for Proposed FY22 TDP & Budget	City Council Budget Work Sessions
May	Staff develops final TDP/Budget based on input	BOARD ACTION to adopt revised FY22 TDP and Budget	City Council adopts FY22 Budget and Capital Imp. Program (CIP)
June	Prepare for launch of new ATV network on September 5, 2021.	N/A	N/A

### 2.3 / Alexandria Transit Vision Plan

The Alexandria Transit Vision (ATV) Plan is an ambitious bus network redesign study conducted by DASH and the City of Alexandria to take a community-driven approach to re-designing the city's transit network from scratch. The ultimate goal of the ATV – as determined through community outreach – is to create a more useful bus network that encourages more people to go more places at more times using transit. Similar transit network redesigns have been successfully implemented in Houston, Seattle, San Jose, and Richmond.



After three rounds of public engagement and nearly two years of discussion, the final 2022 and 2030 Alexandria Transit Vision Plan networks were adopted by the DASH Board of Directors in December 2019. The networks were designed based on the policy guidance that DASH should dedicate 85 percent of its annual revenue hours to ridership maximization, and 15 percent to coverage-oriented service. The resulting 2030 ATV recommendations would create a network of frequent, all-day bus routes across the City of Alexandria that will provide significant improvements in mobility options for most Alexandria residents and encourage additional transit usage, which benefits the City as a whole. Major improvements to off-peak service during middays, evenings and weekends would also be included. Additional information, maps and tables for the 2022 and 2030 ATV networks are provided in Section 5-1 and 5-3 of this document and on the ATV website ([www.dashbus.com/transitvision](http://www.dashbus.com/transitvision)).

The first implementation phase of the Alexandria Transit Vision Plan is planned for September 2021. As part of the city's FY 2022 budget process, DASH submitted a supplemental budget request for an additional \$3.4 million that would be required on an annual basis to operate the full 2022 ATV Plan.

Due to budget constraints, the City was not able to accommodate this request for FY 2022; however, the City was able to avoid significant reductions to the annual DASH subsidy and is allowing DASH to proceed based on a “Current Services” budget, which maintains the same number of total annual service hours for FY 2022 as were assumed for the approved FY 2021 budget. Given the circumstances, this decision reflects the strong support for public transportation that exists among City leadership.

As a result of this decision, DASH will be able to implement a reduced version of its 2022 ATV Plan in FY 2022, and will seek additional funding opportunities in subsequent years in the hopes of implementing the full plan that was adopted by the ATC Board in 2019. The reduced version of the 2022 ATV Plan will allow for the introduction of the New DASH Network and many of its benefits that were expected with the Full 2022 ATV Plan. A full discussion of the New DASH Network that will be implemented in FY 2022 is included in Section 5-1. Additional service changes in subsequent years that will allow DASH to implement the full 2022 and 2030 ATV network plans are included in Section 5-3.



## 3.0 / System Summary

DASH currently operates traditional fixed-route bus service on eleven regular bus routes, and the King Street Trolley. The primary DASH service area covers approximately 15 square miles and generally aligns with the jurisdictional boundaries of the City of Alexandria. A map of the DASH bus system is included as Figure 3-1. An inset map depicting bus service in Old Town Alexandria is shown as Figure 3-2.

### 3.1 / Service Area

The majority of DASH service operates within the City of Alexandria, however, two routes – the AT-3 and AT-4 – also provide service along Interstate 395 between Alexandria and the Pentagon during weekday peak hours. As shown in Figures 3-1 and 3-2, the DASH bus system design follows a modified hub-and-spoke network design model with Old Town as the “hub”, and the major east-west arterials (King Street, Seminary Road, Duke Street, and Eisenhower Avenue) serving as the “spokes”. Several “crosstown routes” also provide connections between outlying areas and major trip generators on the West End and northern Alexandria. All but one of the twelve DASH routes connect to at least one of the four Metrorail Stations within the City of Alexandria.

Based on a geospatial analysis of the existing DASH network, approximately 146,000 Alexandria residents (96% of all residents) are within short walking distance (¼ mile) of a DASH or WMATA bus stop. Roughly 82,000 jobs (91% of all jobs) in or around Alexandria are within short walking distance of a DASH or WMATA bus stop.

### 3.2 / Routes

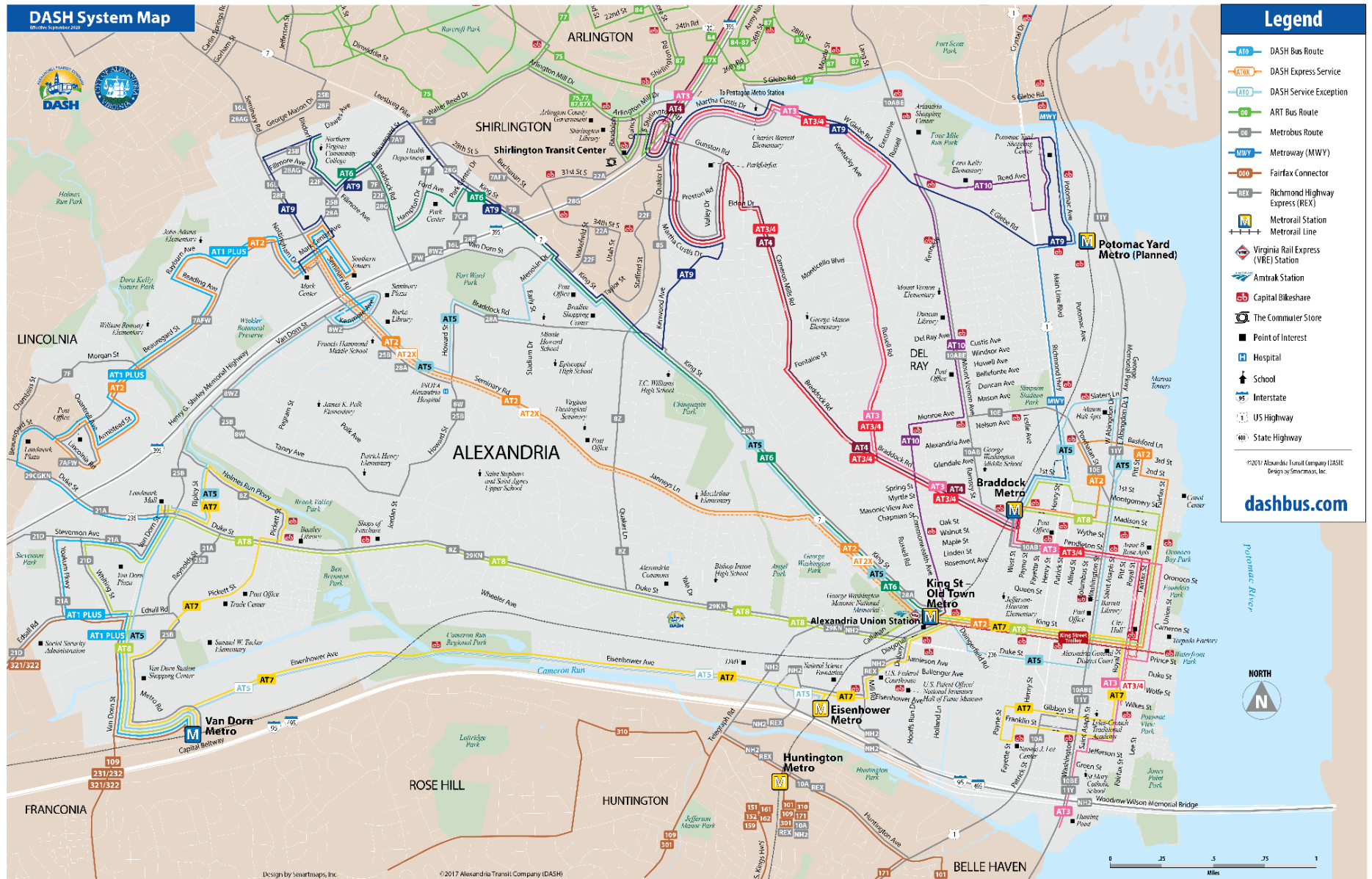
The DASH bus system consists of 11 regular bus routes and the King Street Trolley. The basic characteristics of each route are summarized in Table 3-1. All twelve bus routes operate on weekdays, however, only eight routes run on Saturdays and Sundays. On most routes, weekday service runs from roughly 6:00 AM to 10:00 PM, Saturday service from 7:00 AM to 10:00 PM, and Sunday service from 8:00 AM to 8:00 PM. Weekday peak service for most routes runs every 15-30 minutes. Weekday off-peak service typically runs every 30-60 minutes during mid-days and evenings. Of the eight Saturday routes, five run every 30 minutes or less, while on Sundays, six of the eight routes only run once every hour. Due to COVID-19, most routes operated with reduced service during the Spring and Summer of 2020. By the Fall of 2020, most routes had returned to normal service levels, however, the AT-3, AT-4 and AT-6 have continued to operate with reduced weekday service levels for all of FY 2021.

DASH also operates the iconic King Street Trolley, a free tourist-oriented service running between the King Street Metro and the Old Town Waterfront. The trolleys typically run every 10-15 minutes, 365 days per year. Daily service usually starts at 10:30 AM and typically ends at 10:30 PM, with extended late-night service on Thursdays, Fridays, and Saturdays. Due to the pandemic, however, King Street Trolley service was suspended in March 2020 until further notice.

Additional information on the destinations, service levels and operating characteristics for specific DASH routes is provided in Table 3-1.



### Figure 3 – 1 / DASH System Map



### Figure 3-2 / Old Town Alexandria Inset Map



**Table 3-1 / DASH Service Characteristics by Route (FY 2021 - Full Weekday Service Levels)**

Route	Route Description	Span/Frequency							
		Weekday				Saturday		Sunday	
		Span	Peak	Off-Peak	Night	Span	Freq.	Span	Freq.
<b>AT1</b>	<b>Seminary Plaza to Van Dorn Metro</b> via Beauregard & Duke	6am - 11pm	10	20	60	7am - 11pm	30	8am - 11pm	30
<b>AT2 (2X)</b>	<b>Lincolnia to Braddock Road Metro</b> via Seminary, King Street Metro & Old Town (2X - Mark Center Express)	6am - 10pm (6 - 9am & 3 - 6pm)	20/30 (10/20)	30	60	8am - 11pm	60	8am - 8pm	60
<b>AT3</b>	<b>Hunting Point to Pentagon Metro</b> via Old Town, Braddock, Russell, Glebe and I-395	6 - 9am & 4 - 8pm	20	-	-	-	-	-	-
<b>AT4</b>	<b>Braddock Road Metro to Pentagon Metro</b> via Cameron Mills, Parkfairfax and I-395	6 - 9am & 4 - 7:30pm	20	-	-	-	-	-	-
<b>AT3/4</b>	<b>City Hall to Parkfairfax Loop</b> via Old Town, Braddock Road Metro, Braddock, Glebe & Russell	10:30am - 3pm & 8:30 - 10:30pm	-	60	60	9am - 8pm	60	9am - 6pm	60
<b>AT5</b>	<b>Van Dorn Metro to Braddock Road Metro</b> via Landmark Mall, Van Dorn, King & Old Town	6am - 10:30pm	20/30	30	60	7:30am - 10:30pm	30	8am - 8pm	60
<b>AT6</b>	<b>King Street Metro to NVCC</b> via King	6am - 10pm	15	30	30	-	-	-	-
<b>AT7</b>	<b>Landmark Mall to Lee Center</b> via Van Dorn Metro, Eisenhower Metro, King Street Metro & Old Town	6am - 10pm	30	60	60	-	-	-	-
<b>AT8</b>	<b>Braddock Road Metro to Van Dorn Metro</b> via Old Town, King Street Metro, Duke & Landmark	5:30 am - 12 am	10/20	30	60	7am - 11:30pm	30	7am - 11pm	20/40
<b>AT9</b>	<b>Potomac Yard to Mark Center</b> via Glebe, Shirlington, King & NVCC	7am - 11pm	20	30	60	7:30am - 11pm	30	7:30am - 10:30pm	30
<b>AT10</b>	<b>Potomac Yard to King Street Metro</b> via Mt. Vernon, Del Ray & Commonwealth	7am - 10pm	30	30	60	7am - 10pm	30	9am - 7pm	60
<b>KST</b>	<b>King Street Trolley</b>	10:30am - 10:30pm (12am Th, Fri & Sat)	10-15	10-15	10-15	10am - 12am	10-15	10am - 10:15pm	10-15

### *3.3 / Other Transit Providers*

The DASH bus network in Alexandria provides a local complement to the regional transit network. Regional operators that provide service to/from Alexandria include:

- **Metrorail (WMATA).** Metrorail operates heavy rail service to 91 stations throughout the Washington, DC region, and typically carries over 180 million passengers per year. The City of Alexandria is served by the Blue and Yellow lines at four different Metrorail Stations – Braddock Road, King Street, Eisenhower Avenue, and Van Dorn. These four stations typically draw about 40 million passenger boardings per year. DASH also provides service to the Pentagon Metro Station during weekday peak periods. The new Potomac Yard Metrorail Station – an in-fill station in northern Alexandria on Potomac Avenue – is slated to open in 2022.
- **Metrobus (WMATA).** In addition to Metrorail, WMATA also operates a regional bus network that typically carries over 130 million passengers per year. Metrobus runs 28 routes that provide service within the City of Alexandria. This includes the “Metroway” rapid bus service between Pentagon City and Braddock Road Metro, and the Richmond Highway Express (REX), which provides frequent, limited-stop service from Mount Vernon to Old Town via Route 1. Annual Metrobus ridership in Alexandria is typically around 17 million boardings per year.
- **Amtrak/Virginia Railway Express.** Intercity and commuter rail services such as Amtrak and VRE stop at Alexandria Union Station, before crossing the Potomac River into Washington, DC. VRE typically carries 4-5 million passengers per year.
- **Private Shuttles.** Several dozen private shuttles operate within the City of Alexandria to provide connections to Metrorail Stations. Examples include the Carlyle/PTO Shuttle, and the Van Dorn Exchange shuttle, which connects the Van Dorn Exchange apartment complex with the Van Dorn Metro.
- **Accessible Service.** Accessible paratransit options are provided through the City of Alexandria’s DOT program and the WMATA MetroAccess service.

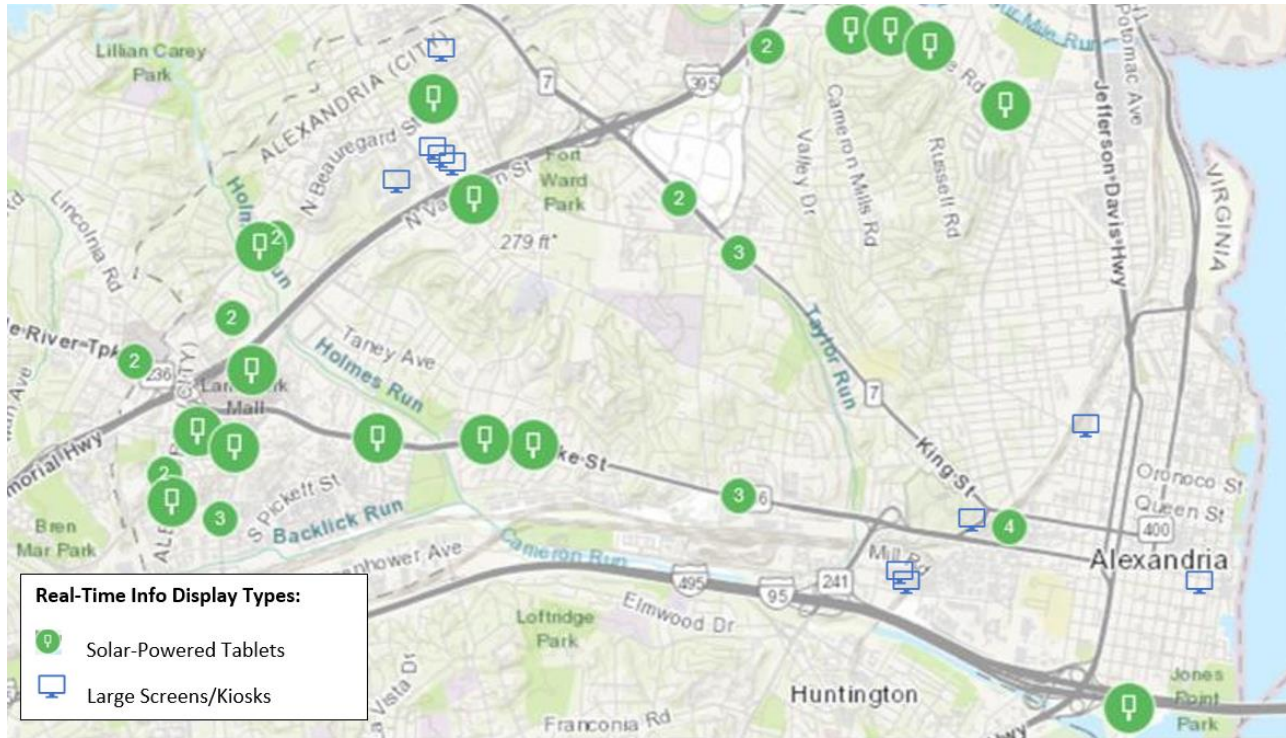
### *3.4 / Passenger Facilities*

DASH buses provide service to five Metrorail Stations, five non-Metrorail transit centers (Landmark Mall, Mark Center, Southern Towers, NVCC-Alexandria and Potomac Yard), and over 700 local bus stops. Roughly 22 percent of these stops are shared by Metrobus or another provider. City staff estimate that roughly 90 DASH bus stops have shelters, while another 200 have amenities such as benches and/or trash cans. Approximately 100 stops (14 percent) have route schedules mounted on the bus stop poles. The distribution of stop amenities is based primarily upon daily ridership, with shelters, benches and trash cans generally installed at any stop with over 40 daily boardings.

In 2018, DASH began installing real-time bus arrival information kiosks and tablets at various high-ridership locations throughout the city. Major kiosks have been installed at City Hall, Southern Towers, NVCC-Alexandria and NSF with additional screens planned for the King Street Metro and other key stop locations. By the end of FY 2021, DASH will have real-time information displays at over 60 stop locations, which combined account for roughly 45 percent of DASH average weekday ridership.



**Figure 3-3 / Real-Time Information Display Locations (2021)**



All DASH bus stops that have been installed or updated since 2006 are compliant with ADA design standards for individuals using wheelchair or other mobility devices. DASH also coordinates closely with city staff during the site plan review process to ensure any proposed developments include adequate considerations for existing and future bus stops.

### *3.5 / Bus Fleet*

For the start of FY 2022, the DASH will be comprised of a core bus fleet of 93 active buses for use in daily revenue service. The pre-COVID peak service requirement in 81 vehicles, however, the New DASH Network will reduce the peak fleet requirement to roughly 75 vehicles, for a spare ratio of 24 percent. Due to additional off-peak and weekend service, the fleet will be utilized more efficiently and more buses will be needed during those non-peak periods.

In FY 2021, DASH purchased its first six 100% electric buses with funding from DRPT and installed charging equipment with funding from NVTA. Three of the six buses were manufactured by New Flyer and have been in revenue service since October 2020. Three additional Proterra electric buses were delivered in January and are scheduled to enter revenue service by early Spring 2021. More information about the DASH electric bus program in Section 6-5.

A summary of the active and contingency bus fleets are shown in Table 3-2.

**Table 3-2 / FY 2022 DASH Bus Fleet Summary**

**ACTIVE BUS FLEET**

Vehicle ID's	Year	Make	Type	Length	# of Vehicles
200-206	2011	Gillig	Hybrid	35'	7
300-302	2011	Gillig	Hybrid	40'	3
400-404	2011	Gillig (Trolley)	Hybrid	29'	5
207-211	2012	Gillig	Hybrid	35'	5
303-307	2012	Gillig	Hybrid	40'	5
212-216	2014	Gillig	Hybrid	35'	5
308-309	2014	Gillig	Hybrid	40'	2
217-229	2015	Gillig	Hybrid	35'	13
405	2015	Gillig (Trolley)	Hybrid	35'	1
230-233	2017	Gillig	Hybrid	35'	4
310-311	2017	Gillig	Hybrid	40'	2
501-514	2018	Gillig	Clean Diesel	35'	14
515-527	2019	New Flyer	Clean Diesel	35'	13
528-530	2020	New Flyer	Clean Diesel	35'	3
701-705	2020	New Flyer	Clean Diesel	40'	5
801-803	2020	New Flyer	Electric	40'	3
804-806	2021	Proterra	Electric	40'	3
<b>TOTAL ACTIVE FLEET</b>					<b>93</b>

**CONTINGENCY BUS FLEET**

Vehicle ID's	Year	Make	Type	Length	# of Vehicles
87	2005	Orion	Diesel	35'	1
91, 95-98	2007	Orion	Diesel	35'	5
101-102	2007	Gillig	Diesel	35'	2
103-105, 326	2002	MCI	Diesel	40'	4
601, 602, 612, 614	2002-2003	Neoplan	Diesel	60'	4
<b>TOTAL CONTINGENCY FLEET</b>					<b>16</b>
<b>TOTAL FLEET SIZE (ACTIVE + CONTINGENCY)</b>					<b>109</b>

In order to maintain State of Good Repair, DASH is required to replace each bus once it reaches the end of its 12-year useful life cycle. A more detailed discussion of bus fleet replacement, expansion plans and the “DASH Capital Budget Program” is included in Section 6 of this document.

### 3.6 / Fares

The current DASH base fare is \$2.00 for a single trip with a four-hour DASH-to-DASH transfer window. DASH allows free transfers from most other bus providers with SmarTrip and provides a \$0.50 discount for transfers to and from Metrorail. Disabled persons with valid Alexandria DOT or MetroAccess cards may board DASH buses for free. Two routes – the King Street Trolley and the Mark Center Express (AT-2X) – do not require fares as the operating costs are covered by dedicated external subsidies. For frequent riders, DASH also offers the monthly DASH Pass, which costs \$45.00 and entitles the cardholder to unlimited rides on DASH buses during the specified month.

DASH continues to accept SmarTrip cards for rapid, automated fare payment. Roughly 80 percent of DASH boardings are made using SmarTrip cards. Riders who use a Senior SmarTrip card to ride DASH DASH continues to accept SmarTrip cards for convenient, automated, electronic fare payment. Prior to COVID-19, roughly 80 percent of DASH fares were purchased using SmarTrip cards. Senior/Disabled SmarTrip cardholders are able to ride DASH buses during off-peak hours with a \$1.00 discount to their fare.

DASH also accepts virtual Smartrip cards with Apple Wallet on the SmarTrip app. With these new mobile payment options, all SmarTrip cardholders can transfer their existing plastic SmarTrip cards to their smartphones or smartwatches and tap their device on the bus farebox, or Metrorail fare gate, to pay their fare. These new platforms were introduced in FY 2021 and will offered increased convenience to transit passengers across the Washington, DC region.

In 2019, DASH launched the DASH Bus app, a mobile ticketing program using the moovel platform, which allows customers to purchase their DASH fare products on smartphones using debit cards, credit cards and selected e-wallet platforms. It also permits DASH to offer customized fare products without going through WMATA, and to maintain fare partnerships with local organizations like Alexandria City Public Schools, which is not currently possible with the SmarTrip mobile platform. Since the DASH Bus app was suspended for nearly a year due the pandemic, DASH has extended the DASH Bus app program to June 2022 to further evaluate the program and determine what the next steps will be.

In FY 2018, DASH started a pilot program to allow T.C. Williams High School students to ride for free using their student identification cards. The program is designed to introduce students to DASH and improve their perceptions of public transit to promote future transit usage. Since its inception, the “Free Student Rides” program has been expanded to include four additional schools – Bishop Ireton High School, Episcopal High School, St. Stephens & St. Agnes School and Fusion Academy. DASH was also able to introduce Smartrip-enabled Student ID cards at each of the schools in 2018, and in 2019, two of the schools were migrate to the new DASH bus mobile payment app.

Additional free fares on DASH buses are available to disabled passengers through the WMATA MetroAccess and City of Alexandria’s DOT Paratransit program.

### *3.7 / Funding*

DASH service is operated by the Alexandria Transit Company (ATC), which is an independent public service corporation that is owned by the City of Alexandria. The City provides extensive input and guidance via the Transportation Planning Division of the city’s Department of Transportation & Environmental Services. City staff play an integral role in supporting the DASH annual budget request and managing a wide variety of state and regional grant programs.

The majority of annual DASH operating funds comes from an operating subsidy that is allocated each year from the City of Alexandria’s General Fund. The City also provides funding for operations through the Transportation Improvement Program (TIP) and for capital investments through the biennial Capital Improvement Program (CIP) process.

Additional external sources of DASH funding include the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Smart Scale program, the Northern Virginia Transportation Authority (NVTA), and the Northern Virginia Transportation Commission (NVTC) I-395 Commuter Choice Program.

DASH also relies upon subsidies to operate specific services such as the free King Street Trolley for the City of Alexandria, and the Mark Center Express for the Department of Defense. Additional revenue is also generated by bus charters for both public and private events.

Passenger fare revenues typically cover between 20 and 25 percent of the annual DASH operating costs and are used to reduce the DASH operating subsidy from the city. Due to the suspension of fare collection in March 2020, fare revenues only covered approximately 11 percent of DASH operating costs for FY 2020.





## 4.0 / System Performance

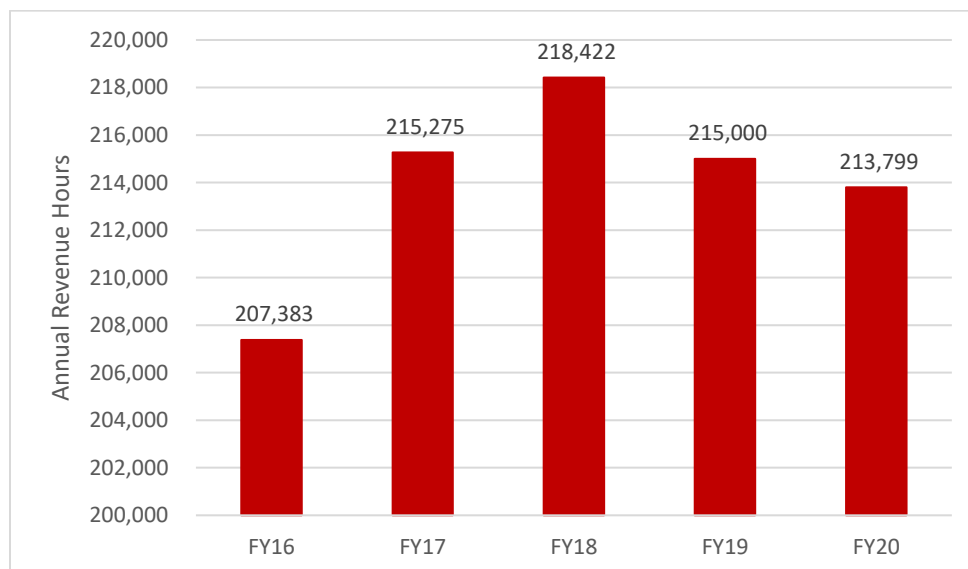
The following section uses FY 2020 data to review DASH service performance at both the system and route levels. The overall performance of a bus system is typically measured in terms of service provided (revenue hours), service consumed (ridership), cost efficiency (boardings per revenue hour, operating ratio), and service reliability (on-time performance, missed trips, road calls and customer feedback). Additional metrics such as access and mobility that were highlighted during the ATV Plan are also important in determining how well the transit network is meeting the needs of the community.

The FY 2020 performance data outlined in this section was affected by two major events – the WMATA Platform Improvement Project in Summer 2019, which closed all four Metrorail stations in Alexandria for three consecutive months, and the COVID-19 Pandemic, which began in March 2020 and led to major ridership decreases in the months that followed. The service level and ridership data also reflect the introduction of major service enhancements on the AT-1 Plus and AT-9, which were funded by the I-395 Commuter Choice grant program and implemented in October 2019.

### 4.1 / Service Levels

In FY 2020, DASH operated approximately 214,000 hours of revenue bus service. This represents a 0.6 percent decrease as compared to FY 2019 service levels. Although DASH operated sharply reduced “Enhanced Sunday” or “Enhanced Saturday” service during the pandemic, the service increases from the supplemental AT-3 and AT-4 service from the Platform Improvement Project, and the I-395 Commuter Choice service enhancements led to a relatively minor decrease in total annual revenue hours. A graph showing the historic trend in DASH annual revenue hours for the last five years is shown in Figure 4-1.

**Figure 4-1 / DASH Annual Revenue Hours (FY 2016 - FY 2020)**



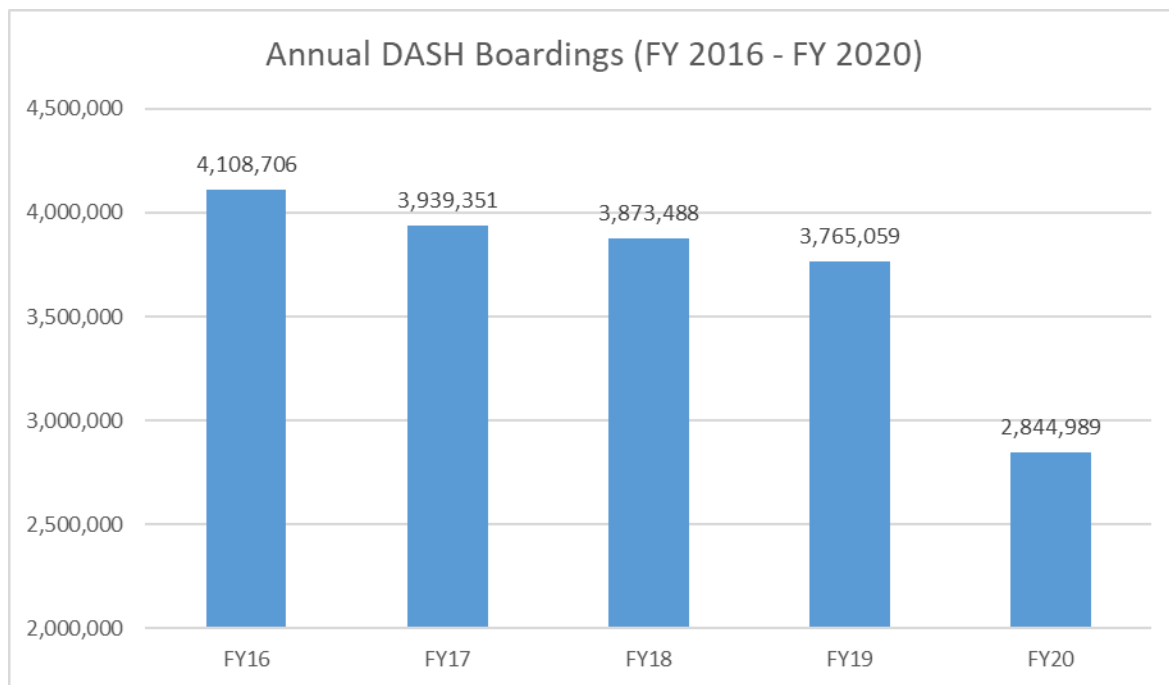
### 4.2 / System Ridership

As shown in Figure 4-2, annual ridership has decreased steadily over the last five years, even before the onset of the COVID pandemic. In FY 2019, DASH recorded just under 3.8 million passenger boardings, which was down roughly 2.8 percent from FY 2017, and down 12 percent from FY 2015. In FY 2020, DASH saw just over 2.8 million annual boardings for a 24.4 decrease in total ridership from FY 2019.

The ridership decrease in FY 2020 can be largely attributed to the extraordinary ridership decreases resulting from the COVID-19 pandemic. During the last three months of FY 2021, overall system ridership was down by over 80 percent. By comparison, overall system ridership during the five months between the end of the Platform Improvement Project and the start of the COVID pandemic was actually up by 3.3 percent from FY 2019, due in large part to the I-395 Commuter Choice improvements that were implemented in October 2019.

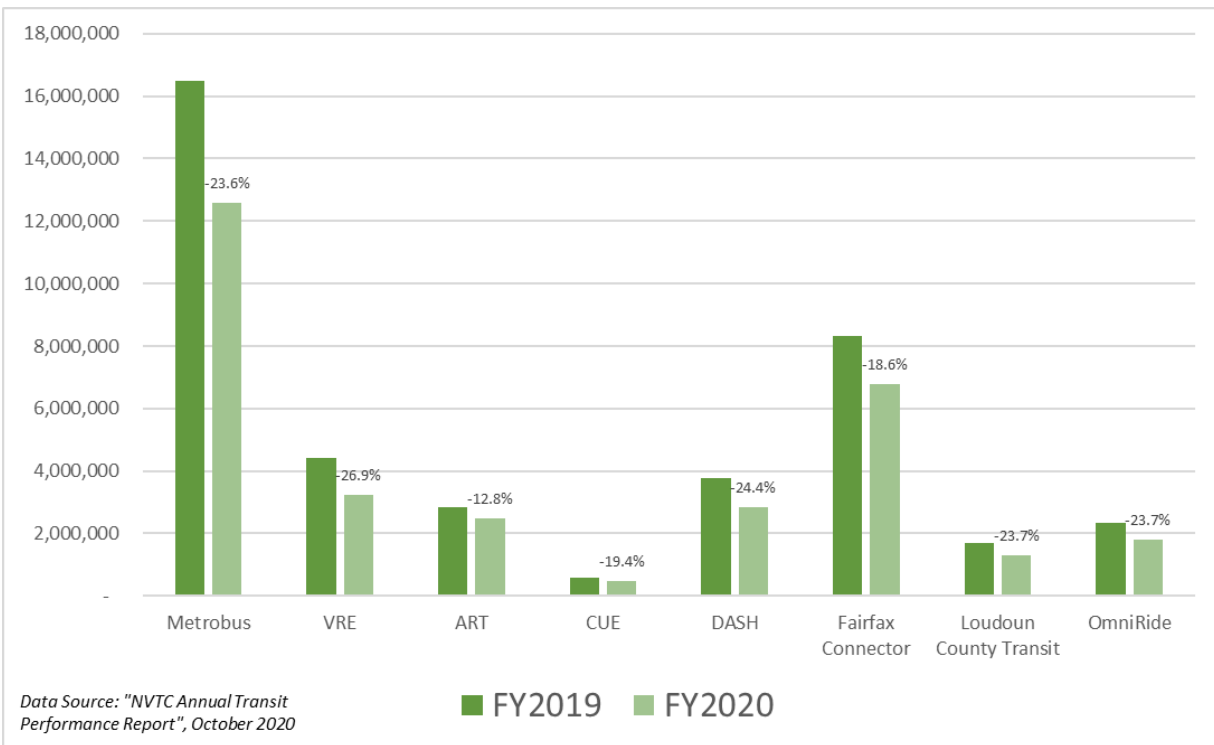
In terms of daily boardings in FY 2020, DASH drew an average of 9,700 boardings on weekdays, nearly 6,600 boardings on Saturdays, and approximately 3,500 boardings on Sundays. This translates to an approximately 21.4 percent decrease in weekday boardings from FY 2019. Average Saturday and Sunday boardings were also down by 6.3 percent and 17.2 percent, respectively.

**Figure 4 -2 / DASH Annual Ridership (FY 2016 - FY 2020)**



As shown in Figure 4-3, ridership was down significantly for transit agencies across Northern Virginia in FY 2020 as compared to the previous year. Based on NVTC's Annual Transit Performance Report, overall transit ridership in Northern Virginia was down by 24 percent compared to FY 2019. Metrorail ridership was down by over 26 percent in FY 2020 and fell by over 90 percent during the first few months of the pandemic. On the bus side, Metrobus was down by almost 24 percent in FY 2020. Similar decreases in annual ridership totals were reported by ART (-12.8%), Fairfax Connector (-18.6%), Loudoun County Transit (-23.7%) and PRTC/Omniride (-23.7%).

**Figure 4 -3 / Total Annual Boardings for Northern Virginia Transit Agencies (FY 2020 vs. FY 2019)**



**Ridership Promotion Programs.** In an effort to attract additional ridership, DASH has initiated programs like the “Free Student Rides” program for high school students, the introduction of free rides for MetroAccess and DOT paratransit program participants, and reduced fares for senior riders who use their Senior SmarTrip cards during off-peak periods.

The DASH “Free Student Rides” program has been particularly successful in its first three full years in encourage transit awareness and usage among Alexandria high school students. In FY 2018, the first year the program was offered, DASH recorded approximately 1,000 student boardings on a typical weekday. In FY 2019, the program ridership grew to 1,200 average weekday boardings, due in part to the expansion of the program to several additional schools. In the first six months of the 2019-2020 school year, student ridership was continuing to grow, and by February 2020, the program registered an average of over 1,500 student boardings per school day for the first time ever. Once the pandemic began, however, schools were closed and fare collection was suspended so the program was paused.

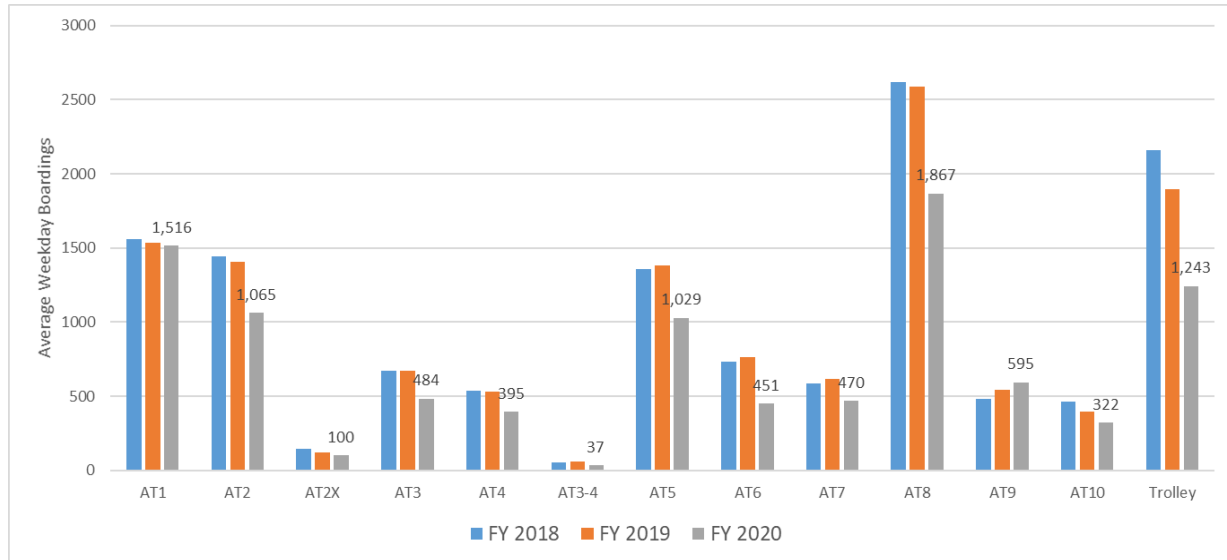
In FY 2018, DASH also launched a program to allow free rides for DOT and MetroAccess paratransit cardholders. Although the program includes both DOT and MetroAccess participants, the vast majority of program participants – more than 99 percent – are DOT paratransit users. In the first eight months of FY 2020, DASH recorded nearly 4,000 DOT/MetroAccess boardings per month, which was up by almost 40 percent from FY 2019. Due to the suspension of fares, however, DOT/MetroAccess boarding data is not available after March 2020.



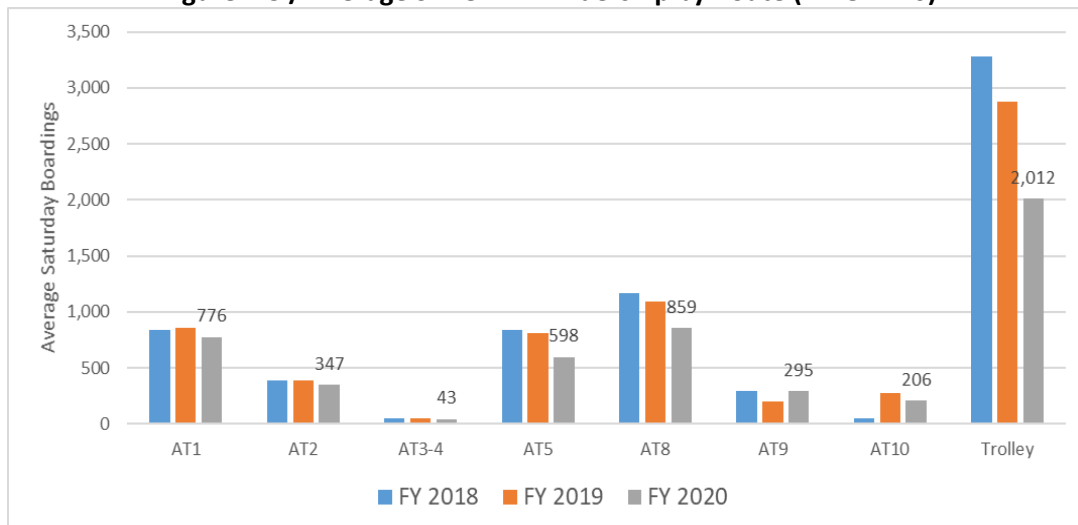
### 4.3 / Ridership by Route

At the route level, Figure 4-4 shows that most DASH routes have declined in weekday ridership over the last three years with larger drop-offs in FY 2020. For FY 2020, the largest yearly decreases were observed on the AT-3/4, AT-6 and King Street Trolley, which fell by more than 30 percent. Among the routes benefitting from I-395 Commuter Choice service improvements, the AT-1+ fell by only 1.2 percent in FY 2020, while the AT-9 actually increased by nearly 10 percent.

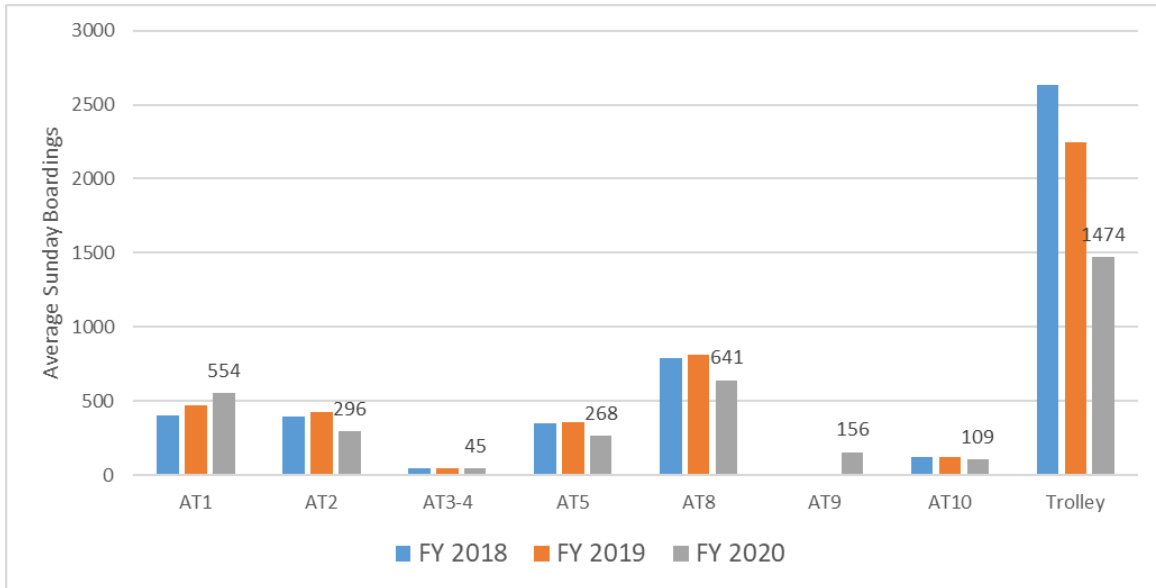
**Figure 4-4 / Average WEEKDAY Ridership by Route (FY 2018 – FY 2020)**



**Figure 4-5 / Average SATURDAY Ridership by Route (FY18-FY20)**



**Figure 4-6 / Average SUNDAY Ridership by Route (FY18-FY20)**



Weekend ridership has decreased on most DASH routes since FY 2018. As shown on Figure 4-5, average Saturday boardings on most DASH routes fell by 10 – 30 percent in FY 2020, however, the AT-9 saw an increase of 46 percent. Saturday ridership on the AT-1+ and AT-2 only fell by roughly 10 percent from FY 2019 to FY 2020, while the biggest decreases were seen on the King Street Trolley, AT-5 and AT-10.

As shown on Figure 4-6, Sunday ridership on all regular DASH routes except the AT-1+ and AT-9 has gone down from FY 2019 to FY 2020. The AT-1 demonstrated the largest growth with increase of 18 percent, while the AT-9 averaged over 150 boardings on Sundays despite not operating on Sundays for the first three months of FY 2020. The AT-2, AT-5 and King Street Trolley all fell by more than 25 percent from their average Sunday boardings in FY 2019.

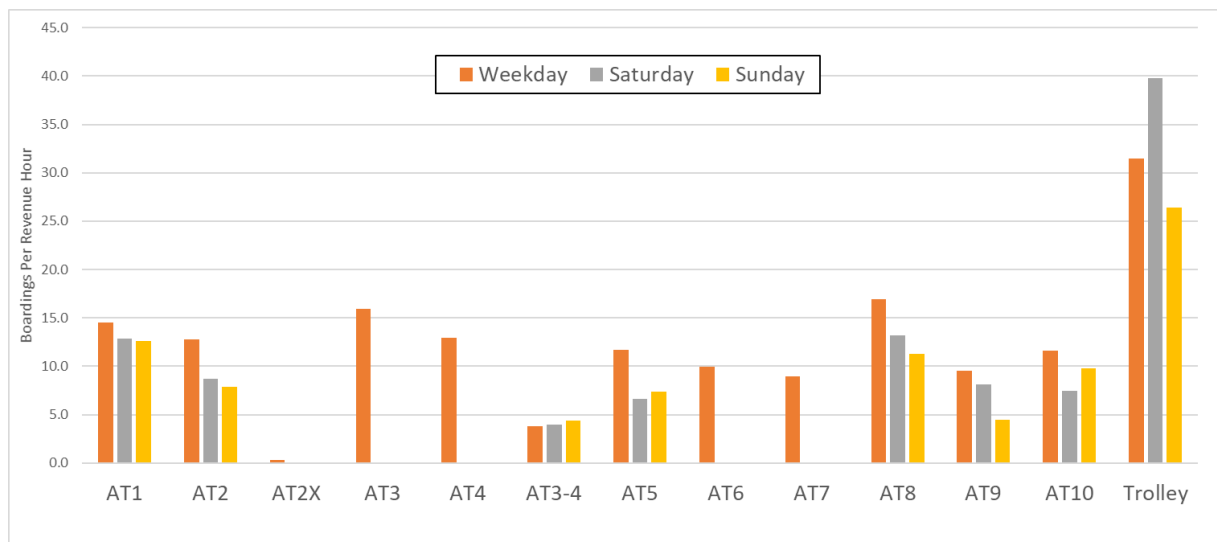
#### *Seminary Road & Janneys Lane Ridership*

One of the key decisions made by the ATC Board of Directors as part of their decision to adopt the Alexandria Transit Vision Plan was to maintain local bus service on Seminary Road and Janneys Lane between Howard Street and King Street. As a condition to this decision, the Board recommended that the average weekday ridership on this corridor should be monitored on an annual basis over the subsequent five years to ensure that the service was being sufficiently utilized to warrant its continued operation. To this end, the Board identified a target increase of 20 percent for average weekday boardings along this segment. The AT-2 recorded approximately 100 weekday boardings along the segment in FY 2019, so the ridership target of 120 average weekday boardings along the segment will be monitored in each of the next four Transit Development Plan documents. Based on extrapolations of automated passenger counter (APC) data, DASH estimates that an average of 18 boardings per weekday were recorded on this segment in FY 2020. This decrease of more than 80 percent was due in large part of the COVID pandemic and the WMATA Platform Improvement Project.

#### 4.4 / Cost Efficiency

Total ridership data alone only tells part of the story. In order to determine the cost efficiency of the system, ridership numbers must be compared to revenue hours to determine how efficiently the system and its routes are operating. This metric is typically expressed in boardings per revenue hour. In FY 2020, the DASH bus system drew approximately 14.6 boardings per revenue hour. This was a decrease of over 34 percent from the 22.3 boardings per revenue hours that were recorded in FY 2019.

**Figure 4-7 / Average Boardings per Revenue Hour by Route and Day (FY 2020)**

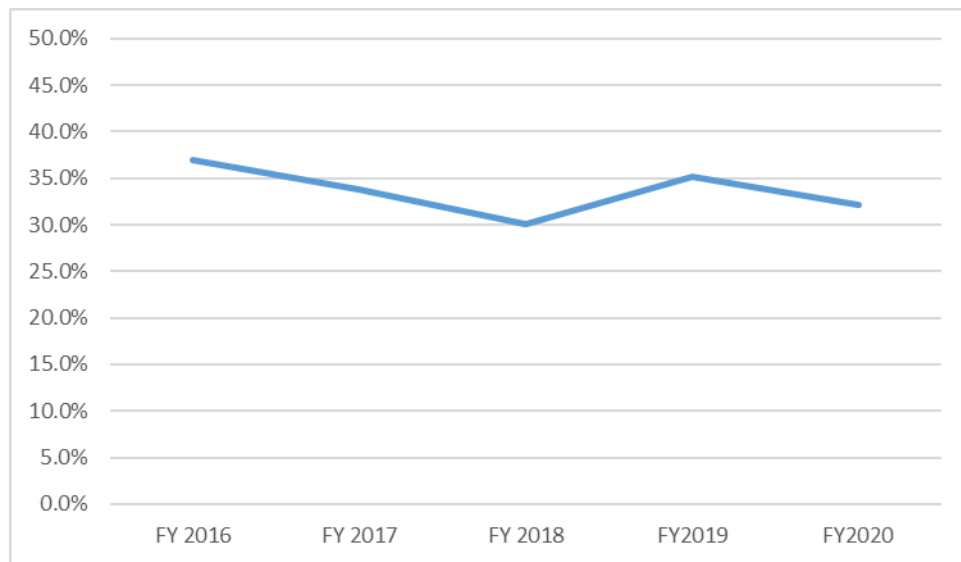


Route-by-route boardings per revenue hour for weekdays, Saturdays and Sundays in FY 2020 are shown in Figure 4-7. Routes with the highest weekday productivity include the King Street Trolley and the AT-8. The least productive weekday routes are the AT2X and the AT3-4, which both drew less than four boardings per revenue hour. On weekends, the AT-1, AT-8 and King Street Trolley maintain an average productivity at or above 10 boardings per revenue hour. The AT-3/4 is the least productive route on weekends with less than five boardings per revenue hour on both Saturdays and Sundays.

#### 4.5 / Operating Efficiency

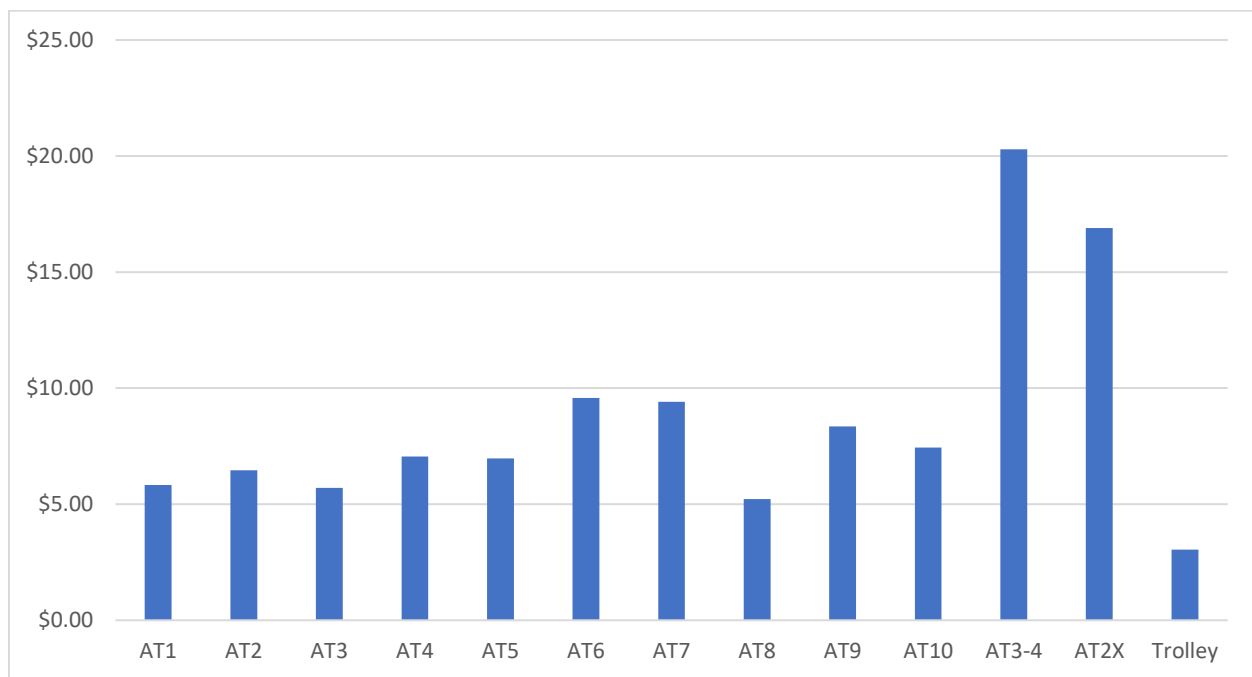
One other common measure of cost efficiency in transit planning is the Operating Ratio, which measures the percent of total operating costs that are covered by revenues, including passenger fares. Presumably, an efficient, well-designed transit system will generate higher ridership and greater fare revenues per unit cost of operating expense than a less efficient system. Based on FY 2014 and FY 2016 NTD data, the normal range for operating ratios is 15 to 25 percent. For FY 2020, DASH recorded an operating ratio of 32.2 percent, which represented a 2.9 percent decrease from FY 2019. The annual DASH operating ratios for the last five years are shown in Figure 4-8.

**Figure 4-8 / Annual DASH Operating Ratio (FY16 – FY20)**



Operating efficiency can also be measured by subsidy cost per boarding, which compares the number of boardings on a given route to the cost to operate the route, minus any fare revenues collected for the route. Figure 4-9 shows that DASH routes ranged from just over \$5.00 subsidy per boarding (AT-1, AT-2, AT-3 & AT-8). The least cost-efficient route is the AT-3/4 Loop, which costs \$20.00 per boarding to operate and could be discontinued in the Fall 2021. The AT-2X also operates at a low rate of cost efficiency but the cost of the service is covered by an agreement with the Department of Defense.

**Figure 4-9 / FY 2022 DASH Subsidy Cost Per Boarding (Weekdays)**



#### 4.6 / Service Reliability

Service reliability can be measured by on-time performance, missed trip percentage, average miles per road call and customer feedback. It is important to note that service reliability is invariably tied to service frequency since the consequences of a missed trip are far less significant if the next bus is only 10 or 15 minutes away instead of 60 minutes away.

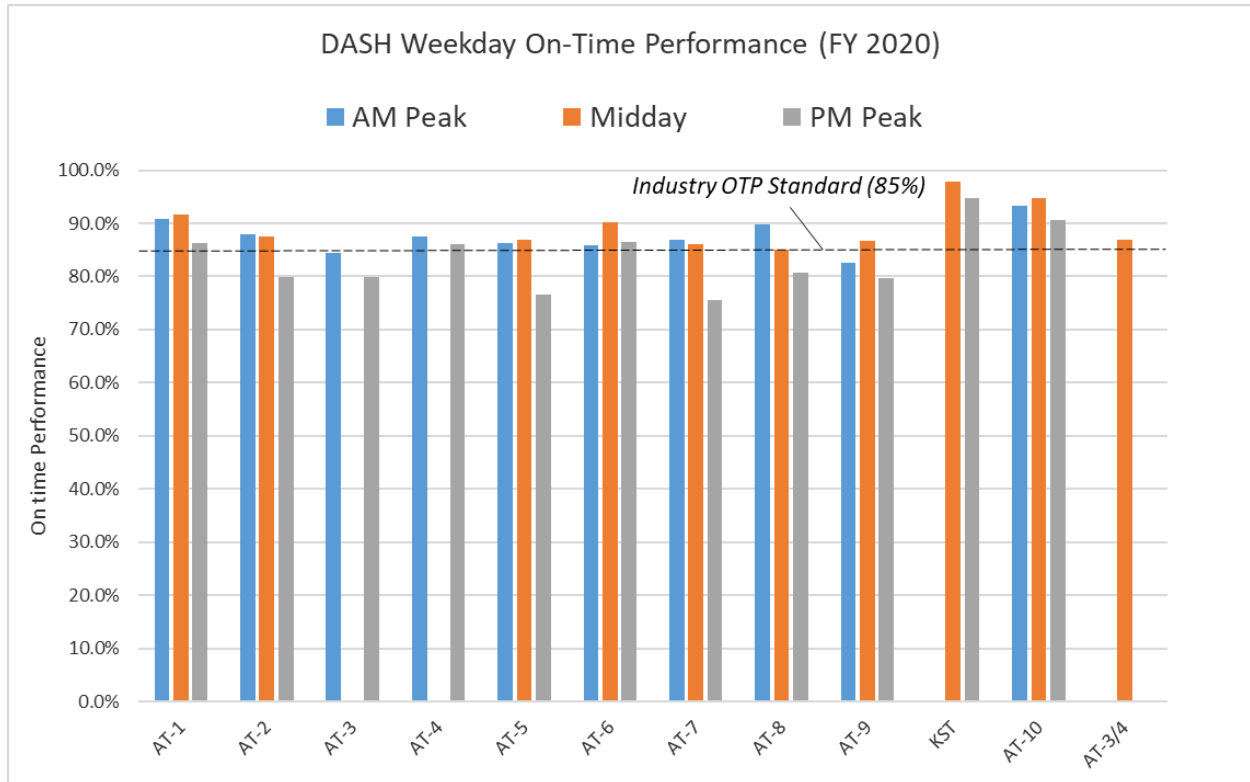
The most common indicator for service reliability is on-time performance (OTP), which measures the percentage of trips that are arriving at each timepoint within five minutes of their scheduled arrival time. In FY 2020, approximately 88 percent of all DASH weekday trips arrived on time. This a 3 percent increase from the 85 percent of trips that arrived on time in FY 2019, and it is several percentage points above the industry OTP standard of 85 percent. On weekends, DASH trips arrived on time 89 percent of the time on Saturdays and 85% of the time on Sundays.

A chart showing FY 2020 weekday on-time performance by route is included as Figure 4-9. Most DASH routes are shown to operate at or above the industry standard of 85 percent for most weekday time periods. The most reliable routes in the system are the King Street Trolley (97%), AT-10 (93%), and AT-1 (90%). The least reliable weekday routes are the AT-3 (82%), AT-2 (83%) and AT-7 (83%). On-Time performance appears to have improved across the board in FY 2020 due to reduced traffic congestion during the COVID pandemic.

The most challenging time of day for on-time performance is the weekday afternoon peak period from 3:00 PM to 6:00 PM. In previous years, overall on-time performance during the weekday PM peak periods has been less than 80 percent, however, in FY 2020, DASH service was on-time 84 percent of the time during the afternoon peak. This may be due in part to reduced traffic congestion during the COVID pandemic. The routes that continue to operate with lower on-time performance during the afternoon peak are the AT-2 (80%), AT-3 (80%), AT-5 (76%), AT-7 (76%) and AT-9 (80%). These routes run through some of the more congested parts of the City. DASH is working with the City to address several of these choke points through signal timing adjustments and Transit Signal Prioritization (TSP) technology.

Service reliability is also often impacted by the performance of the DASH maintenance department, which is responsible for ensuring that buses are maintained in good operating shape to minimize the chances for breakdowns and missed trips. In FY 2020, DASH averaged over 13,400 miles per road call, which was an 11 percent decrease from 15,100 miles per road call in FY 2019 but still well above the industry average (11,500 miles per road call). The FY 2020 total missed trip percentage was 0.041 percent, which was a slight decrease from the 0.047 percent of trips that were missed in FY 2019.

**Figure 4-10 / Weekday On-Time Performance by Route and Time Period (FY 2020)**



Another, more indirect measure of service reliability is customer feedback. The DASH Customer Service Department is responsible for documenting and categorizing all calls and e-mails that are received from passengers. In FY 2020, DASH received 34 valid complaints relating to “Schedule Adherence” for a bus not running as scheduled. This represented a significant decrease from the 43 similar complaints that were registered in FY 2019.

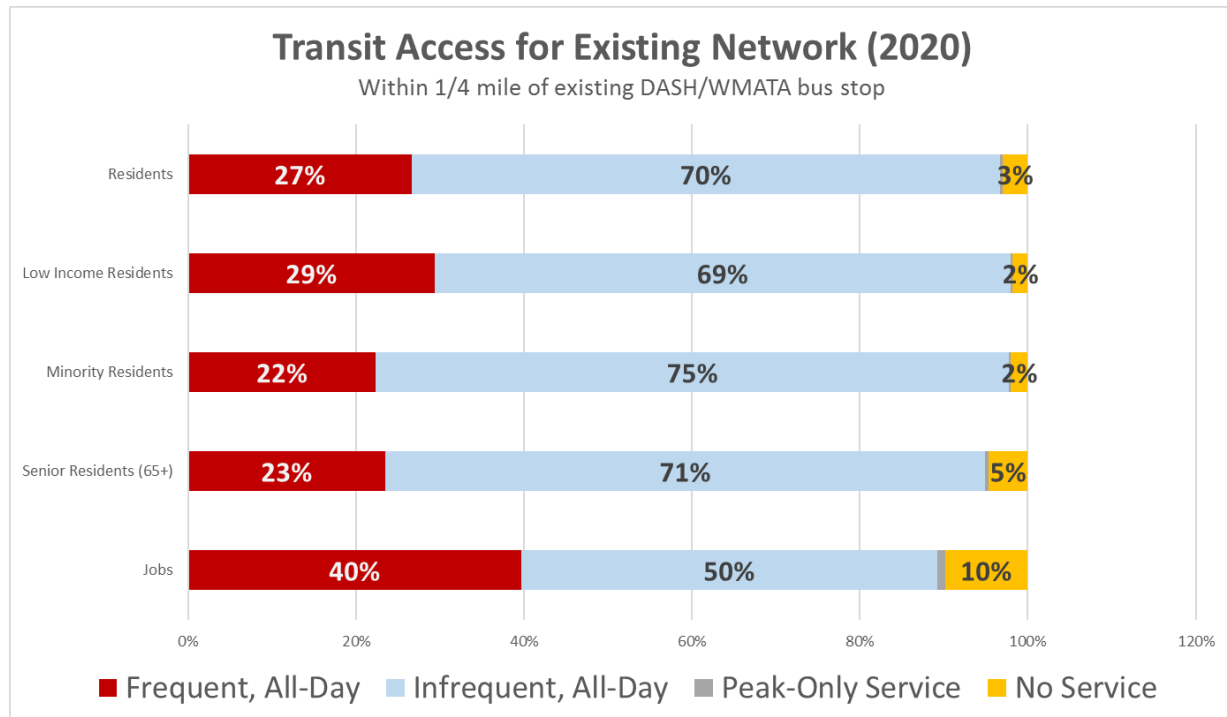
#### 4.7 / Access & Mobility

As discussed extensively in the Alexandria Transit Vision Plan, two of the most important performance measures for a bus system are transit access and mobility. These metrics can measure how well a transit system serves the community, and the extent to which transit provides access to opportunities (e.g. jobs, housing, schools, shopping centers, day cares, civic centers, etc).

In order for transit to be effective, it must be accessible to large numbers of residents, jobs and activity centers. It must also be useful and convenient. Figure 4-11 provides a summary of access to the current DASH bus network for all residents, non-white residents, residents in poverty, and jobs in Alexandria. Access is measured by the percentage of each group that are within a quarter-mile walking distance of transit service at 12pm on a weekday, or the baseline off-peak service.

As shown below, the current DASH bus network does an exceptional job of providing access to basic transit for each of the groups identified below, however, the access to frequent all-day transit among these groups is relatively low. This is a common theme that was identified during the Alexandria Transit Vision Plan process. With the new ATV Network Plan, the percentages of each group with access to frequent, all-day transit will increase dramatically.

**Figure 4-11 – Access to Transit & High-Frequent Transit**

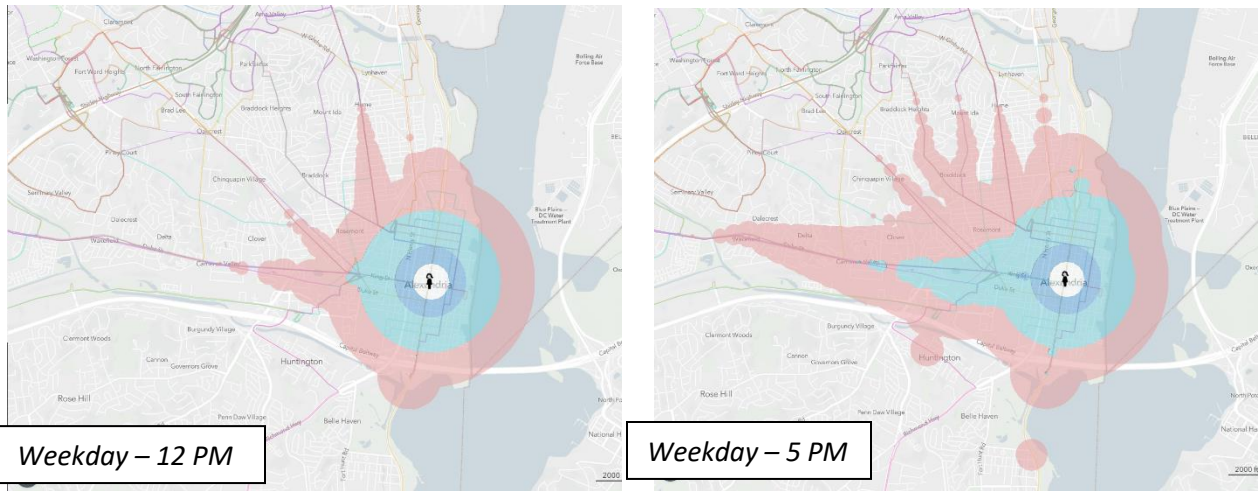


The second metric, mobility, can be derived from the isochrone maps that are included as Figures 4-12, 4-13 and 4-14. Each map assumes that a transit user – represented as a stick figure – is at a selected location at a certain day and time. The colored isochrone shapes represent the area that can be reached from that specified location on the specified day and time using transit or walking based on an average trip times of five minutes (white), 10 minutes (blue), 20 minutes (teal), and 30 minutes (red). The trip time calculation accounts for both travel time, and average waiting time based on route frequencies. The larger the isochrone shape, the more access to locations with different types of “opportunities” described above.

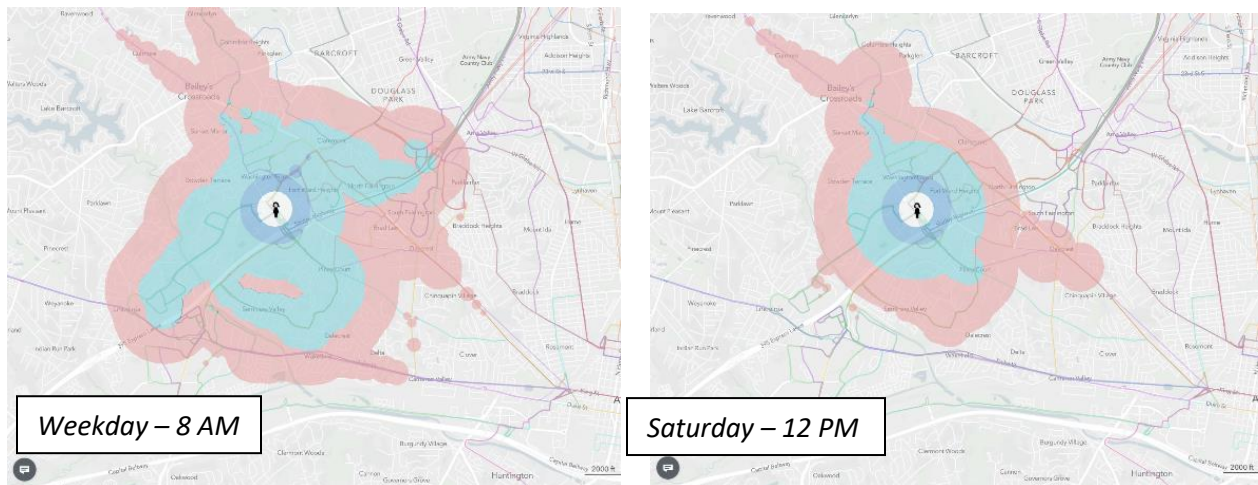
As an example, Figure 4-12 shows the mobility of a transit user in Old Town at the intersection of King Street and Washington Street on weekdays during the midday (12:00 PM) and the afternoon peak (5:00 PM). Since the service levels and frequencies are increased during the peak period, passengers at this location can travel further within the 30-minute window during the peak period, and the size of the isochrone shapes on the right side are larger. In other words, a passenger starting in Old Town could travel to Foxchase Shopping Center on Duke Street within 30 minutes during peak periods, but it would take 45 minutes or longer during the middle of the day. The graphs also can be used in reverse to show the areas from which one can get to the location (i.e. Old Town) within 30 minutes using transit.



**Figure 4-12 / Mobility Comparison to/from Old Town Alexandria**



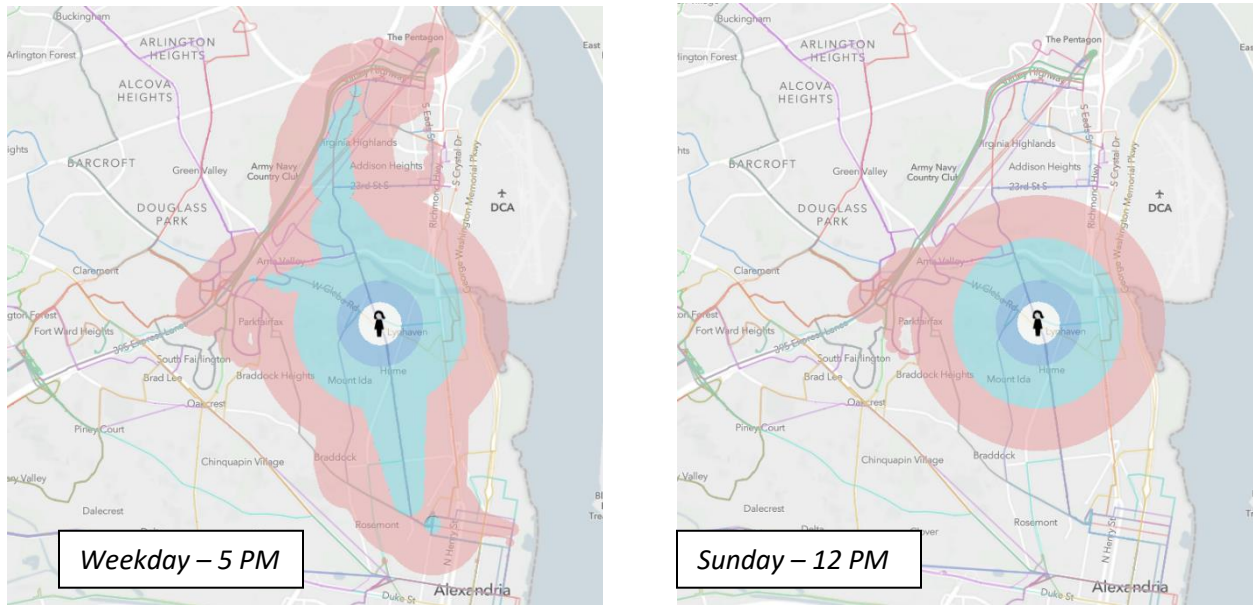
**Figure 4-13 / Mobility Comparison to/from Southern Towers**



While the size of the isochrone shapes illustrate how far a passenger can travel within 30 minutes using transit, the number of opportunities (population, jobs, etc) within the shapes are even more important. This measure more accurately reflects the actual access to opportunities that transit is providing to the community. For example, Figure 4-13 shows the same isochrone maps for a different location – Southern Towers apartments. The first map shows the areas that can be reached within 30 minutes using transit at 8:00 AM on a weekday. As shown in Table 4-1, the total area covered by the isochrones includes over 110,000 residents and more than 40,000 jobs. In other words, there are 40,000 jobs that can be reached from Southern Towers within 30 minutes using transit on a weekday morning at 8:00 AM.

With the introduction of frequency and span improvements from the new Alexandria Transit Vision Plan network, these access and mobility performance measurements are expected to improve dramatically.

**Figure 4-14 / Mobility Comparison to/from Arlandria**



**Table 4 - 1 / Existing Transit Access within 30 Minutes Using Transit**

Location	Residents within 30 min.		Jobs within 30 min.	
	Peak	Off-Peak	Peak	Off-Peak
Old Town	49,037	32,260	51,222	40,112
Southern Towers	110,488	65,450	40,012	26,556
Arlandria	71,218	38,200	40,394	12,650

#### 4.9 / System Performance Summary

In FY 2020, DASH experienced a major decrease in overall service levels and ridership due in large part to the COVID pandemic, as well as the Summer 2019 WMATA Platform Improvement project. Peak ridership demand decreased by the largest amount, but service levels and ridership on all routes decreased significantly. As a result, the ridership productivity and cost efficiency of DASH service also declined noticeably.

In terms of another key metric, service reliability, DASH improved both in terms of overall on-time performance and on-time performance during afternoon peak hours. Customer complaints about schedule adherence also decreased dramatically in FY 2020. Finally, transit access and mobility remained largely unchanged in FY 2020 but are expected to improve dramatically with the introduction of the New DASH Network in FY 2022.

## 5.0 / Service & Fare Recommendations

The following section provides a series of recommendations for future service improvements and fare adjustments. These recommendations are primarily based on the Alexandria Transit Vision Plan, staff analyses, and guidance from the General Manager and ATC Board of Directors. The recommendations are organized chronologically, beginning with the service and fare assumptions for the New DASH Network in FY 2022, which are based on the draft FY22 DASH budget. Service and fare recommendations for the rest of the six-year plan cycle (FY 2023 – FY 2027) are also included later in the section.

### *5.1 / Service Recommendations (FY 2022)*

In September 2021, DASH is planning to launch the New DASH Network, which will be the largest and most comprehensive service change in DASH history. It will also be the first step towards the realization of the Alexandria Transit Vision Plan, which was adopted by the Board of Directors in 2019. This section provides an overview of the New DASH Network that is proposed for implementation in FY 2022.

**Service Levels.** Based on guidance from City staff, DASH is proposing to maintain a “Current Services” budget for FY 2022 that represents no increase in total annual service hours from what was budgeted for the previous fiscal year. DASH projects that FY 2022 service levels for regular DASH routes and the King Street Trolley will be 240,720 platform hours and 2,025,000 platform miles. The total annual service provided for FY 2021, including the potential I-395 Commuter Choice improvements, is estimated to be approximately 314,000 platform hours and 2.9 million platform miles.

**I-395 Commuter Choice Program.** Similar to FY 2020 and FY 2021, DASH has applied for a significant amount of funding for major service enhancements in the West End, Arlandria and Potomac Yard through the I-395 Commuter Choice program. This program is managed by the Northern Virginia Transportation Commission (NVTC) and leverages toll revenues from the I-395 Express Lanes to support multimodal projects that will benefit toll payers by reducing congestion. For FY 2022 and FY 2023, DASH submitted two applications – West End-Pentagon Bus Service Enhancements (Line 35) and West End-Potomac Yard Bus Service Enhancements (Line 36). If awarded, these two applications would provide DASH with an additional \$2.5 million and \$1.6 million, respectively, for both capital and operating expenses in FY 2022. They would also allow both routes to operate every 10-15 minutes, all-day, seven days per week.

Final FY 2022 – FY 2023 I-395 Commuter Choice project awards will not be adopted by the Commonwealth Transportation Board (CTB) until June 2021, however, early indications suggestion that DASH is well-positioned to receive funding for both projects. As a result, the FY 2022 service recommendations reflected in this section are based on the assumption that DASH will be able to implement enhanced service on both Line 35 and Line 36. More information about these routes is available on the route-by-route pages later in this section.

**New DASH Network Map.** A map of the proposed New DASH Network for FY 2022 is included as Figure 5-1. This map is based on the network structure of the Final 2022 ATV Plan, with several minor exceptions. This map improves upon the previous DASH system map by using the new line numbers and colors to provide additional information about service frequency and days of operation.

**New Line Numbers.** As part of the New DASH Network launch, DASH will introduce brand new route identifiers that will replace the traditional “AT-” prefix. Based on feedback from staff and customers, the “AT” prefix creates confusion, particularly among non-native English speakers, because it sounds very similar to the number “80.” Based on this, DASH will be moving to a numeric system that will be easier to understand and more consistent with regional partners like Metrobus, ART and Fairfax Connector.

As shown in Figure 5-1, the New DASH Network will include Lines 30-36 and Lines 102-104:

- Lines 30-36 represent the core DASH routes that operate all day, seven days per week.
- Lines 102-104 are numbered differently to reflect that they only operate during weekdays and are not available on weekends.
- The numbers for Lines 102, 102X, 103 and 104 were selected to convey the similarity to the existing DASH AT2, AT2X, AT3 and AT4 routes. For example, Line 104 is virtually identical to the existing AT-4 routing,
- Customers traveling on the Duke Street Corridor may use Metrobus Line 28A, 29K, 29N or DASH Line 30 for travel between the King Street Metro and the Foxchase area.
- Customers traveling in Old Town may use the new “Old Town Circulator” service, which will be comprised of service on Lines 30 and 31. In future years, Line 32 will also be incorporated.

**“Frequent Network” & Route Colors.** One of the main goals of the ATV and the resulting New DASH Network is to provide more useful transit service for a larger number of Alexandria residents. Based on the ATV, DASH generally defines “useful” bus service as a route that runs every 15 minutes or better, all day, seven days per week. At this level of service, the average rider no longer needs to consult a timetable and has the freedom to walk out to the bus stop at virtually any time and a bus will be along shortly. No current DASH routes meet this threshold, but in the proposed FY 2022 New DASH Network, four DASH routes – Line 31, Line 35, Line 36 and the Old Town Circulator – would operate with frequent, all-day service.

These four frequent, all-day DASH routes that comprise the new “Frequent Network” are shown in **red** on the map in Figure 5-1. Routes shown in **blue** on the map are proposed to run all-day on weekdays, while routes shown in **green** only operate during weekday peak periods. The King Street Trolley is shown in **purple** since it does not currently operate during the AM Peak on weekdays. All Metrobus routes are shown in **gray**, regardless of service characteristics.

**Old Town Circulator.** The “OTC” is a new DASH service that will provide extremely frequent bus service in Old Town from King Street Metro to Braddock Road Metro via King Street, North Fairfax Street, and Montgomery/Madison Streets. The service is proposed to operate as a combination of Lines 30 and 31, which both start at different locations in West Alexandria, but meet at the King Street Metro and share the same alignment in Old Town. The schedules for the two routes will be offset so that the buses will be running every 5-15 minutes, all-day, seven days per week, including holidays. More information on this route is provided later in this section.



Figure 5-1 / New DASH Network Map

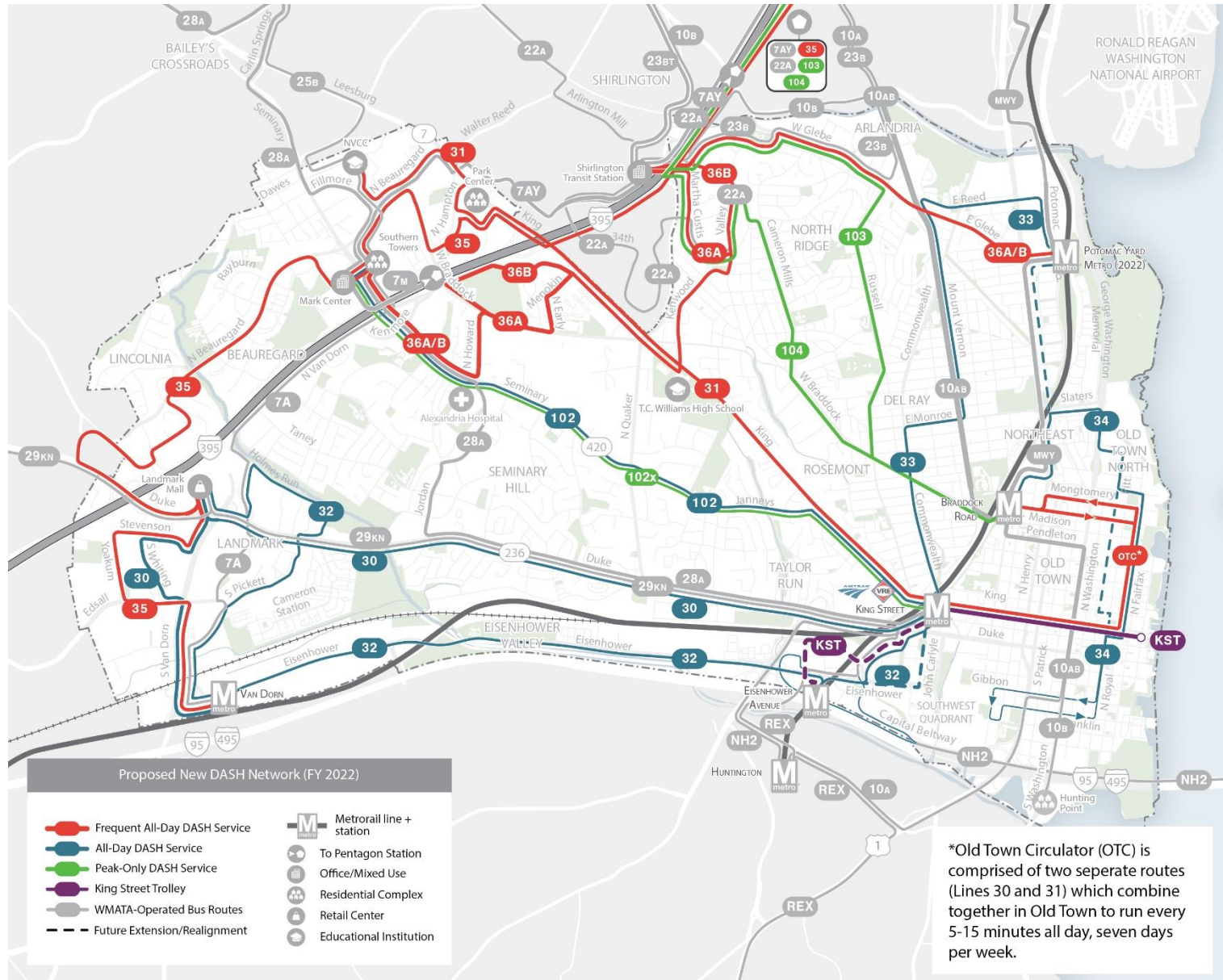


Figure 5-2 / New DASH Network Map - Old Town



- Frequent All-Day DASH Service
- All-Day DASH Service
- Peak-Only DASH Service
- King Street Trolley
- WMATA-Operated Bus Routes
- Fairfax Connector
- Future Extension/Realignment
- VRE Station
- Amtrak Station
- Capital Bikeshare
- The Commuter Store
- Point of Interest
- School
- Interstate
- US Highway
- State Highway

\*Old Town Circulator (OTC) is comprised of two separate routes (Lines 30 and 31) which combine together in Old Town to run every 5-15 minutes all day, seven days per week.

**Transit Access.** The New DASH Network significantly expands the number of residents and jobs that are within walking distance of a bus stop that is served by the new red “Frequent Network”. Table 5-1 summarizes the percentage of residents and jobs that are currently served by frequent, all-day service, and the percentage that would be served by the FY 2022 New DASH Network and the 2030 ATV Plan:

**Table 5-1 - Residents/Jobs within ¼ Mile of Frequent, All-Day Service**

	Existing	FY22 Network	2030 ATV Plan
<b>All Residents</b>	<b>27%</b>	<b>66%</b>	<b>83%</b>
Low Income	29%	73%	89%
Minority	22%	70%	87%
Seniors	23%	62%	78%
<b>Jobs</b>	<b>40%</b>	<b>66%</b>	<b>81%</b>

*Note: Above percentages assume that DASH is awarded I-395 Commuter Choice funding for Line 35 and Line 36 enhancements in FY 2022 and FY 2023.*

In terms of access to transit, regardless of frequency or span, the existing bus network is within walking distance of 97 percent of residents. With the New DASH Network in place, staff estimates that 96 percent of residents will be within walking distance of a bus stop. It is important to note, however, that staff has analyzed the locations of existing bus boardings and found that over 99.5 percent of existing boardings would still be located within 1/8 mile of a bus stop in the New DASH Network.

**Existing DASH Routes.** Due to the complexity of the changes proposed by the New DASH Network and the introduction of new route (“line”) numbers, the following table is provided to allow existing DASH passengers to understand which new lines will be most useful to them. Note that some trips that currently are possible with one route may now require the use of two different lines with a transfer. More detailed information on each bus line in the New DASH Network is included on the pages that follow.



**Table 5-2 – Comparison of Existing DASH Routes to New DASH Network Routes**

Existing DASH Route	Area(s) Served	Replaced by New DASH Network Line(s)...	Page(s)
AT-1 Plus	Beauregard, Lincolnia, South Van Dorn	Line 35	<a href="#">46</a>
	Seminary Plaza	Line 102 & Metrobus 28A	<a href="#">50</a>
AT-2	Old Town, Old Town North	Line 30 (Old Town Circulator)	<a href="#">36</a>
	Old Town, Old Town North	Line 31 (Old Town Circulator)	<a href="#">38</a>
	Old Town North (Bashford, 2nd Sts)	Line 34	<a href="#">44</a>
	Lincolnia, Beauregard, Seminary, Old Town, Old Town North	Line 35	<a href="#">46</a>
	Central Alexandria	Line 102 & Metrobus 28A	<a href="#">50</a>
AT-2X	Mark Center-King Street Metro Express	Line 102X	<a href="#">50</a>
AT-3	Braddock Road, Parkfairfax, Pentagon	Line 103	<a href="#">52</a>
	Old Town, Old Town North	Line 30 (Old Town Circulator)	<a href="#">36</a>
	Old Town, Old Town North	Line 31 (Old Town Circulator)	<a href="#">38</a>
AT-4	Braddock Road Metro, Arlandria, Parkfairfax Pentagon	Line 104	<a href="#">54</a>
	Old Town, Old Town North	Line 30 (Old Town Circulator)	<a href="#">36</a>
	Old Town, Old Town North	Line 31 (Old Town Circulator)	<a href="#">38</a>
AT-3/4	Parkfairfax, Arlandria	Line 36A/B	<a href="#">48</a>
	Old Town, Old Town North	Line 30 (Old Town Circulator)	<a href="#">36</a>
	Old Town, Old Town North	Line 31 (Old Town Circulator)	<a href="#">38</a>
	Parkfairfax, North Ridge	Line 103 (Peak Only)	<a href="#">52</a>
	Parkfairfax, North Ridge	Line 104 (Peak Only)	<a href="#">54</a>
AT-5	Van Dorn Metro, Landmark Mall, Van Dorn Street	Line 35 & Metrobus 7A	<a href="#">46</a>
	N. Ripley Street	Line 32 & Metrobus 7A	<a href="#">40</a>
	Alexandria Hospital, Bradlee, TCWHS	Line 36A/B	<a href="#">48</a>
	Old Town, Old Town North	Line 30 (Old Town Circulator)	<a href="#">36</a>
	King Street Corridor, Old Town	Line 31 (Old Town Circulator)	<a href="#">38</a>
	Old Town North (Slaters Lane)	Line 34	<a href="#">44</a>
AT-6	NVCC, Park Center, King Street, King Street Metro	Line 31	<a href="#">38</a>
	Beauregard, Park Center	Line 35	<a href="#">46</a>
AT-7	Landmark, South Van Dorn, Eisenhower Valley	Line 32	<a href="#">40</a>
	Old Town, Old Town North	Line 30 (Old Town Circulator)	<a href="#">36</a>
	Old Town, Old Town North	Line 31 (Old Town Circulator)	<a href="#">38</a>
	Lee Center, South Old Town	Line 34	<a href="#">44</a>
AT-8	South Van Dorn, Landmark, Duke Street, Old Town	Line 30	<a href="#">36</a>
AT-9	Potomac Yard, Arlandria, Shirlington, Parkfairfax, Bradlee Center	Line 36A/B	<a href="#">48</a>
	NVCC, Park Center, King Street	Line 31	<a href="#">38</a>
AT-10	Del Ray, Arlandria, Potomac Yard	Line 33 & Metrobus 10A/B	<a href="#">42</a>
Trolley	Old Town	King St. Trolley	<a href="#">56</a>

# Line 30 / Old Town Circulator (OTC)

(a.k.a. "Line N3" in 2022 ATV Plan)

**Route Description:** Van Dorn Metro to Braddock Metro via Duke Street  
**Route(s) Replaced:** AT-8 (identical routing)  
**Corridor(s) Served:** Duke Street, South Van Dorn Street, Old Town Circulator  
**Major Destination(s):** Van Dorn Metro, Van Dorn Plaza, Landmark Mall, Foxchase, King Street Metro, Old Town, City Hall, Braddock Road Metro

**Residents within ¼ Mile:** **48,365 residents**  
*Low Income Residents:* 6,142 (12.7 percent)  
*Minority Residents:* 24,618 (50.9 percent)  
*Senior Residents:* 6,094 (12.6 percent)  
**Jobs within ¼ Mile:** **39,446 jobs**

## Proposed Service Levels:

	Frequency	Span (Approx.)
<b>Weekday</b>		5am – 12am
<i>AM/PM Peak</i>	10-20 min.*	
<i>Midday</i>	30 min.	
<i>Evening</i>	30 min.	
<b>Saturday</b>	30-60 min**.	6am – 11:30pm
<b>Sunday</b>	30-60 min.**	6am – 11:30pm

\*Line 30 will run every 10 minutes between Landmark Mall and King Street Metro during weekday peaks. The Van Dorn Metro-Landmark Mall and Old Town segments will only operate every 20 minutes during weekday peaks.

\*\*On weekends, Line 30 runs every 30 minutes from Landmark Mall to Braddock Road Metro, but only every 60 minutes from Landmark Mall to Van Dorn Metro. This is consistent with existing AT8 service levels, but DASH is proposing to operate 30 minutes across the full route in FY 2023.

**Line 30** is a direct replacement for the existing AT-8 route, which runs from the Van Dorn Metro to the Braddock Road Metro via Landmark Mall, King Street Metro and Old Town. The Line 30 routing is identical to the AT-8 with the core ridership segment stretching along the Duke Street corridor from Landmark Mall to King Street Metro. The proposed FY 2022 service frequency and hours of operation are also virtually identical to the existing AT-8. **Between King Street Metro and Braddock Road Metro, Line 30 trips will be run as part of the "Old Town Circulator" (OTC) service. These OTC trips will be offset with Line 31 trips to provide extremely frequent service running every 8-15 minutes in the heart of Old Town. Buses will display both "Line 30" and "Old Town Circulator" on headsigns along this segment.**

With major developments planned on South Van Dorn Street and the old Landmark Mall site, the Duke Street corridor is primed for additional bus service in FY 2023 and beyond. Though it was not designated to become a frequent, all-day route in the 2022 ATV Plan, this document proposes to increase the line to run every 15 minutes, all-day, seven days per week as early as FY 2023. The City has also designated the Duke Street Corridor for high-intensity bus service with the Duke Street BRT project. This grant-funded project will introduce major capital improvements along the Duke Street corridor to improve bus reliability and overall passenger experience by FY 2025.

**Figure 5-3 - Line 30 (Van Dorn Metro to Braddock Metro via Duke Street)**



# Line 31 / Old Town Circulator (OTC)

(a.k.a. "Line N4" in 2022 ATV Plan)

**Route Description:** NVCC-Alexandria to Braddock Metro via King Street  
**Route(s) Replaced:** AT-5, AT-6, AT-9 (King Street, Park Center, NVCC)  
**Corridor(s) Served:** King Street, Old Town Circulator  
**Major Destination(s):** NVCC-Alexandria, Park Center, Bradlee Shopping Center, TC Williams, King Street Metro, Old Town, City Hall, Braddock Road Metro

**Residents within ¼ Mile:** **37,777 residents**  
*Low Income Residents:* 3,513 (9.3 percent)  
*Minority Residents:* 14,393 (38.1 percent)  
*Senior Residents:* 5,818 (15.4 percent)  
**Jobs within ¼ Mile:** **31,994 jobs**

## Proposed Service Levels:

	Frequency	Span (Approx.)
<b>Weekday</b>		5am – 12:30am
<i>AM/PM Peak</i>	10 min.	
<i>Midday</i>	15 - 30 min.	
<i>Evening</i>	30 min.	
<b>Saturday</b>	15 - 30 min.	6am – 12:30am
<b>Sunday</b>	15 - 30 min.	6am – 10:30pm

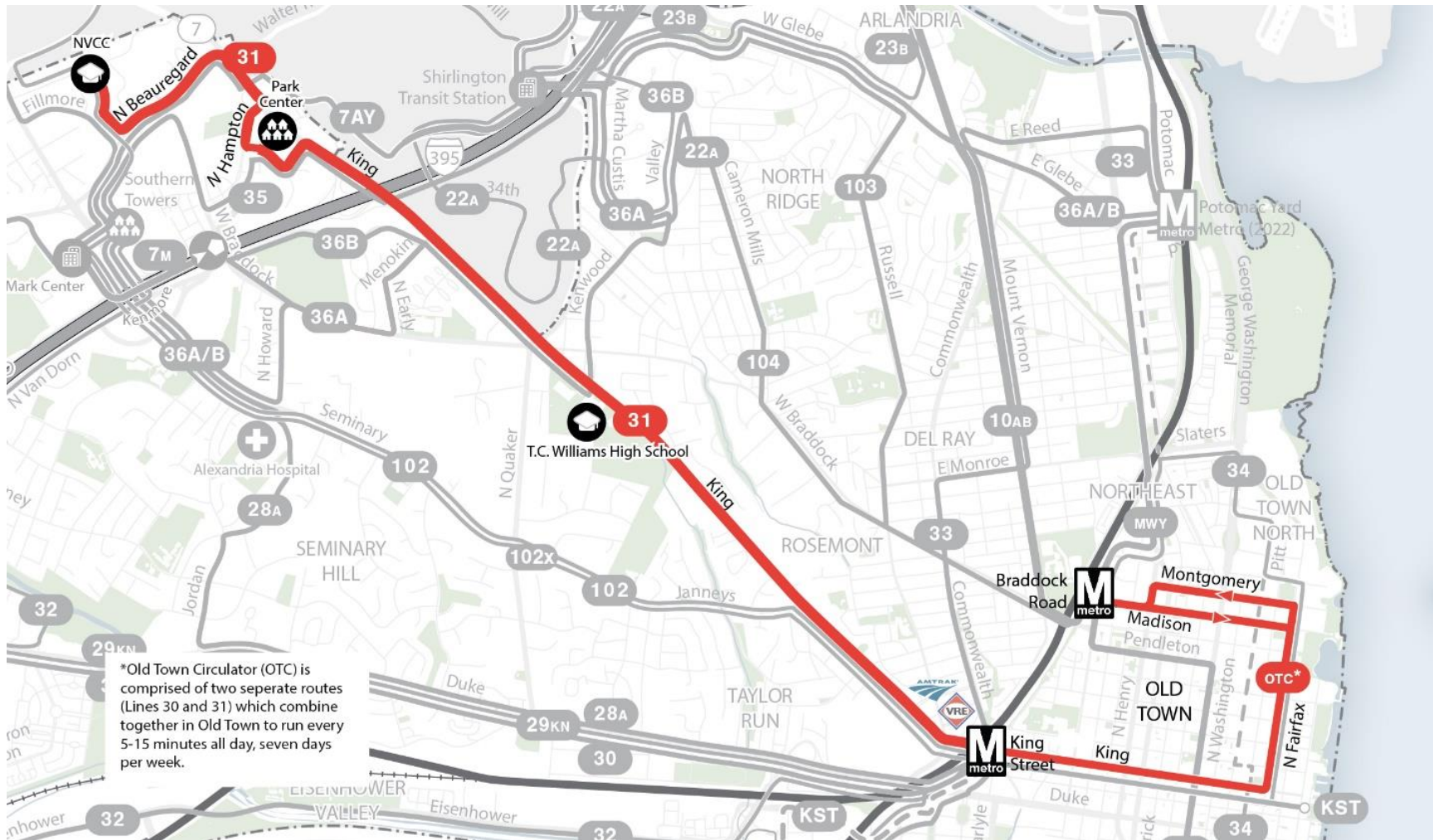
*\*Line 31 to run every 15 minutes from NVCC to King Street Metro during off-peaks and weekends. Old Town segment would potentially operate with 30-minute service during these times, but would be coordinated with Old Town Circulator and King Street Trolley to ensure 8-15 minute headways on King Street in Old Town.*

The proposed **Line 31** route alignment follows the entire King Street corridor from the NVCC-Alexandria campus and Beauregard Street to City Hall. It will effectively replacing the existing DASH AT-6 route, and a large portion of the DASH AT-5 route. **From the King Street Metro to Braddock Road Metro, Line 31 trips will be run as part of the "Old Town Circulator" (OTC) service. These OTC trips will be offset with Line 30 trips to provide extremely frequent service running every 5-15 minutes in the heart of Old Town. Buses will display both "Line 31" and "Old Town Circulator" on headsigns along this segment.**

This route is proposed to operate as part of the "Frequent Network" with buses running every 10 minutes during peak periods, and every 15 minutes during middays and weekends. This high frequency service will provide a short, convenient transfer for passengers traveling from West Alexandria into Old Town. These passengers could transfer between Lines 31 and 35 at Park Center on Ford Avenue.

As part of the Final Recommendations of the 2030 ATV Plan, this route would be extended from NVCC-Alexandria to Carlin Springs Road in Baileys Crossroads via Seminary Road. This future improvement will introduce a new regional connection from the King Street corridor to the Columbia Pike corridor in Arlington via the Metrobus. This connection was one of the major missing network connections that was identifying during ATV planning and analyses. Finally, although the King Street corridor is not identified as one of the city's high-intensity bus corridors, it would benefit greatly from street and stop improvements that help prioritize fast and reliable transit service, particularly in Old Town.

Figure 5-4 - Line 31 (NVCC-Alexandria to Braddock Road Metro via King Street)





# Line 32

(a.k.a. "Line N1" in 2022 ATV Plan)

**Route Description:** Landmark Mall to King Street Metro via Eisenhower Avenue  
**Route(s) Replaced:** AT-5, AT-7 (Eisenhower Avenue)  
**Corridor(s) Served:** Eisenhower Avenue, South Van Dorn Street  
**Major Destination(s):** Landmark Mall, Van Dorn Metro, Eisenhower Valley, Eisenhower Metro, Carlyle, Eisenhower East, King Street Metro

**Residents within ¼ Mile:** **37,590 residents**  
*Low Income Residents:* 4,248 (11.3 percent)  
*Minority Residents:* 16,991 (45.2 percent)  
*Senior Residents:* 5,075 (13.5 percent)  
**Jobs within ¼ Mile:** **41,502 jobs**

## Proposed Service Levels:

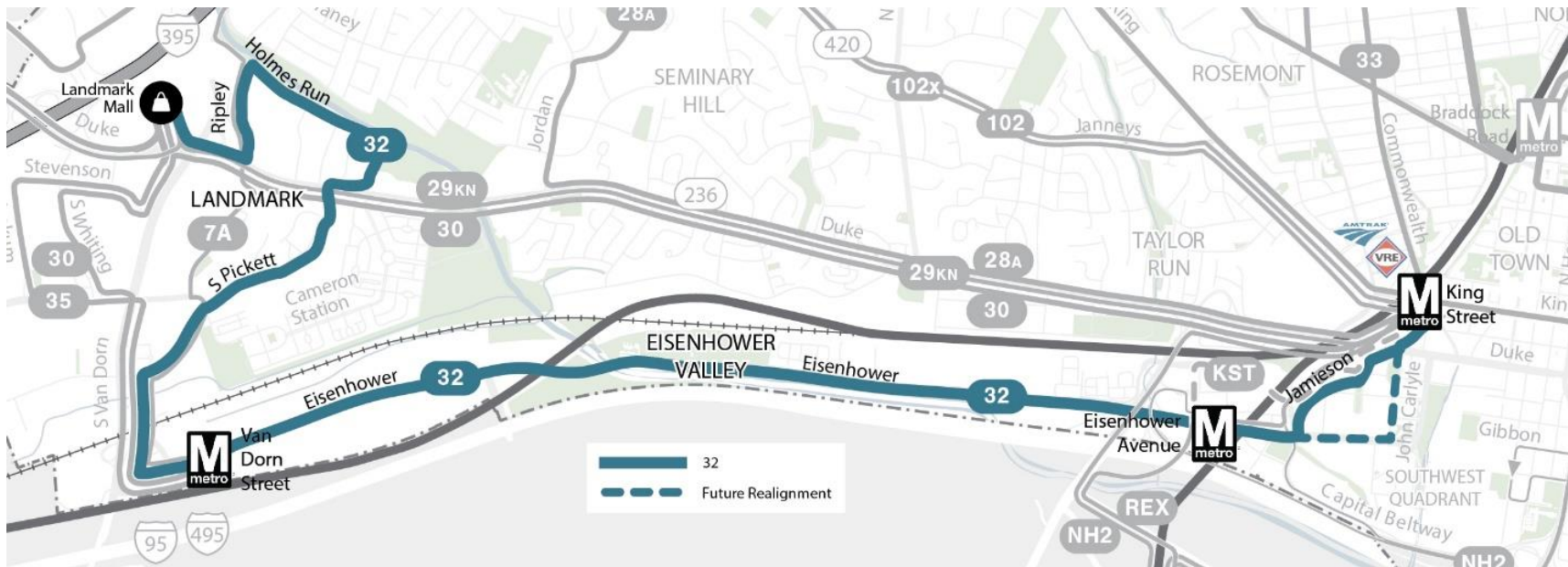
	Frequency	Span (Approx.)
<b>Weekday</b>		5am – 10pm
<i>AM/PM Peak</i>	30 min.	
<i>Midday</i>	60 min.	
<i>Evening</i>	30 min.	
<b>Saturday</b>	60 min.	7am – 10pm
<b>Sunday</b>	60 min.	7am – 10pm

**Line 32** serves mostly as a replacement for the existing AT-7 route, which runs from the Landmark Mall and Van Dorn Metro to the King Street Metro via Eisenhower Avenue, but it introduces new weekend service with a direct connection to the King Street Metro. The Line 32 alignment is identical to the AT-7 from Landmark Mall to King Street Metro, but it does not continue into Old Town and Lee Center like the existing AT-7. The AT-7 segment from King Street Metro to Lee Center is covered by the Old Town Circulator and new Line 34.

In FY 2022, Line 32 would operate with similar headways and hours of operation as the existing AT-7, as shown in the table above. Based on the major new development activity at Landmark Mall and along the South Van Dorn Street and Eisenhower Avenue corridors, this route is proposed to be significantly improved in both FY 2023 and FY 2024. In FY 2023, the route would be extended from King Street Metro to Braddock Road Metro and would be coordinated with Lines 30 and 31 to further improve the Old Town Circulator headways. Service during weekday middays and weekends would also be improved from every 60 minutes to every 30 minutes. Additional weekday improvements would introduce 15-minute peak service from Van Dorn Metro to King Street Metro in FY 2024.



**Figure 5-5 - Line 32 (Landmark Mall to King Street Metro via Eisenhower Avenue)**



# Line 33

(a.k.a. "Line N5" in 2022 ATV Plan)

**Route Description:** King Street Metro to Potomac Yard via Mount Vernon Avenue  
**Route(s) Replaced:** AT-10  
**Corridor(s) Served:** Mount Vernon Avenue  
**Major Destination(s):** King Street Metro, Del Ray, Arlandria, Potomac Yard Metro

**Residents within ¼ Mile:** **21,088 residents**  
*Low Income Residents:* 1,455 (6.9 percent)  
*Minority Residents:* 7,444 (35.3 percent)  
*Senior Residents:* 1,877 (8.9 percent)  
**Jobs within ¼ Mile:** **9,103 jobs**

## Proposed Service Levels:

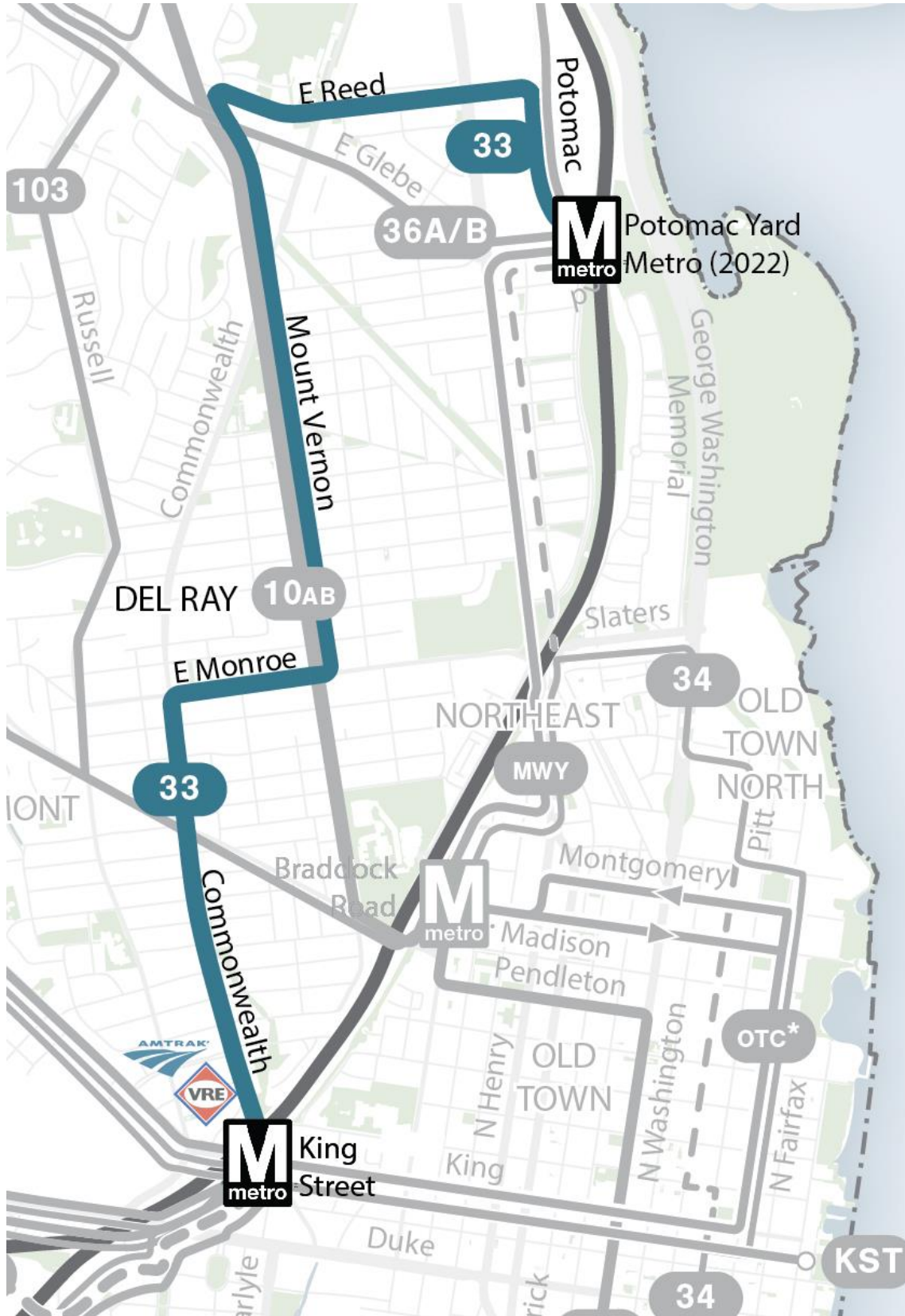
	Frequency	Span (Approx.)
<b>Weekday</b>		6am – 10pm
<i>AM/PM Peak</i>	30 min.	
<i>Midday</i>	30 min.	
<i>Evening</i>	60 min.	
<b>Saturday</b>	30 min.	7am – 10pm
<b>Sunday</b>	60 min.	7am – 10pm

**Line 33** is a direct replacement for the existing DASH AT-10 route, which runs from the King Street Metro to Potomac Yard via Mount Vernon Avenue. The Line 33 routing is identical to the existing AT-10 with consistent daily service to areas such as Del Ray and Arlandria. When the Potomac Yard Metro station opens in 2022, it will also provide key rail connections at both ends of the route. Prior to the opening of the new rail station, the northern terminus of the route will be Potomac Yard Shopping Center.

The Line 33 service headways and spans for FY 2022 are very similar to the existing AT-10. Based on the 2022 ATV Plan, Line 33 is recommended to increase Sunday service to have trips running every 30 minutes all-day instead of hourly. This improvement is proposed for implementation in FY 2023. The route will also be coordinated with Metrobus 10A and 10B routes on Mount Vernon Avenue as much as possible to provide highly-frequent bus service on the Mount Vernon Avenue corridor from Del Ray to Arlandria.

This route will become increasingly important once the new Potomac Yard Metro opens and major development projects like the Virginia Tech Innovation Campus are constructed in the station vicinity. Connections to Metroway or Metrorail will also provide easy transit access for Line 33 passengers to the nearby Amazon HQ2 campus and National Landing.

Figure 5-6 - Line 33 (King Street Metro to Potomac Yard via Mount Vernon Avenue)



# Line 34

(a.k.a. "Line N6" in 2022 ATV Plan)

**Route Description:** Lee Center to Braddock Road Metro via City Hall  
**Route(s) Replaced:** AT-2, AT-5, AT-7 (Old Town, Old Town North)  
**Corridor(s) Served:** Fairfax Street, Pitt Street, Slaters Lane  
**Major Destination(s):** Lee Center, Old Town, City Hall, Braddock Road Metro (Potomac Yard Metro)

**Residents within ¼ Mile:** **16,551 residents**  
*Low Income Residents:* 1,523 (9.2 percent)  
*Minority Residents:* 5,032 (30.4 percent)  
*Senior Residents:* 2,648 (16.0 percent)  
**Jobs within ¼ Mile:** **16,515 jobs**

## Proposed Service Levels:

	Frequency	Span (Approx.)
<b>Weekday</b>		5am – 10pm
<i>AM/PM Peak</i>	30 min.	
<i>Midday</i>	30 min.	
<i>Evening</i>	30 min.	
<b>Saturday</b>	30 min.	6:30am – 10pm
<b>Sunday</b>	60 min.	7am – 10pm

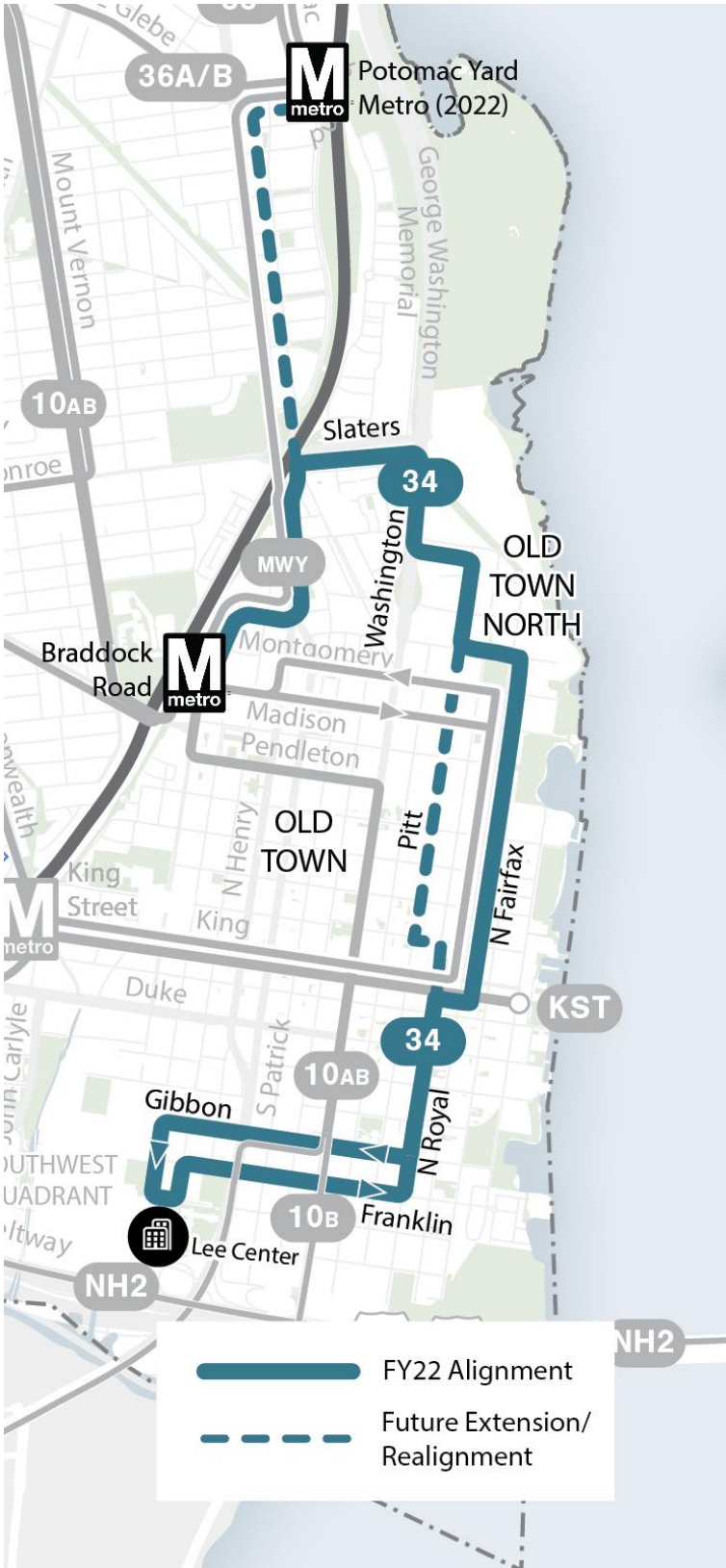
**Line 34** is a new DASH route that will provide north-south bus service through Old Town, focusing on the parts of Old Town that are not well-served by the Old Town Circulator. For FY 2022, the route is proposed to operate from Lee Center to Braddock Road Metro via North Fairfax Street and Slaters Lane. This will replace parts of three existing DASH routes: (1) the AT-2 in Old Town North, east of Washington Street; (2) the AT-5 in Old Town North, from Slaters Lane to the Braddock Road Metro; and (3) the AT-7 in South Old Town from City Hall to Lee Center via Royal Street, Gibbons Street and Franklin Street.

Proposed FY 2022 service levels on Line 34 will be comparable to the existing routes that are being replaced. It will run every 30 minutes all day and on Saturdays, with hourly service on Sundays. Weekend service to Lee Center and South Old Town is not currently operated, so that represents an improvement over the existing Old Town network; however, South Old Town passengers traveling to the King Street Metro will need to make a transfer to the Old Town Circulator at City Hall, or take a slightly longer one-seat trip up to the Braddock Road Metro.

Several major changes are proposed for Line 34 in FY 2023 due to the opening of the Potomac Yard Metro. When the station opens in mid-2022, Line 34 will be re-routed from Slaters Lane to the Potomac Yard Metro via Richmond Highway to provide a direct connection from Old Town North to Potomac Yard. As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2<sup>nd</sup> Street to provide better coverage in Old Town, provide more convenient transit access to the residential complexes and new developments along North Pitt Street. Finally, as recommended by the Old Town North Small Area Plan, Line 34 could also be realigned in future years to serve any major redevelopment at the former "Power Plant" site.



Figure 5-7 - Line 34 (Lee Center to Braddock Road Metro via City Hall)



# Line 35

(a.k.a. "Line N7" in 2022 ATV Plan)

<b>Route Description:</b>	<b>Van Dorn Metro to Pentagon via Beauregard Street</b>
<b>Route(s) Replaced:</b>	AT-1+, AT-2, AT-6 & Metrobus 7A/F
<b>Corridor(s) Served:</b>	South Van Dorn Street, Beauregard Street, I-395
<b>Major Destination(s):</b>	Van Dorn Metro, Landmark Mall, Lincolnia, Mark Center, Southern Towers, Park Center, Pentagon Metro

<b>Residents within ¼ Mile:</b>	<b>49,405 residents</b>
Low Income Residents:	6,521 (13.2 percent)
Minority Residents:	33,348 (67.5 percent)
Senior Residents:	4,298 (8.7 percent)
<b>Jobs within ¼ Mile:</b>	<b>15,157 jobs</b>

## Proposed Service Levels\*:

	Frequency	Span (Approx.)
<b>Weekday</b>		5am – 1am
AM/PM Peak	10 min.	
Midday	10 min.	
Evening	30 min.	
<b>Saturday</b>	15 min.	6am – 12:30am
<b>Sunday</b>	15 min.	6am – 12am

\*Above frequencies and span are assumed to include FY22 I-395 Commuter Choice funding, which will not be determined until June 2021.

**Line 35** provides new all-day DASH service from the West End up to the Pentagon via Interstate 395. It will operate along roughly the same alignment as the existing DASH AT1+ route from Van Dorn Metro to Southern Towers via Beauregard Street, and will replace (or partially replace) three existing routes that serve that alignment (AT-1+, AT-2 & Metrobus 7A/F). For FY 2022, DASH is proposing to run Line 35 as a frequent, all-day route that operates every 10 minutes all day on weekdays, every 15 minutes on weekends, and later in the evenings. The consolidation of existing routes with high-frequency service will provide more useful transit for West End residents and allow them to make convenient transfers for travel between the West End and Old Town.

Despite these service increases, there are two impacts to existing customers. Existing AT-2 riders traveling from the West End to Old Town will need to board Line 31 and then make a brief transfer at Landmark Mall (Line 30 or Metrobus 29K/N), Southern Towers (Line 102 or the Metrobus 28A), or Park Center (Line 31) to get to Old Town. Line 35 would also not make the current AT-1/AT-2 deviation from Beauregard Street to Reading Avenue and Rayburn Avenue. Riders in this area would need to walk up to Beauregard Street, but would likely have a much shorter wait time due to frequent, all-day service.

Most of the improvements on Line 35 for FY 2022 are being funded by the I-395 Commuter Choice program, which is not yet finalized. Without this funding, the route would operate every 10-15 minutes on the Beauregard Street corridor, but only every 20-30 minutes to the Pentagon and Van Dorn Street. In 2030 ATV Plan, Line 35 will be restructured and partially replaced by the West End Transitway.



[illegible]

# Line 36A/B

(a.k.a. "Line N10/N11" in 2022 ATV Plan)

<b>Route Description:</b>	<b>Mark Center to Potomac Yard via Shirlington</b>
<b>Route(s) Replaced:</b>	AT-5, AT-6, AT-9
<b>Corridor(s) Served:</b>	Beauregard Street, King Street, West/East Glebe
<b>Major Destination(s):</b>	Mark Center, Southern Towers, Alexandria Hospital, Bradlee Shopping Center, Shirlington Transit Center, Arlandria, Potomac Yard

<b>Residents within ¼ Mile:</b>	<b>41,128 residents</b>
Low Income Residents:	4,072 (9.9 percent)
Minority Residents:	20,687 (50.3 percent)
Senior Residents:	3,578 (8.7 percent)
<b>Jobs within ¼ Mile:</b>	<b>11,751 jobs</b>

## Proposed Service Levels\*:

	Frequency (Trunk/Branch)	Span (Approx.)
<b>Weekday</b>		6am – 11pm
AM/PM Peak	15 min./30 min.	
Midday	15 min./30 min.	
Evening	15 min./30 min.	
<b>Saturday</b>	15 min./30 min.	7am – 10:30pm
<b>Sunday</b>	15 min./30 min.	7am – 10:30pm

\*Above frequencies and span are assumed to include FY22 I-395 Commuter Choice funding, which will not be determined until June 2021.

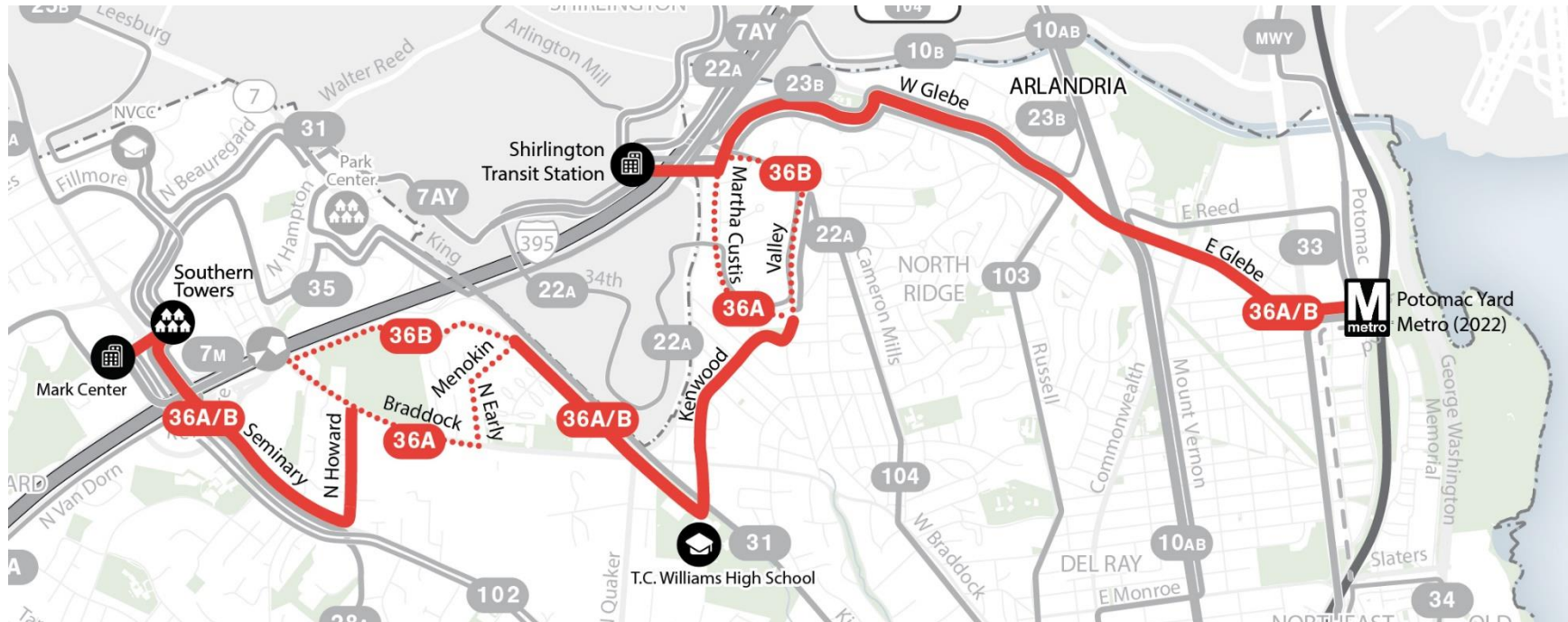
**Line 36 A/B** is proposed as a pair of routes that would run from Mark Center to Potomac Yard via Bradlee Shopping Center, Shirlington, and Arlandria. The main Line 36A/B route alignment is similar to the existing AT-9 route from Bradlee Shopping Center to Potomac Yard, but it takes a different routing to Mark Center. In two locations, the trunk routing is proposed to split into two branches – "Line 36A" and "Line 36B" – to provide new all-day service to North Van Dorn Street and Valley Road in Parkfairfax.

The proposed FY 2022 service levels on this route would allow it operate as a frequent, all-day route with trips running every 15 minutes all day, seven days per week along the trunk route. In the split route segments, the service would only run once every 30 minutes due to the alternating trips.

The improvements on Line 36 are contingent upon the receipt of FY 2022 I-395 Commuter Choice funding, which will be finalized in June. If DASH does not receive this funding, the proposal would be modified and the route would only run every 30 minutes, all day, seven days per week. The 36A/B split between Braddock Road and King Street would be maintained with hourly service on each branch, but the Parkfairfax split would be eliminated so that all Line 36 trips would follow the Line 36A alignment to Shirlington. Preliminary indications suggest that DASH is well-positioned to receive the funding for the service enhancements, but the process will not be finalized until late Spring.

Line 36A/B will be maintained for several years beyond FY 2022, but when the West End Transitway is introduced, it could be modified as part of the route restructuring in West Alexandria. This is unlikely to occur prior to FY 2027.

Figure 5-9 - Line 36A/B (Mark Center to Potomac Yard via Shirlington)



# Lines 102 & 102X

(a.k.a. "Lines N12 & N22" in 2022 ATV Plan)

**Route Descriptions:** **Mark Center to King Street via Seminary & Mark Center Express**  
**Route(s) Replaced:** AT-5, AT-6, AT-9 (King Street, Park Center, NVCC)  
**Corridor(s) Served:** King Street, Old Town Circulator  
**Major Destination(s):** NVCC-Alexandria, Park Center, Bradlee Shopping Center, TC Williams, King Street Metro, Old Town, City Hall, Braddock Road Metro

**Residents within ¼ Mile:** **17,424 residents**  
*Low Income Residents:* 1,289 (7.4 percent)  
*Minority Residents:* 8,869 (50.9 percent)  
*Senior Residents:* 2,039 (11.7 percent)  
**Jobs within ¼ Mile:** **9,337 jobs**

## Proposed Service Levels:

	Frequency (102/102X)	Span (Approx.)(102/102X)
<b>Weekday</b>		5am – 8pm / 6-9am, 3-6pm
<i>AM/PM Peak</i>	30 min/15 min.	
<i>Midday</i>	60 min/No Service	
<i>Evening</i>	No Service	
<b>Saturday</b>	No Service	No Service
<b>Sunday</b>	No Service	No Service

**Line 102** is proposed to replace the section of the existing AT-2 from Mark Center to the King Street Metro with local service along Seminary Road and Janneys Lane. It will run every 30 minutes during weekday peaks and every 60 minutes service during midday. No weekend service would be operate on this corridor on Seminary Road and Janneys Lane from Howard Street to King Street.

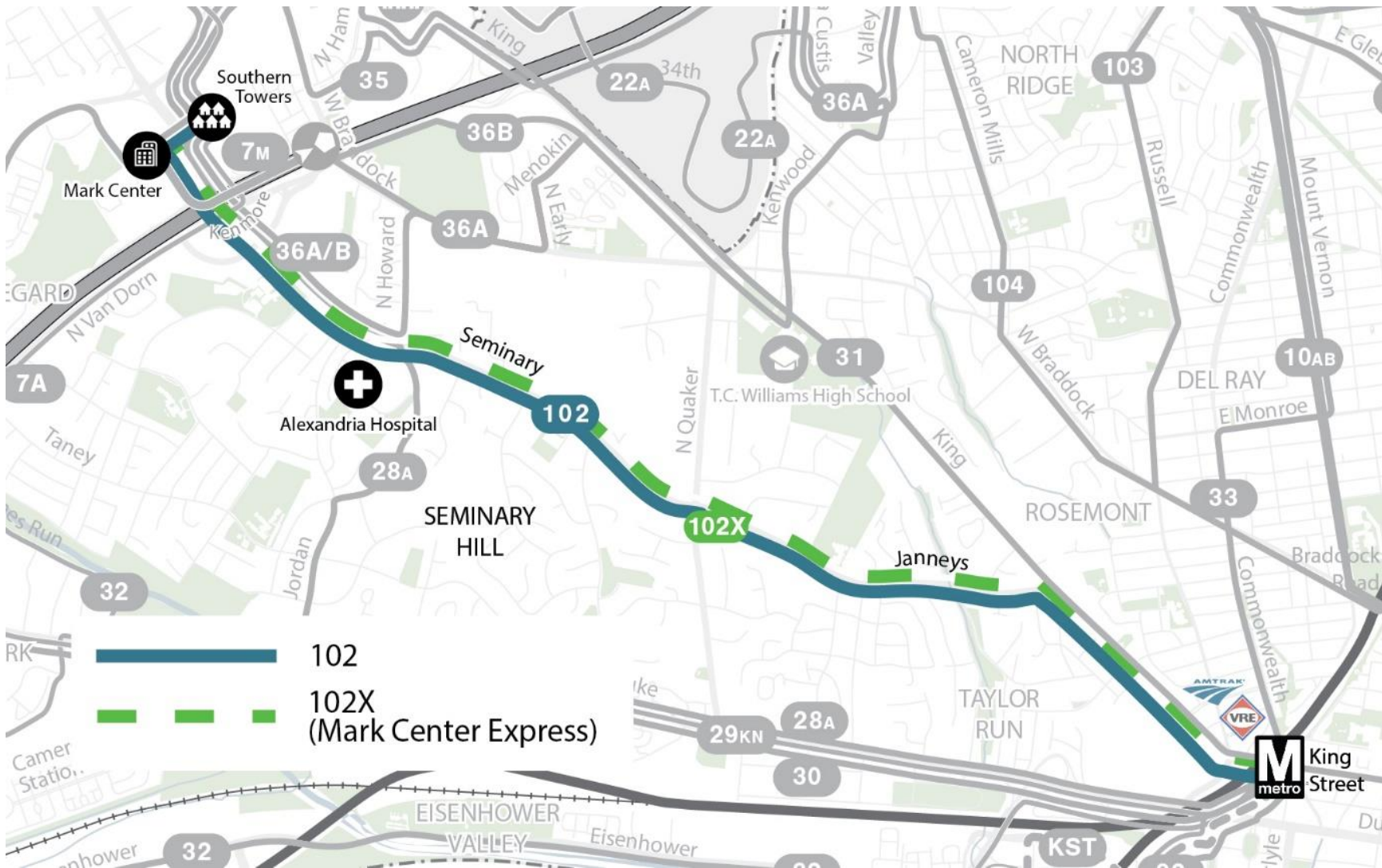
While Line 102 is replacing the central portion of the AT-2, other parts of the AT-2 are replaced by Lines 34, 35, and the Old Town Circulator. Existing AT-2 riders who are traveling from the West End to Old Town will need to board Line 31 and then make a brief transfer at Landmark Mall (Line 30 or Metrobus 29K/N), Southern Towers (Line 102 or the Metrobus 28A), or Park Center (Line 31) to get to Old Town

As stipulated by the ATC Board of Directors as part of the adoption of the Final ATV Plan, staff will continue to monitor Line 102 ridership on Seminary Road and Janneys Lane between Howard Street and King Street to see if the designated threshold of 120 average daily boardings can be reached by 2025.

**Line 102X** is a non-stop express route that operates between the King Street Metro and Mark Center during weekday peak periods and is currently known as the AT-2X. The route is contracted by the Department of Defense but is open to all passengers. Line 102X runs express trips every 15 minutes and is coordinated with Line 102 to provided combined peak headways of 10-12 minutes between King Street Metro and Mark Center. No changes are proposed for Line 102X, other than the name change. This service will continue to operate based on contract terms. Any future changes to contract terms will be reflected in future versions of this document.



**Figure 5-10 - Line 102 (Mark Center to King Street via Seminary) & Line 102X (Mark Center Express)**



# Line 103

(a.k.a. "Line N23" in 2022 ATV Plan)

**Route Description:** Braddock Road to Pentagon via Parkfairfax  
**Route(s) Replaced:** AT-3 (Braddock Road Metro to Pentagon)  
**Corridor(s) Served:** Russell Road, West Glebe, Interstate 395  
**Major Destination(s):** Braddock Road Metro, Arlandria, North Ridge, Parkfairfax, Pentagon

**Residents within ¼ Mile:** **21,926 residents**  
*Low Income Residents:* 2,565 (11.7 percent)  
*Minority Residents:* 9,077 (41.4 percent)  
*Senior Residents:* 1,864 (8.5 percent)  
**Jobs within ¼ Mile:** **5,083 jobs**

## Proposed Service Levels:

	Frequency	Span (Approx.)
<b>Weekday</b>		6am – 9:30am, 4pm – 8pm
<i>AM/PM Peak</i>	30 min.	
<i>Midday</i>	No Service	
<i>Evening</i>	No Service	
<b>Saturday</b>	No Service	No Service
<b>Sunday</b>	No Service	No Service

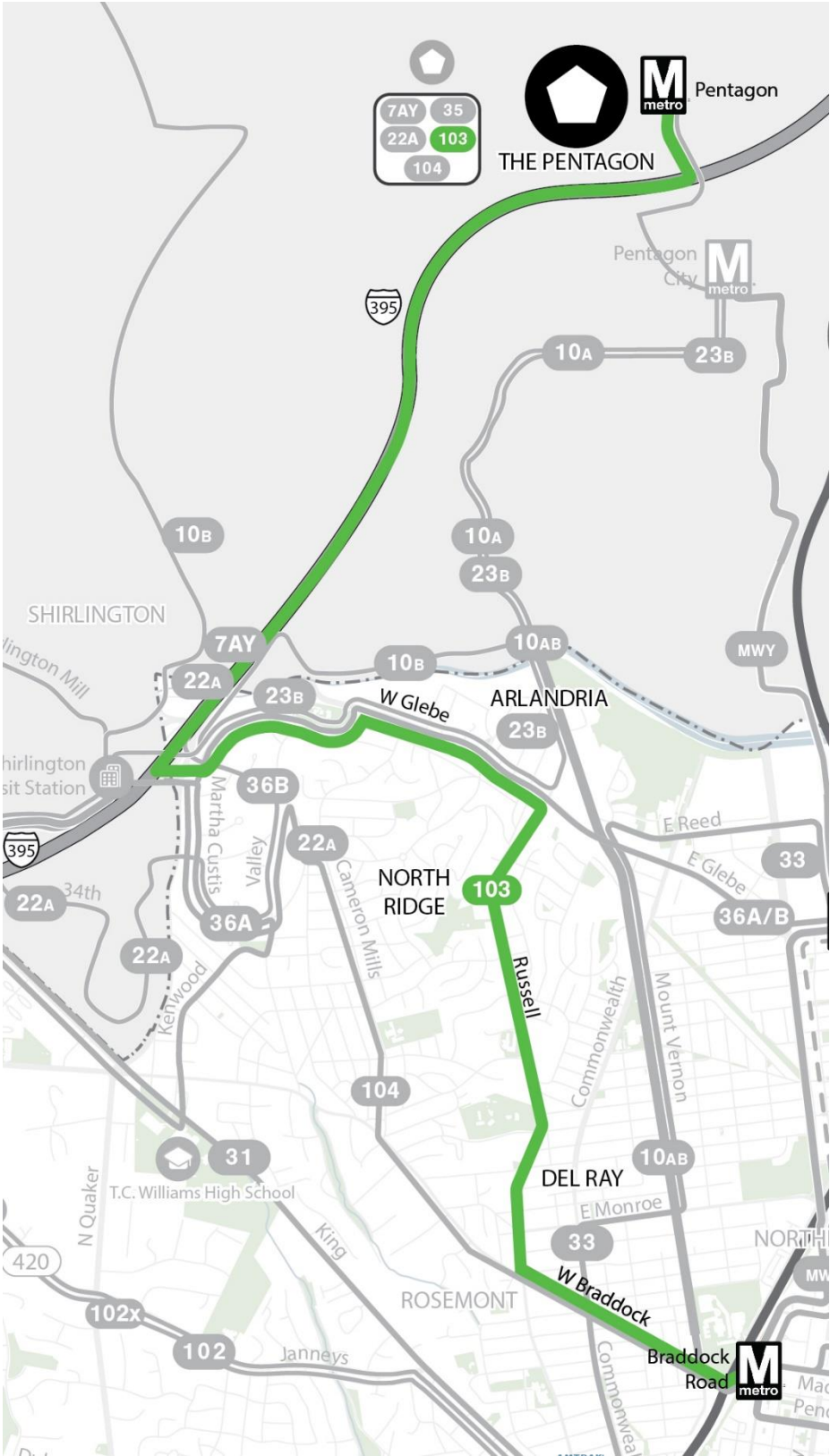
**Line 103** is proposed to replace the existing AT-3 route from Braddock Road Metro to the Pentagon. The route follows the same alignment as the existing AT-3 but does not serve Old Town or Hunting Point. Passengers who have relied upon the AT-3 in Old Town may use the Old Town Circulator, Line 34, or the Metrobus 10A or 10B routes.

For FY 2022, Line 103 will operate every 30 minutes during weekday peak periods with a span that matches regular AT-3 service levels. This is an improvement compared to the current service that has been running every 60 minutes during the pandemic, however, it is a reduction from the 20-minute service that was operated before the COVID pandemic. DASH proposes that full 20-minute service would be restored on Line 103 no later than the start of FY 2023.

Line 103 will only operate during weekday peak hours. Currently, the AT-3/4 Loop provides off-peak service along this routing, but the route was not included in the 2022 ATV Plan due to low ridership. Existing AT-3/4 riders in Parkfairfax may also be able to use the new Line 36A/B, which runs every 15-30 minutes all day, seven days per week, with connections to Shirlington and the future Potomac Yard Metro station.



Figure 5-11 - Line 103 (Braddock Road to Pentagon via Parkfairfax)



# Line 104

(a.k.a. "Line N24" in 2022 ATV Plan)

**Route Description:** Braddock Road to Pentagon via Parkfairfax  
**Route(s) Replaced:** AT-4 (Braddock Road Metro to Pentagon)  
**Corridor(s) Served:** Braddock Road, Cameron Mills, Interstate 395  
**Major Destination(s):** Braddock Road Metro, North Ridge, Parkfairfax, Pentagon

**Residents within ¼ Mile:** **16,996 residents**  
*Low Income Residents:* 833 (4.9 percent)  
*Minority Residents:* 4,130 (24.3 percent)  
*Senior Residents:* 2,040 (12.0 percent)  
**Jobs within ¼ Mile:** **4,137 jobs**

## Proposed Service Levels:

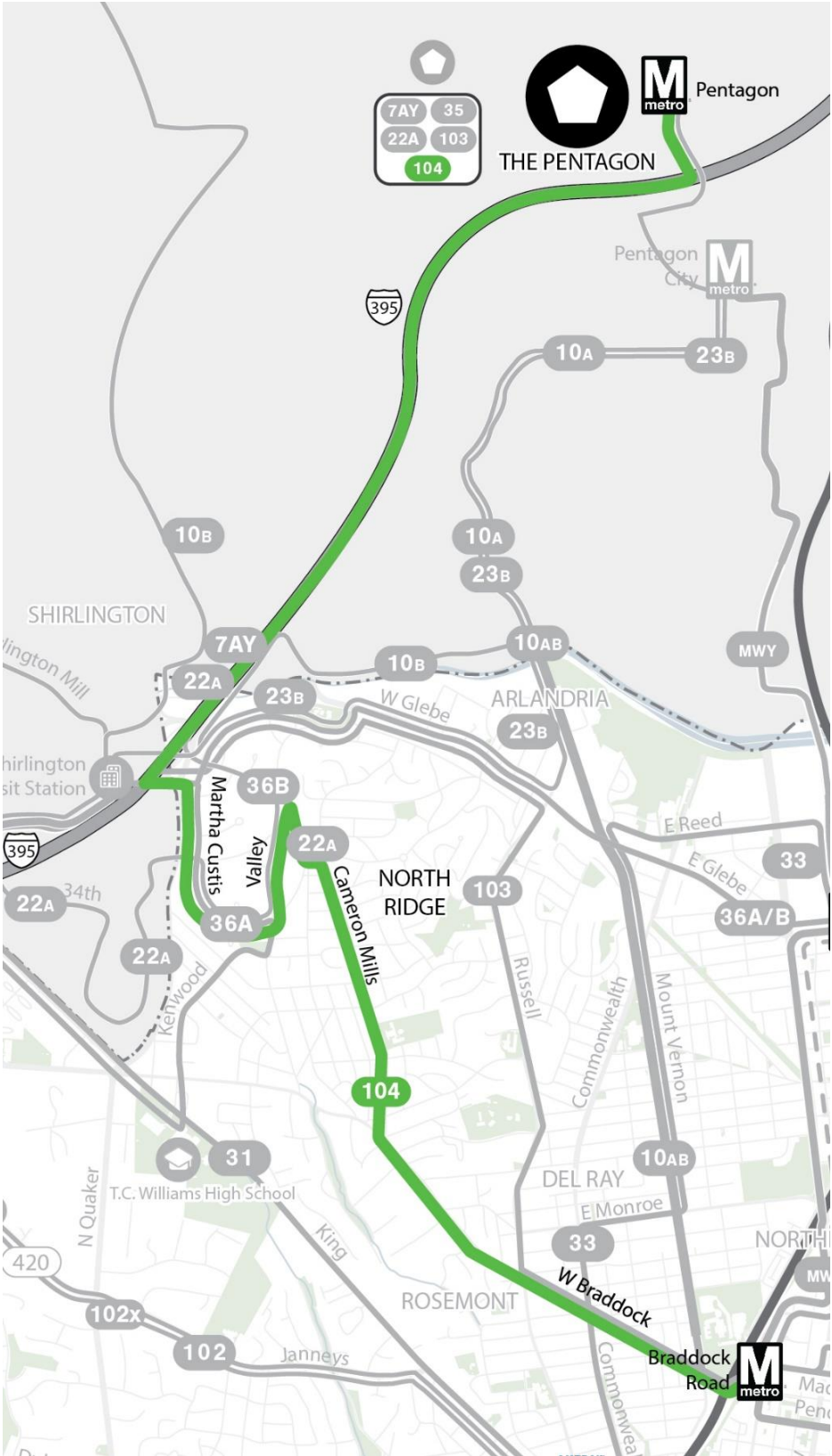
	Frequency	Span (Approx.)
<b>Weekday</b>		6am – 9:30am, 4pm – 8pm
<i>AM/PM Peak</i>	30 min.	
<i>Midday</i>	No Service	
<i>Evening</i>	No Service	
<b>Saturday</b>	No Service	No Service
<b>Sunday</b>	No Service	No Service

**Line 104** is proposed to replace the existing AT-4 route from Braddock Road Metro to the Pentagon. The route follows the same alignment as the existing AT-4 but does not serve Old Town or City Hall. Passengers who have relied upon the AT-4 on Old Town may use the Old Town Circulator, or the Metrobus 10A and 10B routes.

For FY 2022, Line 104 will operate every 30 minutes during weekday peak periods with a span that is similar to regular AT-4 service. This is an improvement compared to the current service that has been running every 60 minutes during the pandemic, however, it is a reduction from the 20-minute service that was operated before the COVID pandemic. DASH proposes that full 20-minute service would be restored on Line 104 no later than the start of FY 2023.

Line 104 will only operate during weekday peak hours. Currently, the AT-3/4 Loop provides off-peak service along this routing, but the route was not included in the 2022 ATV Plan due to low ridership. Existing AT-3/4 riders in Parkfairfax may also be able to use the new Line 36A/B, which runs every 15-30 minutes all day, seven days per week, with connections to Shirlington and the future Potomac Yard Metro station.

Figure 5-12 - Line 104 (Braddock Road to Pentagon via Parkfairfax)



# King Street Trolley (KST)

(a.k.a. "Line KST" in 2022 ATV Plan)

**Route Description:** King Street Metro to Old Town Waterfront  
**Route(s) Replaced:** N/A  
**Corridor(s) Served:** King Street, Old Town Circulator  
**Major Destination(s):** King Street Metro, Old Town, City Hall, Waterfront

**Residents within ¼ Mile:** **6,169 residents**  
*Low Income Residents:* 327 (5.3 percent)  
*Minority Residents:* 1,271 (20.6 percent)  
*Senior Residents:* 999 (16.2 percent)  
**Jobs within ¼ Mile:** **17,994 jobs**

## Proposed Service Levels:

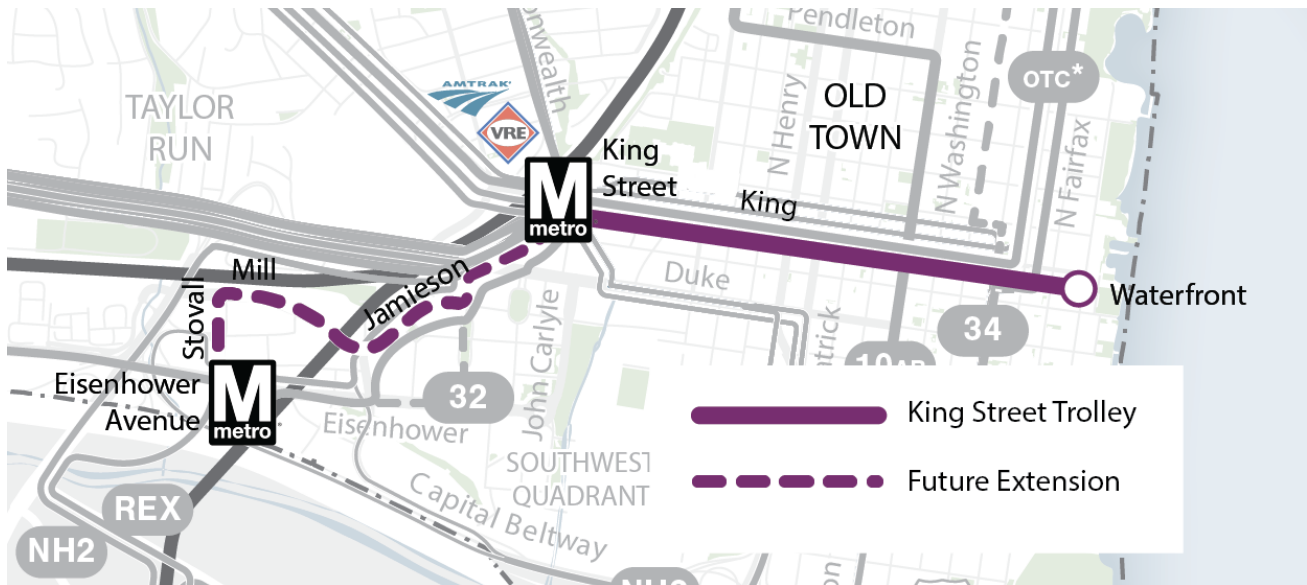
	Frequency	Span (Approx.)
<b>Weekday</b>		11am – 11pm
<i>AM/PM Peak</i>	15 min. (No AM Peak Service)	
<i>Midday</i>	15 min.	
<i>Evening</i>	15 min.	
<b>Saturday</b>	15 min.	11am – 11pm
<b>Sunday</b>	15 min.	11am – 11pm

After being out of service due to the pandemic for 18 months, the iconic **King Street Trolley** will resume operations in FY 2022 with a scheduled start date of September 5, 2021. The Trolley will not resume at the start of FY 2022 due to financial considerations and reduced tourist ridership demand. The Trolley will resume its regular route alignment; however, a new re-route to Cameron Street near the Waterfront due to the ongoing closure of the 100 Block of King Street may be introduced. If the closure is continued into the Fall, a new Trolley drop-off stop on Union Street at King Street will be introduced. Finally, a new Trolley stop on southbound Union Street at Prince Street is also proposed for FY 2022.

DASH proposes to run the King Street Trolley with simpler, 15-minute service from 11am to 11pm, 365 days per year. This is a reduction from pre-COVID levels, which included 10-minute headways during summer months, and service until midnight on Thursday through Saturday, but is easier to understand.

The 2022 ATV Plan included a proposed extension of the King Street Trolley from King Street Metro to the Eisenhower Avenue Metro via Dulaney Street, Jamieson Street, Mill Road and Stovall Street. This extension would provide a key connection from Old Town to Carlyle, which represents the densest area of the City, but is not currently well-served by transit. This extension would require at least two additional Trolleys which could be ready by FY 2024. If desired, this change could also include a transition to 100% electric trolley vehicles for a quieter more sustainable travel option in Old Town. Additional grant funding, and coordination with City leadership would be required for these changes. Lastly, the ATV Plan includes several ideas for better integrating the King Street Trolley with the Old Town Circulator, including changes to fare policies; however, no such changes are proposed for FY 2022.

**Figure 5-13 - King Street Trolley**



## 5.2 / Fare Recommendations (FY 2022)

As part of the FY 2022 budget development process, the following fare recommendations are proposed:

- Fare Changes.** No changes to the base fare or DASH Pass are proposed for FY 2022. The base fare will remain at \$2.00 and the DASH Pass will remain at \$45.00.
- 31-Day Rolling DASH Pass on SmarTrip.** DASH proposes to modify the business rules for DASH Passes purchased through SmarTrip such that they would be valid for 31 days following purchase. Currently, DASH Passes purchased through SmarTrip are valid for one calendar month. Passes purchased through SmarTrip prior to the 15<sup>th</sup> of a given month are valid for the remaining days of that month. Passes purchased after the 15<sup>th</sup> of a given month are valid for the duration of the following month. Any revenue lost through this change is expected to be offset by increases in pass purchases due to increased convenience.
- Senior/Disabled 7-Day Regional Pass.** DASH is proposing to eliminate a \$0.65 upcharge on Senior/Disabled 7-Day Regional Passes. These passes are purchased through SmarTrip and allow passengers to take unlimited rides on all regional bus providers for seven days. The revenue impact of this change is expected to be negligible based on the number of passengers using these cards during peak periods in years past.
- WMATA Regional Pass Products.** If WMATA expands its Revenue Sharing Agreement to include additional regional pass offerings in FY 2022, DASH will begin allowing DASH passengers to use any new WMATA pass product as valid fare payment, in accordance with recommendations from WMATA's Bus Transformation Project. Currently, DASH accepts the 7-Day Regional Bus Pass and participates in a regional revenue sharing agreement that distributes funds based on pass usage. This planned change would expand this agreement to include all current and future



WMATA regional passes for both bus and rail. It would also make the SmarTrip app and Apple Wallet even more useful for DASH passengers.

- **Free Rides for City Employees.** Beginning in July 2021, DASH will be providing free rides for all City employees. City employees will need to show their valid city-issued identification badges to the bus operator to be allowed to ride for free.
- **Free Student Rides Program.** DASH staff will continue the “Free Student Rides” program for Alexandria high school students for its fourth year. This program promotes transit awareness and ridership among young adults who can become future DASH users. During the 2020-2021 school year, DASH transitioned this program from student ID cards to the DASH Bus app. This will allow the program to be administered more efficiently, provide additional convenience for students, and allow DASH to continue testing its mobile ticketing

In FY 2022, DASH will consider expanding the program to middle school students (Grades 6-8) at George Washington Middle School, Francis Hammond Middle School, Patrick Henry Middle School, and Jefferson-Houston School for the 2021-2022 school year. At the request of ACPs staff, DASH temporarily allowed middle school students from these schools to participate in the program in Spring 2021 to alleviate school bus capacity issues related to the COVID pandemic. Staff will evaluate this change over the summer to determine if it should be continued in Fall 2021.

- **DASH Bus App.** The DASH Bus app was launched in Spring 2019 and will be extended for a third year to allow for further program evaluation and additional coordination with regional partners. DASH staff prepared a “DASH Bus App Mobile Ticketing Report” in February 2019 to document the initial program results and findings (<https://www.dashbus.com/ride-dash/mobileapp>). The app has offered additional convenience for DASH passengers and has been useful for offering custom DASH fare products and fare partnerships. Ultimately, DASH envisions a mobile ticketing solution that is can be used across multiple regional providers, includes real-time bus arrival and trip planning information, and features electronic validation with onboard readers.
- **SmarTrip App.** DASH began accepting the new SmarTrip app in March 2021. The new platform allows customers to purchase virtual SmarTrip cards, add funds in real-time, buy passes, check balances, set up auto-reload and manage SmartBenefits. The app also allows for electronic validation where customers can hold their phones above the SmarTrip reader to validate their fares. DASH will continue to accept and promote the SmarTrip app as a convenient way to ride.
- **Convert DOT Paratransit Cards to SmarTrip Cards.** DASH is continuing to work with the City of Alexandria to transition DOT cards from the current paper version to a SmarTrip-enabled chip card. Through this effort, DOT cardholders will be able to tap their cards on the farebox of DASH buses which will increase operational efficiency, customer convenience, and data collection, while reducing the occurrence of fraud. Since DOT cards are valid for three years, the transition from paper cards to SmarTrip cards is expected to take several years to complete.

### *5.3 / Service Recommendations (FY 2023 – FY 2027)*



Based on the recommendations of the Alexandria Transit Vision (ATV) Plan, DASH will implement the first phase of the plan – a reduced version of the Final 2022 ATV Network – in the first half of FY 2022. The rest of the 2022 ATV Plan will be proposed for implementation in FY 2023, while the full vision, which is reflected by the 2030 ATV Network, will be implemented between FY 2024 and FY 2030 based on funding availability. Additional information on the Alexandria Transit Vision Plan project, process, outcomes, and final report can be found at the project website: [www.dashbus.com/transitvision](http://www.dashbus.com/transitvision).

Since most of the route restructuring for the 2022 ATV Plan will be implemented in FY 2022, the majority of service changes proposed for FY 2023 are increases in service frequency, which will allow DASH to implement the full 2022 ATV Plan.

The service changes proposed for FY 2023 include several changes that will be contingent upon the opening of the new Potomac Yard Metro Station, which is currently scheduled for mid-2022. The full list of proposed FY 2023 changes includes:

- **Line 30.** Line 30 operates from Van Dorn Metro and Landmark Mall to Braddock Road via Duke Street and Old Town. In FY 2023, weekday peak service would also be improved so that all peak trips continue into Old Town to Braddock Road Metro as part of the Old Town Circulator. This would create 10-minute service for Line 30 from Landmark Mall to Braddock Road Metro and would allow the Old Town Circulator to run every five minutes during weekday peak periods.
- **Line 31.** Line 31 serves the King Street corridor from NVCC in West Alexandria into Old Town. In FY 2022, some Line 31 trips would only be able to operate from NVCC to King Street Metro during off-peaks and weekends. In FY 2023, all Line 31 trips would operate along the full route alignment to Braddock Road Metro, as recommended in the Full 2022 ATV Plan. This will improve Old Town Circulator headways during off-peaks and weekends.
- **Line 32.** In FY 2022, DASH is slated to replace the AT-7 service along Eisenhower Avenue with Line 32, but due to budget constraints it will only be able to operate from Landmark Mall to King Street Metro. In FY 2023, DASH proposes to extend Line 32 from King Street Metro to Braddock Road Metro and combine it with Lines 30 and 31 to increase the frequency of the Old Town Circulator. Weekday midday service will be improved from every 60 minutes to every 30 minutes. Finally, weekend service will also be improved from every 60 minutes in FY 2022 to every 30 minutes in FY 2023 from Landmark Mall to King Street Metro.
- **Line 33.** In FY 2022, Line 33 replaces the AT-10 serving Del Ray, Arlandria and Potomac Yard, but with reduced Sunday service running once every 60 minutes. In FY 2023, Sunday service is improved with trips running every 30 minutes. This will improve weekend connections to the Potomac Yard Metro Station, which is scheduled to open in 2022.
- **Line 34.** Line 34 will be introduced in FY 2022 as a new north-south route that runs from Lee Center to Braddock Road Metro via City Hall and Old Town North. The planned opening of the new Potomac Yard Metro Station in mid-2022, however, will trigger a realignment of Line 34 so that it will no longer serve the Braddock Road Metro and instead will travel north on Richmond Highway and terminate at the new Potomac Yard Metro. DASH is also proposing that the Line 34 alignment in Old Town will be shifted from North Fairfax Street to North Pitt Street at this time. Finally, Line 34 is scheduled to only run hourly on weekends in FY 2022 but would be increased to operate every 30 minutes on Saturdays and Sundays in FY 2023.

- **Line 103.** In FY 2022, Line 103 replaces the AT-3 with weekday peak service running every 30 minutes between Braddock Road Metro and the Pentagon Metro via Arlandria. In FY 2023, the service headways would be improved to run every 20 minutes, similar to AT-3 service prior to the COVID pandemic.
- **Line 104.** In FY 2022, Line 104 is proposed to replace the AT-4 with weekday peak service every 30 minutes between Braddock Road Metro and the Pentagon Metro. In FY 2023, the headways would be improved to run every 20 minutes, similar to AT-4 service prior to the COVID pandemic.

For FY 2024, DASH proposes the following additional service changes, which will represent the first steps beyond the 2022 ATV Plan towards the 2030 ATV Plan:

- **Line 30.** Line 30 operates from Van Dorn Metro and Landmark Mall to Braddock Road via Duke Street and Old Town. In FY 2024, DASH would implement major off-peak service enhancements on the routes so that it would run every 15 minutes during weekday middays, evenings and weekends. This is a major improvement over the existing off-peak service that operates every 30 minutes along one of the more productive transit corridors in the City.
- **Line 32.** DASH proposes to increase weekday peak service on Line 32 from every 30 minutes to every 15 minutes. This will improve connectivity along the Eisenhower Avenue Corridor, including major new developments at Landmark Mall, South Van Dorn Street, Eisenhower Valley, Eisenhower East and Carlyle. Contingent upon the King Street Trolley extension outlined below, the route alignment of Line 32 would also be adjusted in the Carlyle area so that it runs via Duke Street, John Carlyle Street, and Eisenhower Avenue.
- **King Street Trolley.** For FY 2024, DASH proposes to extend the King Street Trolley from the King Street Metro to the Eisenhower Metro via Dulaney Street, Jamieson Avenue, Mill Road and Stovall Street. This route extension will require at least two additional Trolley vehicles, which could potentially be 100% electric as part of a larger effort to transition the Trolley fleet to electric buses. DASH will also seek to expand morning service hours for the Trolley and to find ways to integrate it more fully with the Old Town Circulator service. These trolley changes and any further changes to Trolley service or fare policies will require additional coordination with city leadership.

For FY 2025, FY 2026, and FY 2027, additional service change proposals will be made to advance the implementation of the 2030 Alexandria Transit Vision Plan network based on available funding. An overview of the 2030 ATV Plan network is provided below.

### ***2030 Alexandria Transit Vision Plan***

The 2030 ATV Network represents the ultimate vision for the new ridership-oriented bus network while providing frequent, all-day bus service across most of the city. Many of the routes in the 2030 network are similar to the routes from the 2022 network, but with additional frequency improvements. Figures 5-14 and 5-15 show the new 2030 network during peak and midday time periods, respectively, while Figure 5-16 shows the service frequencies and hours of operations for all DASH and WMATA routes.

The 2030 ATV Network assumes the equivalent of a 20 percent increase in service hours for both DASH and WMATA. The final 2030 network would be highlighted by an even more extensive network of high-frequency bus routes operating every 15 minutes or better, all-day seven days per week that would allow transit users to move easily across the city at all times.

The 2030 ATV Network was designed to be implemented by 2030, however, some of the improvements could be introduced during the latter part of the FY 2023 – FY 2027 period covered by this TDP if funding is available. One major component of the 2030 ATV Network that may be implemented earlier than 2030 is the West End Transitway. The capital improvements for the West End Transitway could be completed as early as 2025, in which case, the new “N9” West End Transitway route could be implemented at time, as well as the the corresponding changes to the “N8”, “N10” and “N11” routes.

The 2030 ATV Plan will provide the following major benefits:

- Expansion of the citywide network of frequent, all-day bus service, seven days per week.
- Access to frequent, all-day transit for nearly 120,000 city residents (vs. 40,000 today).
- 91% of low-income residents will have access to frequent, all-day transit (vs. 29% today).
- 89% of minority residents will have access to frequent, all-day transit (vs. 22% today).
- 78% of seniors will have access to frequent, all-day transit (vs. 23% today).
- Maintains bus service coverage to the extent that 99.5 percent of existing DASH and WMATA boardings will still be within 1/8 mile of a bus stop under the 2022 ATV Network.
- Significant expansion of evening and weekend service, including a 50% increase in weekend service that will benefit non-traditional commuters and off-peak transit users.

Full information about the 2030 ATV Plan can be found at [www.dashbus.com/transitvision](http://www.dashbus.com/transitvision).

Additional projects that will be relevant to the implementation of the 2030 ATV Plan are noted below:

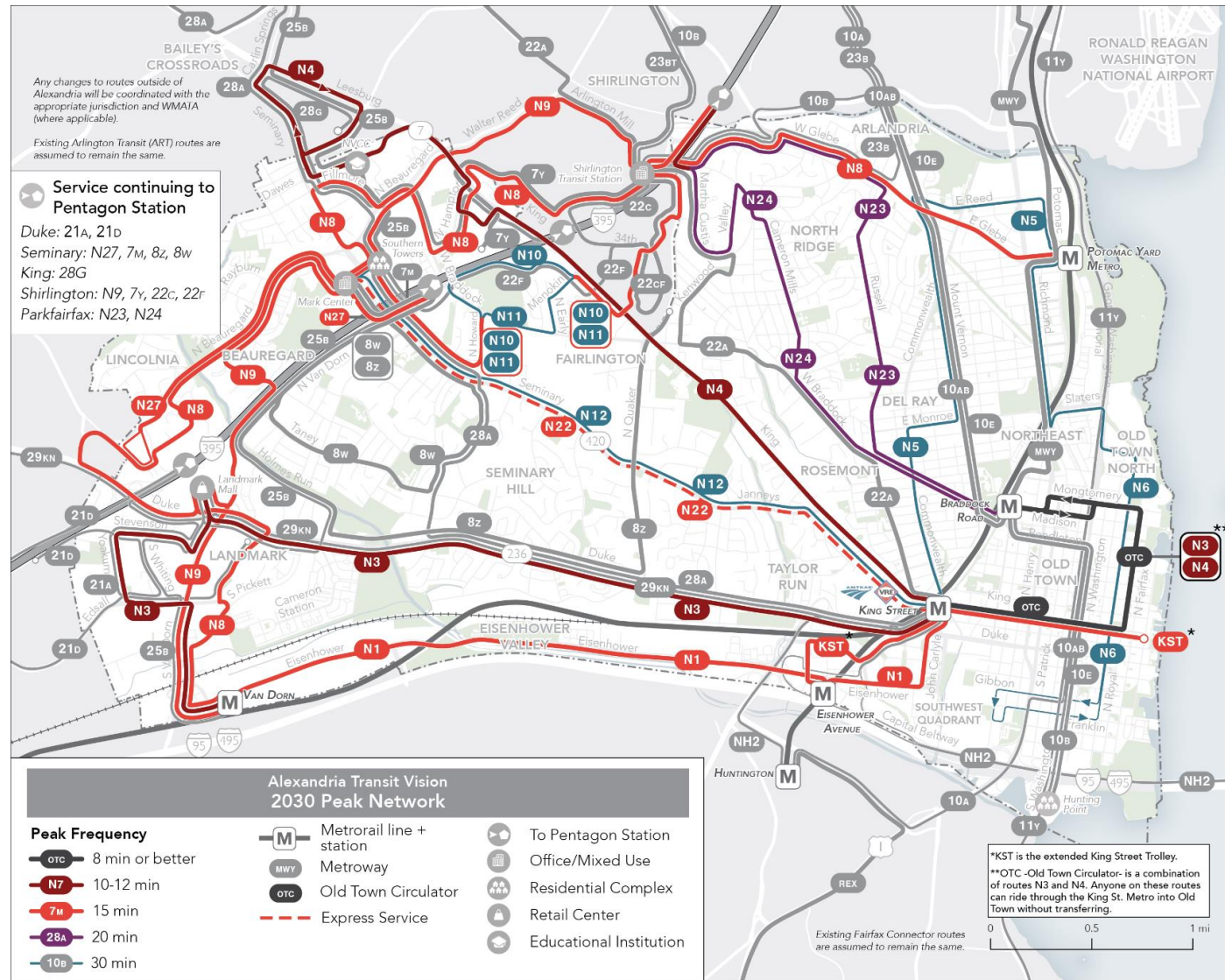
- **Potomac Yard Metro Station.** WMATA is planning to construct a new in-fill Metrorail Station at Potomac Yard, between the existing Braddock Road and National Airport Metro Stations. The station will be constructed just west of the intersection of Potomac Avenue and East Glebe Road, with an adjacent bus transit center for DASH, WMATA and Metroway buses. DASH will provide local bus service to this station with Lines 33, 34 and 36.
- **West End Transitway.** The City of Alexandria is planning to build the West End Transitway, a high-capacity BRT service that would operate along the I-395 corridor between Alexandria and the Pentagon. The original route began at the Van Dorn Metro with stops at Landmark, Mark Center, Southern Towers and Shirlington Transit Center before reaching the Pentagon. Although a specific transit provider has not been identified for this service, DASH is expected to be considered due to its other nearby services and cost efficiency. Operating funds for this service have not yet been identified, but the I-395 Commuter Choice program and other state and regional funding sources will be actively pursued.

- **Duke Street Bus Rapid Transit (BRT).** The City of Alexandria was recently recommended to receive \$75 million in NVTAG grant funding for the design and construction of the first phase of the Duke Street BRT, which is scheduled for completion by 2025. This project could provide dedicated transit lanes, bus prioritization, and other capital improvements that will increase bus speeds, reliability and convenience between Landmark Mall and King Street Metro. This will greatly benefit the future operations of the DASH Line 30, and the Metrobus 28A, 29K and 29N.





Figure 5-14 / 2030 Alexandria Transit Vision Network – Peak Service



**Figure 5-15 / 2030 Alexandria Transit Vision Network – Midday Service**

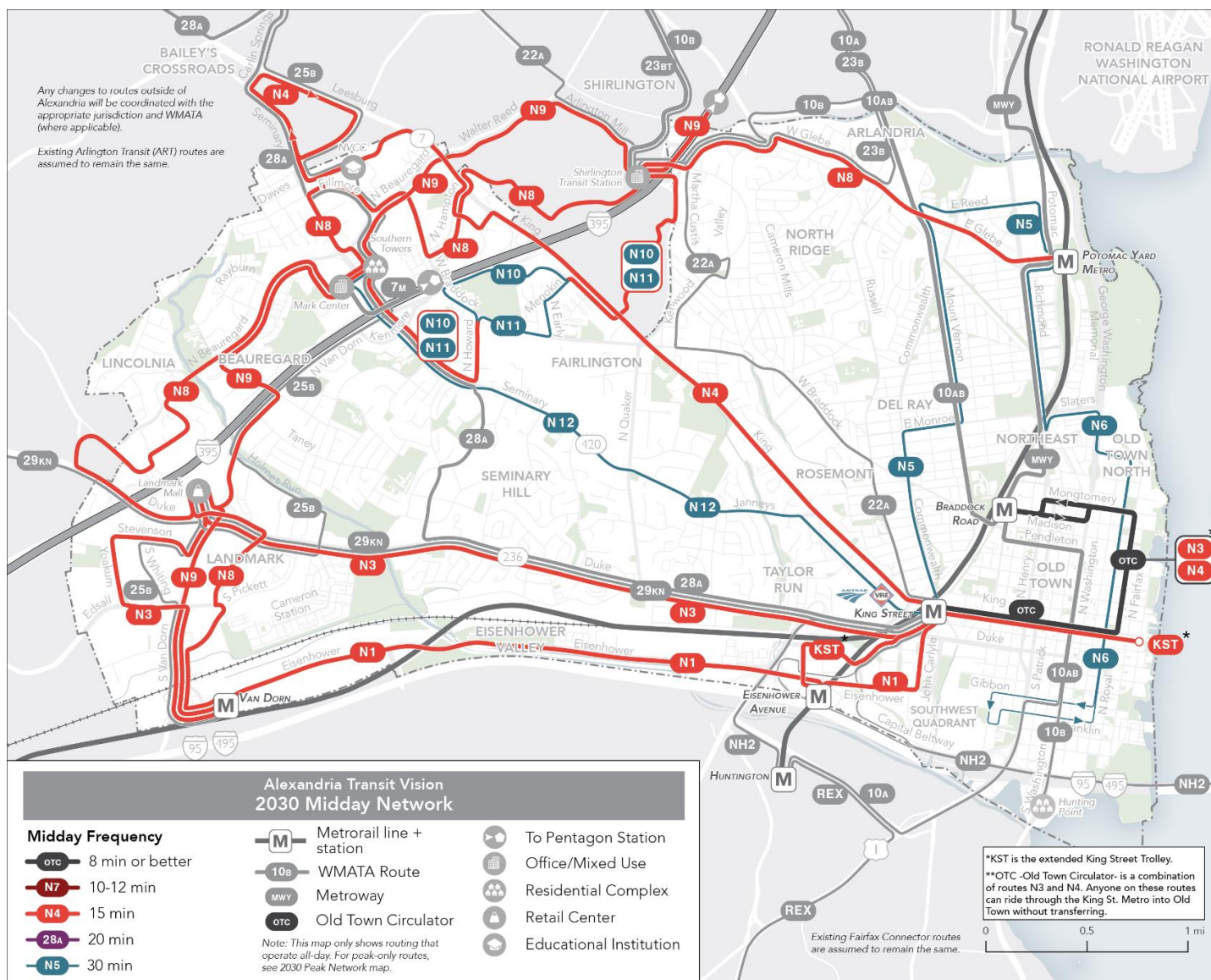
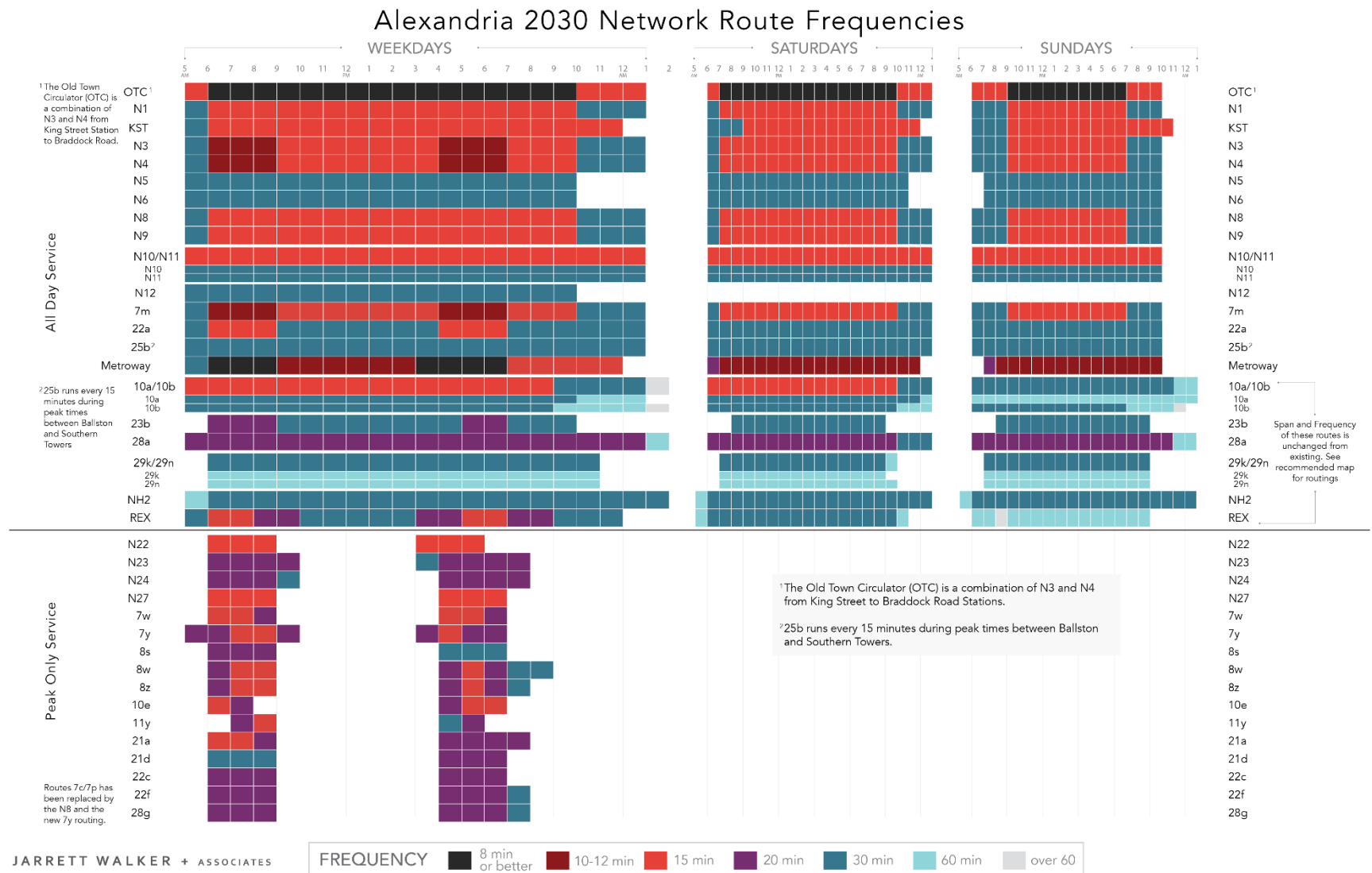




Figure 5-16 / 2030 Alexandria Transit Vision Network – Frequency Table



#### *5.4 / Future Fare Change Recommendations (FY 2023 – FY 2027)*

- **Free Transfers to/from Metrorail.** Prior to the onset of COVID-19, DASH staff were working with WMATA and City staff on a potential fare policy change to allow free transfers to/from Metrorail in the near future. Metrorail passengers transferring to a DASH bus would ride DASH for free, while DASH passengers transferring to Metrorail would receive a discount equal to the amount of their DASH fare (\$2.00). Under current DASH policy, the transfer discount to/from Metrorail is only \$0.50, while transfers to Metrobus are free.
- **Future Fare Changes.** No future changes to base fare or DASH Pass are proposed or planned for FY 2023 to FY 2027 at this time; however, fare policy changes decisions are typically not made more than one year in advance.

## 6.0 / DASH Capital Budget Program

This section outlines the capital improvements that are planned to support the long-term viability and growth of the DASH bus system. The primary source of capital funding for DASH is the City of Alexandria's Capital Improvement Program (CIP), however, ATC capital improvements are also funded by other state and regional sources, such as the Virginia Department of Rail and Public Transportation (VDRPT) and the Northern Virginia Transportation Authority (NVTA).

### *6.1 / FY 2022 – FY 2031 Capital Improvement Plan (CIP)*

DASH relies upon capital funding from the City of Alexandria and regional funds from NVTA to pay for replacement buses, facility improvements, technology systems and a wide range of other capital projects. The City of Alexandria's Capital Improvement Program covers a ten-year period and operates on two-year cycles. The CIP was last updated for FY 2021 and the next full update will be for FY 2023.

Based on the proposed FY 2022 – FY 2031 CIP, DASH is requesting a total of nearly \$138 million for six different ATC capital projects. These projects include bus replacements, hybrid bus powertrain repair and replacements, facility and fleet expansion, and investments in new technology for fare collection and scheduling software.

Table 6-1 depicts a summary of the approved FY 2022 CIP project funding requests and overall funding levels for the entire FY 2022 – FY 2031 CIP life cycle.

### *6.2 / Fleet Replacement Plan*

A detailed summary of the current Fleet Replacement Plan is included in Table 6-2. This table shows the proposed replacement schedule for each of the nine active sub-fleets of buses, based on a useful life cycle of 12 years. In order to maintain a State of Good Repair and ensure that service is provided in a safe and reliable manner, DASH must replace all buses that are more than 12 years old. Any buses that are replaced within the yellow portion of the table are buses that are being kept in service beyond their useful life, which represents a failure to maintain State of Good Repair.

As shown in Table 6-2, DASH purchased 21 clean diesel replacement buses in 2019, and six 100% electric buses in 2020 through the VW Environmental Mitigation Trust program described below. Based on these replacements, DASH will be able to retire the last of its old diesel buses, which are now operating beyond their useful 12-year life cycle.

The proposed transition to electric buses is outlined in the fleet replacement plan shown in Table 6-2. Additional information on DASH Zero-Emission Bus fleet planning is included in Section 6.5.

As outlined in Figure 6-1, DASH is not requesting any CIP funding for FY 2022 for bus replacements. This is because the DASH fleet is currently compliant with State of Good Repair requirements, and DASH did not purchase any new buses between 2007 and 2011 that would need to be replaced at the end of their 12-year useful life span. The overall CIP funding request, however, did increase by over \$31 million due to a large number of additional replacement buses that are needed in FY 2031.

**Table 6-1 / FY 2022 – FY 2031 Capital Improvement Plan (CIP) Summary**

Item	Project Description	FY 2022 CIP Funding			FY 2022-2031 Total CIP Funding		
		Requested	Approved (FY21)	Net Difference	Requested	Approved (FY21)	Net Difference
1	<b>Bus Fleet Replacement.</b> DASH is responsible for the planning, procurement, purchase, testing, acceptance and maintenance of its active bus fleet. This program provides funding for the purchase of replacement transit buses that enable DASH to operate fixed-route bus service throughout the City of Alexandria. DASH will be working with City staff and other stakeholders to coordinate the procurement, purchase and delivery of the replacement buses that are funded by this project.	\$0	\$0	\$0	\$111,687,400	\$80,177,200	\$31,510,200
2	<b>DASH Hybrid Battery &amp; Powertrain Replacement.</b> This project funds repair or replacement of any or all components of the hybrid powertrain including battery packs, the dual-power inverter module (DPIM), transmission, or diesel engine. Experience suggests that proactive replacement of battery packs which are showing no defects is unnecessary (DASH has yet to experience a battery failure in eight years of hybrid operation). Repair or replacement will be made on an as-needed basis to conserve resources for actual failures.	\$0	\$0	\$0	\$1,978,800	\$2,390,800	-\$412,000
3	<b>DASH Fleet &amp; Facility Expansion.</b> The current DASH Facility has reached its maximum bus capacity and cannot accomodate future fleet expansion. DASH has secured funding from multiple state and regional sources for a staged implementation of expanded bus storage capacity, which will be integrated with facility and utility upgrades to support a zero-emission subfleet. The City's temporary parking arrangement for its overflow impound lot, currently housed on the adjacent DASH bus expansion land, will ultimately need to be relocated. This project also includes the purchase of 14 new buses, which are intended to be used to enhance service in high development areas such as Potomac Yard and the Van Dorn Corridor. At least eight of the new buses will be zero-emission buses.	\$3,421,000	\$3,421,000	\$0	\$19,630,000	\$19,630,000	\$0
4	<b>DASH Electronic Fare Payment.</b> This project will provide for purchase of new farebox hardware and the implementation of new electronic fare payment technologies for the DASH bus fleet that will allow DASH to maintain its fare collection system and enhance the usefulness of its mobile ticketing app. This will include required upgrades to the hardware which supports the SmarTrip card-based payment system, designed and managed by WMATA and its vendors. It will also include electronic validation hardware for the DASH Bus mobile fare payment app or a future regional mobile app (including a potential WMATA app) or transition to a regionwide mobile ticketing platform.	\$350,000	\$350,000	\$0	\$350,000	\$350,000	\$0
5	<b>DASH Technology.</b> This project funds future technology initiatives (FY23-FY24) that allow DASH to incorporate new innovations into their day-to-day operations to improve ridership, cost efficiency and customer satisfaction. Such technologies include onboard equipment (real-time infotainment screens, WiFi, phone charging ports, etc), facility security technology upgrades, service planning analysis software tools, enhanced onboard video monitoring systems, advanced bus maintenance diagnostic systems, or other elements to improve operations and customer experience.	\$0	\$0	\$0	\$855,745	\$855,745	\$0
<b>TOTALS</b>		<b>\$3,771,000</b>	<b>\$3,771,000</b>	<b>\$0</b>	<b>\$134,501,945</b>	<b>\$103,403,745</b>	<b>\$31,098,200</b>

### *6.3 / Fleet Expansion*

In order to maintain appropriate urban service levels for the City of Alexandria, increase service frequency on productive existing routes, add new service in developing areas, and achieve an industry-standard spare ratio, DASH must periodically increase its active bus fleet size. The current fleet includes 93 active vehicles. With a planned peak pull-out requirement of 75 buses in FY 2022, DASH has recently been able to increase its spare ratio to 24 percent, which is just above the industry standard of 20 percent.

DASH is planning the following fleet expansions over the next few years:

- **FY 2018-2023 NVT A Six Year Plan Funding.** In 2018, DASH was awarded \$11.9 million to be used for facility upgrades and for the purchase of eight zero-emission buses. A portion of this funding has been used for infrastructure upgrades needed to support the first six electric bus charging stations. These eight expansion buses are expected to be delivered by FY 2022.
- **FY 2022 – FY 2023 Smart Scale Funding.** DASH secured roughly \$11.1 million in state funding through the Smart Scale program. Most of the funding for this project will be used towards the facility expansion project described in Section 6.6, but the funds will also cover the purchase of six clean diesel expansion buses to be used towards improved DASH bus service in major development corridors throughout the city. Though these buses were initially scoped as hybrid buses, DASH has since received approval from DRPT to purchase clean diesel buses instead due to ongoing reliability issues with hybrid-electric buses. These six expansion buses are scheduled for FY 2025 delivery.
- **FY 2024 – FY 2025 Smart Scale Funding.** DASH was also able to secure \$12 million in additional Smart Scale funding for the purchase of 12 additional zero-emission expansion buses. These buses are scheduled for purchase in FY 2024 and delivery by FY 2025.

Based on these planned expansions, DASH will be increasing its active fleet size from 99 buses to roughly 120 buses over the next five years. The corresponding facility expansion that is needed to accommodate the growing DASH bus fleet is summarized in Section 6.6.

### *6.4 / Hybrid Battery Pack & Powertrain Replacements*

Nearly two-thirds of the DASH active bus fleet is comprised of hybrid-propulsion buses. DASH has identified a capital funding need for hybrid bus powertrain repair and replacement. As shown in Table 6-1, DASH is requesting nearly \$1.98 million in CIP funds for hybrid powertrain repair and replacement over the next decade. This amount has been reduced from previous CIP submissions due to a shifting approach that performs battery pack replacements on an as-needed basis. As a result, no funds are requested for this project in FY 2022.

**Table 6-2 / Fleet Replacement Schedule.**

Funding Year	Type	Quantity	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Delivery Year			FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
2002 Neoplan Artics (PIP)	Diesel	14	10	4									
2011 Gilligs	Hybrid	10			10								
2011 Gilligs (Trolley)	Hybrid	5			5								
2012 Gilligs	Hybrid	10				10							
2014 Gilligs	Hybrid	7					7						
2015 Gilligs	Hybrid	13						13					
2015 Gillig (Trolley)	Hybrid	1						1					
2017 Gilligs	Hybrid	6								6			
2018 Gilligs	Clean Diesel	14									14		
2019 New Flyers	Clean Diesel	13										13	
2019 New Flyers	Clean Diesel	8										8	
2020 New Flyers (VW)	Electric	3											
2021 Proterras (VW)	Electric	3											
2021 New Flyer Artics (NVTa)	Electric	4											
2021 Proterras (NVTa)	Electric	4											
Total Retirements			10	4	15	10	0	7	14	0	6	14	21
Replacement Buses (Clean Diesel)			0	0	10	5	0	0	0	0	0	0	0
Replacement Buses (Electric)			0	0	5	5	0	7	14	0	6	14	21
<b>Total Replacement Buses</b>			<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>14</b>	<b>21</b>
Expansion Buses (Clean Diesel)			0	0	0	6	0	0	0	0	0	0	0
Expansion Buses (Electric)			8	0	0	0	12	0	0	0	0	0	0
<b>Total Expansion Buses</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Note:** Dashed line indicates the point at which each subfleet will reach the end of its useful life cycle (12 years). Buses must be replaced before the end of their useful life cycle in order to maintain State of Good Repair (SGR) status. Numbers in yellow cells are representative of buses that will be kept beyond the end of their useful life cycle.



## 6.5 / DASH Electric Bus Program

Last year DASH became the first transit agency in Northern Virginia to operate electric buses when it took delivery of three New Flyer electric buses as part of the state's VW Mitigation Trust. This marked the culmination of both a two-year foray into zero-emission bus technology and the first step toward transitioning the DASH bus fleet to 100% electric by 2037.

The transition continues in 2021 with the arrival of three Proterra electric buses in January, which replaced the last of the Orion diesels in the active fleet and were also purchased through the VW Environmental Mitigation Trust program. By Summer 2021, DASH expects to take delivery of eight more electric buses through the NVTa grant, bringing the total DASH electric bus fleet size to 14. These buses are expected to be supported by the six electric chargers that were installed in 2020 through the same NVTa-funded project.

This movement towards zero-emission buses is supported by the City of Alexandria's 2008 Transportation Plan and Eco-City Alexandria, which both seek to improve quality of life and sustainable transportation options.

Other DASH efforts towards a zero-emission fleet have included:

- **DASH has modified its most recent Capital Improvement Program (CIP) funding requests to the City of Alexandria to include funding for electric replacement buses as early as FY 2023. The request assumes that the electric bus purchases would increase each year until FY 2026, at which point all DASH replacement buses would be electric buses;**
- **DASH has been awarded multiple regional and state grant funding opportunities through Virginia Smart Scale and NVTa (70% Funds) that will help cover the cost of facility expansions, upgrades, infrastructure improvements, and additional electric buses, bus chargers, and maintenance equipment over the next five years;**
- **DASH worked with the Center for Transportation and the Environment (CTE) to complete a Zero-Emission Bus Feasibility Review in 2020 that determined that DASH and the City of Alexandria were well-suited for electric bus technology; and**
- **In 2021, DASH will be conducting the first phase of a Zero-Emission Fleet Implementation Plan to develop a plan for how the facility can be upgraded to accommodate a larger zero-emission fleet. The second phase of this study will focus on fleet needs and is planned for FY 2022.**

## 6.6 / DASH Facility Expansion

As part of the \$11 million Smart Scale project mentioned above, DASH has secured funding to expand its existing garage facility to increase vehicle capacity from roughly 90 buses to 135 buses to meet anticipated service demand in the coming decades. The existing William B. Hurd Transit Facility was opened in 2009 but has since reached its maximum bus capacity.

In preparation for future expansion, the City of Alexandria secured the rights to the parcel of land immediately west of the existing DASH facility. This parcel, which is currently occupied by a temporary impound lot, will be regraded and integrated into the existing facility. Though the design of the facility expansion is currently being determined, it will likely house the future electric bus fleet and charging infrastructure. Construction is scheduled to begin as early as FY 2023, and the new expanded facility would likely open by FY 2024.

## 6.7 / Technology Improvements

Over the last few years, DASH has continued to improve its customer experience, enhance passenger safety, and internal efficiencies through the use of new transit technologies. Recent projects have included Transit Signal Prioritization (TSP), Smartyard, Real-Time info displays, Mobileye Pedestrian Detection Systems, TMS Daily Operations, Disruption Management, and MobileCAD.

- **Automated Passenger Counters.** DASH was awarded \$200,000 in FY 2019 to retrofit its current fleet with more accurate optical APC equipment and is preparing to publish a solicitation for the work. With these installations, nearly 100% of the DASH fleet will be equipped with optical APC's and much more detailed ridership data will be available for service planning decision-making and NTD reporting. Due to procurement delays associated with the COVID-19 pandemic, this project is scheduled for completion by late 2021.
- **Scheduling Software.** DASH has identified a major need for new, upgraded scheduling software. The current system that we are using is designed for smaller agencies with less complexity to their route networks and labor rules. With the launch of the new Alexandria Transit Vision (ATV) Network in 2021 and the more complex labor rules from the new Collective Bargaining Agreement, DASH needs a more advanced software solution that is easier to use and more reliable. Although CIP funding for scheduling software is included in FY 2023, DASH and City staff have worked together to identify capital funding that will be available in 2021 to address this immediate need. Procurement for this project is ongoing and the new platform is expected to be implemented by late 2021.
- **Disruption Management.** The Disruption Management program was launched in FY 2021 to allow DASH to improve its ability to modify operations in real-time during service disruptions. Disruption Management enables DASH to create temporary re-routes, bus bridges, emergency detours, or other on-the-fly service adjustments. The program then is able to update the instructions that are provided to bus operators through the Clever CAD/AVL system, as well as the real-time bus arrival information that is provided to customers. This tool will be especially helpful during major service disruptions and winter weather events.
- **Real-Time Information Enhancements.** DASH continues its work to provide comprehensive, accurate real-time bus information to all customers. Some of these efforts include:
  - DASH will be making real-time information available to customers via text message (SMS) and telephone (IVR) as part of the launch of the New DASH Network in September 2021. The new bus stop signs that are being installed for the New DASH Network will include the Stop ID number for each stop and instructions on how to call or text to get information about upcoming bus arrival times at that specific bus stop.

This system is expected to help individuals without smartphones and those with disabilities that prevent them from using other real-time platforms.

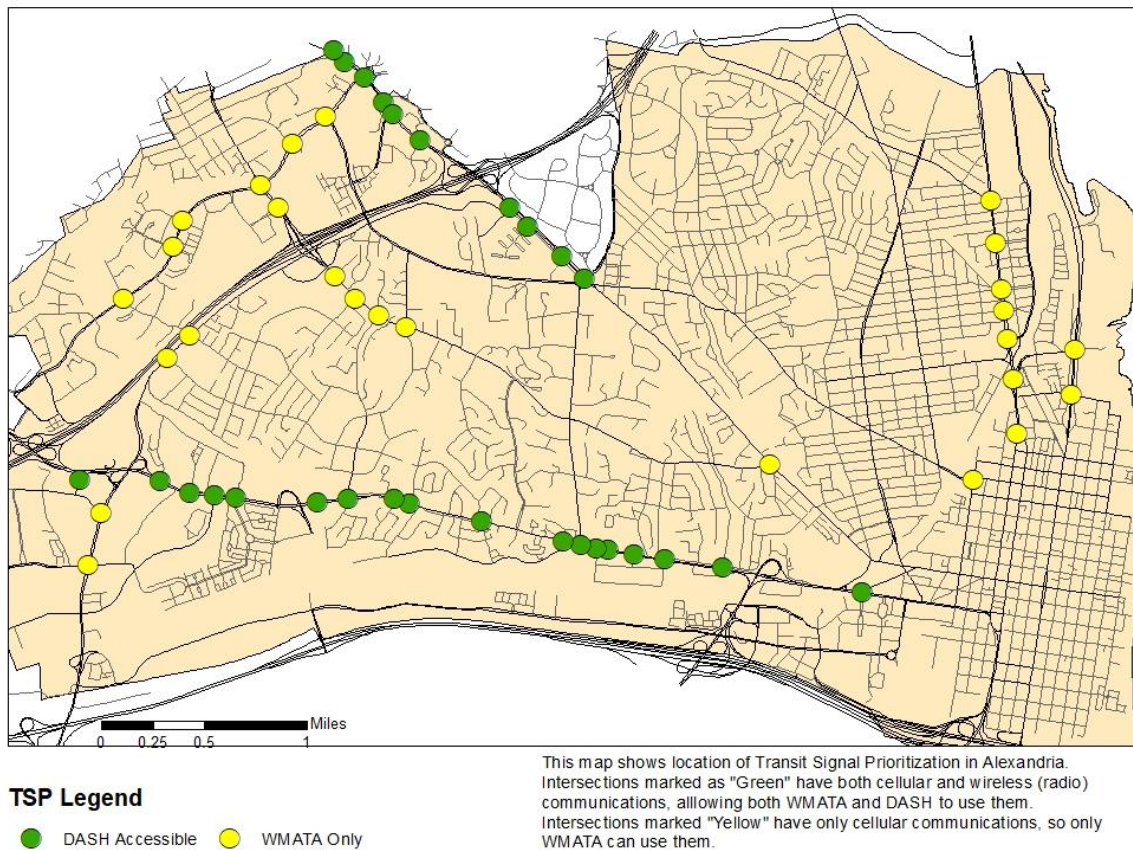
- In 2020, DASH launched an upgraded version of its BusTracker, which is now available on the DASH website. The new version is more user-friendly, mobile-compatible, and include better route and stop information. It is also compatible with the WMATA bus tracking platform for added convenience for shared customers.
  - DASH was awarded a FY 2021 Demonstration Grant from DRPT for an “Enhanced Real-Time Predictions” project that will improve the accuracy of real-time arrival predictions by incorporating traffic sensor data, and preceding bus trips on the same route pattern. This will be particularly beneficial during major service disruptions when real-time arrival estimates become far less accurate. Due to the COVID pandemic, the start of this project was delayed but is still expected to be completed by late 2021.
  - In FY 2020, DASH installed two dozen additional solar-powered digital bus arrival signs across the city to bring the total number of bus stops with real-time information displays up to 60. These include both solar-powered signs and large, LCD kiosks like those at the Mark Center Transit Center. In addition, DASH is in the process of placing a double-sided LCD kiosk at King Street Metro for the reconstructed bus loop. DASH will continue to add more real-time signs in FY 2022 and beyond.
- **Transit Signal Prioritization.** DASH and the City of Alexandria T&ES staff have been working over the last three years to install Transit Signal Prioritization (TSP) technology at key intersections on transit corridors throughout the City. This technology enables traffic signals to sense when a bus is approaching so that it can extend the green phase to allow the bus to move through more quickly. This leads to increased bus speeds and greater service reliability, particularly for bus routes that operate on more congested corridors.

To date, the City has installed TSP technology at 54 intersections and has plans to expand to most intersections used by Metrobus or DASH buses by 2026. DASH buses are currently benefiting from TSP at 28 intersections, including 18 on the Duke Street corridor and 10 on the King Street Corridor. By the end of 2021, 5-10 additional intersections along Beauregard Street and Van Dorn Street are anticipated to be available for DASH buses. A map of TSP locations is included as Figure 6-1.

Over half of the of the DASH revenue fleet (51 buses) are currently equipped with TSP, including all new DASH buses purchased since 2018, and all 40-foot buses. All new bus builds will include TSP equipment, and additional retrofits will be completed as funding becomes available.

- **Fareboxes.** DASH is working with WMATA and other regional partners on several efforts to modernize regional bus farebox equipment. In 2020, this includes the purchase of 20 new driver control units (DCU) tablets, which allow bus operators to record passenger boardings with a new touch-screen interface. DASH is also participating in other longer-term projects to modernize the current farebox and move towards mobile ticketing and other off-board payment solutions.

**Figure 6-1 / Transit Signal Prioritization (TSP) Location in City of Alexandria**



- **Multidoor Boarding Study.** DASH was awarded a FY 2021 DRPT Technical Assistance grant for a Multidoor Boarding Study that would explore the feasibility of multidoor boarding on selected DASH routes. Multidoor boarding and/or off-board fare payment can greatly reduce dwell times and overall travel times in busy transit corridors. Due to the COVID pandemic, this project was delayed and the grant has been extended. DASH anticipates that the study will be completed by the end of 2021.

#### *6.8 / Other Capital Outlay Items*

The FY 2022 ATC proposed operating budget also includes capital funding for regular equipment replacement. This funding will be used for the replacement and repair of items such as heavy duty maintenance equipment, support vehicles, building security and surveillance systems, and network equipment.

## 7.0 / Public Outreach

In support of the FY 2022 Transit Development Plan, DASH staff will be conducting an extensive public outreach campaign to raise awareness about the plan for those that might be affected, and to collect feedback from the community. While the TDP outreach process typically includes a significant amount of in-person meetings and pop-up events, most outreach activities will be conducted virtually to mitigate safety risks to DASH staff and customers.

A summary of the TDP outreach activities that are planned for the next month is included below. **The deadline for public feedback is Friday, April 9, 2021.**

- Four (4) Virtual Community Meetings to be held via Zoom/Facebook (Each meeting will be focused on the impacts for the designated part of the City, but all are welcome to attend).
  - Tuesday, March 23 (5:30 PM) – Community Meeting #1 (**West Alexandria**)
  - Thursday, March 25 (5:30 PM) – Community Meeting #2 (**Central Alexandria**)
  - Monday, March 29 (3:00 PM) – Community Meeting #3 (**Arlandria/Potomac Yard**)
  - Wednesday, March 31 (5:30 PM) – Community Meeting #4 (**Old Town**)
- **Virtual Public Hearing at Board of Directors Meeting - Wednesday, April 7 (5:30 PM)**

Additional public outreach efforts will include:

- Flyers posted at Key Bus Stops
- Onboard posters/flyers (English/Spanish)
- Onboard audio announcements in the week leading up to virtual meetings.
- Promotional video for TDP Outreach
- DASH Website Information (News/Events)
- Special “New DASH Network” web page – [www.dashbus.com/newnetwork](http://www.dashbus.com/newnetwork)
- Neighborhood-specific service change information
- Multiple e-mail blasts to DASH E-mail List
- Social Media Engagement (Facebook, Twitter, Next Door)
- Zebra Press Online/Print Ads
- Information Distributed to Operations Supervisors + Bus Operators

Public feedback also can be submitted via:

- Facebook – [www.facebook.com/dashbus](http://www.facebook.com/dashbus)
- E-mail – [dashbus@alexandriava.gov](mailto:dashbus@alexandriava.gov)
- Telephone – (703) 746-3274

Documentation of all public feedback will be provided to the Board of Directors in the April board meeting packet, and as part of the Final TDP document that is presented to the Board in May.