



DASH Board of Directors Meeting Agenda

Nov 13th 2024 5:30pm - 7:30pm

301 King St, Alexandria, VA 22314 (Alexandria City Hall - Council Workroom)

November 2024 Meeting of the Alexandria Transit Company Board of Directors

1. Welcome

David Kaplan

5:30pm

a. Call to Order

b. Attendance

c. Welcome and Introductions

2. Collaboration and Engagement

5:35pm

a. Public Comment

b. Chairs Report

David Kaplan

i. Update from General Counsel Committee

David Kaplan

Committee Members: Arish Gajjar, Matt Harris,
David Kaplan



[Turner Holden & Turner_Redacted.pdf](#)

ii. On Hold: Consideration of Board Policy Revisions

Board Policy Revisions are pending final review by ATC
General Counsel - No Action is required at this meeting.

c. T&ES Report

Hillary Orr

 [T&ES Deputy Directors Notes 11.13.24.pdf](#)

d. **Other Member Reports**

3. **Regular Business**

6:30pm

a. **Consideration of Approval: Meeting Minutes**

Minutes from the October 9, 2024 meeting of the Alexandria Transit Company Board of Directors

 [October Board Meeting Minutes_10_09_2024.pdf](#)

b. **Review of Financials**

Financials are unavailable pending the city posting July, August, September, and October actuals.

4. **Action Items**


6:35pm

a. **Consideration of Approval: Supplemental Budget Requests**

Josh Baker

In accordance with the City's Budget Calendar, supplemental requests shall be submitted in the month of November. Supplementals to be considered have been aligned with the Board's budget priorities letter.

 [ATC FY26 Budget Supplementals Summary.pdf](#)

 [FY26 Supplementals Service Improvement Table.pdf](#)

b. **Consideration of Approval: Budget Reductions**

Josh Baker

In accordance with the City's Budget Calendar, budget reductions shall be submitted in the month of November. Reductions have been established based on the previous year's Board priorities and in accordance with the Strategic Plan.

 [ATC FY26 Budget Reductions Summary.pdf](#)

5. Staff Reports

6:50pm

a. General Managers Report

Josh Baker

i. Briefing: Updates related to Maintenance

Department Staffing

The General Manager, Chief Labor Relations and Engagement Officer, and Chief Operating Officer will provide a brief update as to progress in addressing Maintenance Department Staffing shortfalls.

b. WMATA Better Bus Network Redesign Implementation

Martin Barna

Director of Planning and Scheduling will update the Board on progress related to the WMATA Better Bus Network.

 [BBN Summary for Board Packet \(002\).pdf](#)

 [2024-10 Alexandria Letter BBNR.pdf](#)


c. Ridership Report

Josh Baker

 [Ridership Update.pdf](#)

d. Staff Presentation: Departmental Highlight Fiscal Budgeting Process

Edward Ryder

 [Departmental Presentation - Fiscal - Budgeting Process.pdf](#)

6. Strategic Updates

7:10pm

a. Staff Presentation

Raymond Mui

Capital Projects Strategy



Strategic Update - Capital Strategy.pdf

7. Adjournment

Consideration to adjourn the meeting.

Next Meeting: December 11, 2024 at the DASH Facility.

END
7:30pm

MARY GAYLE REYNOLDS HOLDEN

Married, with four sons

Purcellville, Virginia 20132

MGHolden@attorneyholden.com

Experience:

Turner ,Holden & Turner - July, 2017 to present. Partner. Continuation of practice as Turner & Kinney.

Sole practioner 2004 to June, 2017). Law practice emphasizes general corporate matters, business transactions, and commercial real estate law. Licensed to practice in Virginia and the District.

Foley & Lardner, Washington, D.C. (2001 - 2004). Of Counsel - advised closely-held local and national businesses in all aspects of general business law; handled commercial lending transactions for borrowers and lenders, commercial real estate transactions, technology licensing and technology transfer agreements, stock/assets purchases and sales; business partnering and joint ventures, mergers and acquisitions for closely-held companies, employment agreements, real estate and business litigation, and general business matters.

Hopkins & Sutter, Washington, D.C. (1997 - 2001.) Partner - handled commercial lending transactions for borrowers and lenders, commercial real estate transactions, technology licensing and technology transfer agreements, business partnering and joint ventures, mergers and acquisitions for closely-held companies, and litigation relating to corporate, real estate, and estate matters. (Hopkins & Sutter merged with Foley & Lardner as of February 1, 2001.)

Leonard, Ralston & Stanton, Washington, D.C. (1990 - 1997). Partner - handled commercial lending transactions for borrowers, real estate transactions, technology licensing and technology transfer agreements, business partnering and joint ventures, mergers and acquisitions for closely-held companies, commercial lending transactions, general business and real estate matters and related litigation. (Leonard, Ralston & Stanton attorneys merged with Hopkins & Sutter in January 1997.)

Calligaro & Mutryn, Washington, D.C. (1988-1989). Senior Associate - handled matters relating to commercial lending transactions, commercial real estate transactions, general business matters and related litigation, and corporate and estate planning for closely-held businesses and their owners and key management.

Potomac Development Company, Fairfax, Virginia (1986-1988). Great Falls, Virginia. In-house counsel for diversified, family-owned companies (clients of prior firm) involving corporate matters and real estate development; employment issues, handled commercial lending transactions, corporate acquisitions, real estate transactions, environmental matters, employment issues, general business matters, and corporate strategic planning.

Frank, Bernstein, Conway & Goldman, McLean, Virginia (1985). Associate - specialized in real estate transactions, representing various lenders in loans secured by real estate and other collateral, and handling commercial lending transactions, commercial leasing, and general business matters.

Sole Practitioner, Sterling, Virginia (1983-1984). Practiced in areas of real estate; corporate law, commercial lending transactions, estate planning, and business litigation.

McGuire, Woods, Fairfax, Virginia (1980-1983). Associate - practiced in areas of commercial transactions, real estate development, real estate leasing transactions, estate planning, and zoning litigation.

Education:

University of Virginia School of Law, Charlottesville, Virginia, J.D., 1980; editor, Virginia Law Weekly; member, Phi Alpha Delta.

Roanoke College, Salem, Virginia, B.A., cum laude, 1970; President of Phi Honor Society; Cardinal Key Honor Society, Outstanding Junior; Junior Scholar; Senior Scholar; member of Delta Gamma Sorority; member of Honor Council, 1979; varsity letter in four sports.

Commissions and Boards:

Committee for Dulles, Past President, 2003 - 2005; Director, 1998 - present; General Counsel, 2006 - present.

Dulles Regional Chamber of Commerce, Chairman for 2014 - 2015, Board Director and General Counsel, 2008 - present; secretary, 2012 to 2014; Chair, 2014 to 2016.

Purcellville Business Association - Secretary, 2014 - 2018, Board member since 2015, President from December, 2017 to present

Last Tuesday Club - Member

Loudoun County Economic Development Commission, Commissioner (appointed by Board of Supervisors), 2003 - 2008, Member of Executive Committee 2004 - 2006.

Fairfax Choral Society, Director, 1982 - 1990; Advisory Board 1990 - 2009, Director, 2009 - 2012.

Loudoun Arts Council, Director 2005 - 2009; Advisor to the Board 2009 - 2015.

Zonta International, Loudoun Chapter, 2005 - 2009, Co President, 2009.

Advisory Board of George Washington University Loudoun Campus, Member, 2003 - 2007.

Advisory Committee for Emerging Technology for Joint Commission on Technology and Science, Virginia General Assembly - appointed for 2004 and 2005.

Women in Technology, Director, 1998 - 2002; Co-Chair, Advocacy Committee, 2001 - 2002.

Loudoun Volunteer Financial Council, Advisory Board, 2002 - 2010; still serve as counsel when needed.

American Cancer Society, Director of Loudoun Chapter, 1997 - 2002; Unit Representative, 1999 - 2002.

Affirmative Action Committee for Loudoun County, Virginia, Appointee, 1998 - 2000.

Honors:

Who's Who in American Law

Who's Who in America

Hal Landers Award for service in 2004 (presented by Committee for Dulles)

Purcellville Business of the Year award

Personal achievements:

Married to Peter Holden since 1985, have four sons and five grandchildren

Climbed Mount Kilimanjaro, 2011

Co-led Global Village Habitat for Humanity building teams in South and Central America for six years

Hiked Inca Trail to Machu Picchu and sister city, 2015

BRYAN SCOTT TURNER

TURNER, HOLDEN & TURNER, PLLC

Leesburg, Virginia 20176

bturner@thtlawfirm.com
(703) 946-6885

OVERVIEW

Dedicated and motivated attorney and real estate broker with 20 years of experience in the real estate and business industry, both as a realtor and broker and as a paralegal and attorney. I possess extensive knowledge, negotiation skill and understanding of land use, sales and acquisitions and local real estate procedure, as well as, a wide array of business contracts and procedure.

EXPERIENCE

Turner, Holden & Turner, PLLC
Leesburg, VA

April 2004- October 2024
Paralegal and Attorney

Turner Realty, LLC
Leesburg, VA

April 2009- October 2024
Principal Broker and Realtor

- Negotiating property sales and acquisitions and drafting contracts and leases on behalf of clients
- Assisting with Eminent Domain and Inverse Condemnation Proceedings
- Managing land development applications, including rezonings, special exceptions and subdivisions.
- Coordinating with applicants, county agencies, the Board of Supervisors, the Planning Commission, and County Administration to resolve complex issues related to land development applications
- Negotiating proffers and conditions with applicants that meet the Board of Supervisor's policy objectives, strategic plan, and overall vision for the County
- Drafting legal advertisements and postings for properties pursuant to the Virginia Code
- Providing guidance to applicants on processing steps, resolution of issues, and coordination with the public
- Analyzing and processing complex land development applications including preliminary subdivision plats, record plats and final development plans
- Processing and review bonds and deeds related to land development applications with the County Attorney's Office

EDUCATION

Loudoun County High School
Degree: High School Diploma

September 1994-June 1997

Virginia Polytechnic and State University
Degree: Bachelor of Science (Psychology and Business)

September 1997-May 2002

Virginia Board of Bar Examiners Law Reader Program
Licensure: Attorney and Counselor at Law

January 2017-October 2019
April 2020 – Present

LICENSURE

Virginia Real Estate Sales Person License
Virginia Real Estate Broker's License
Virginia Law License

February 2003-Present
April 2009 – Present
April 2020 - Present

EXTRA-CURRICULAR ACTIVITIES & MEMBERSHIPS

Loudoun Community Media
Loudoun County Bar Association
Loudoun Heritage Farm Museum
Loudoun Soccer
Loudoun County Bar Association
Dulles Area Association of Realtors
Loudoun County Circuit Court Internship (2018)

Vice President – Board of Directors
Treasurer – Board of Directors
Vice President - Board of Directors
Volunteer Soccer Coach

LEADERSHIP SKILLS

- Outstanding Interpersonal Skills
- Aptitude to Effectively Manage Competing Priorities
- Client Service Oriented
- Decisive and Genuine
- Consistent and Dependable
- Self-Motivated
- Lead by Example
- Dedicated
- Organized
- Confident
- Positive Attitude
- Open-minded

T&ES Deputy Director Notes
ATC Board of Directors Meeting 11.13.24

NEW ITEMS

Eisenhower Avenue City Council Approval

At its July 22 Public Hearing, the Traffic & Parking Board made a unanimous recommendation to the Director of T&ES to implement roadway design improvements on Eisenhower Avenue between South Van Dorn Street and Holmes Run Trail. These include relocating left turns at the Eisenhower Avenue/Van Dorn Street intersection, installing a new sidewalk next to Van Dorn Metrorail Station, installing a two-way bike/scooter lane, and reducing the posted speed limit from 35 MPH to 25 MPH, among other improvements. Subsequent to the July 22 Public Hearing, a group of residents filed a petition to appeal the Board's decision to City Council.

City Council considered the appeal at its October 19 Public Hearing and voted 5-2 to support the Traffic & Parking Board's original recommendation and deny the appeal. This project was the subject of two grant applications to implement improvements to Eisenhower Avenue. Award announcements are expected by Spring 2025.

Final Better Bus Network

WMATA's final Better Bus network is now posted online. DASH and TES staff have been involved with this redesign in service design workshops, providing comments on proposed recommendations in the Visionary Network, helping us create the 2025 Network, and coordination with potential service changes on the West End.

Information about the 2025 Better Bus Network can be found at wmata.com/betterbus (click on "See the 2025 Better Bus Network"), including:

- Detailed information about the 2025 Network, including [2025 Network maps by jurisdiction](#) and [route profiles for all 2025 Network routes by jurisdiction](#)
- Project reports, including the project's [Final Summary Report](#), which details the analysis, engagement, and approach used to develop and revise the 2025 Network redesign, the project's [Phase 3 Engagement Summary](#) and appendices, which include details the approach and findings from this summer's engagement effort and includes comments received through the public hearing process
- The [Proposed 2025 Network Comment & Response Summary](#), summarizes comments received by route and service planning responses

The first step to approve the 2025 Better Bus Network is Thursday's [presentation to the Board's Safety and Operations Committee](#). Following the committee meeting, the full Metro Board is expected to vote on November 21st.

With the planning work wrapping up, WMATA is working to implement the network in the summer of 2025, and will continue to work with the City on various activities that will support a successful implementation through coordination meetings in the coming weeks to continue to coordinate and collaborate service change activities. Also, the Post also has a story this morning: <https://www.washingtonpost.com/dc-md-va/2024/11/05/metro-bus-routes-redesign/>

Metro Road Outreach

This fall, TES staff are conducting outreach for the [Metro Road Improvements](#) project. This project is being done to address residents' concerns about safety, noise, pavement conditions, and traffic management. In conjunction with the Eisenhower Avenue Transportation Study and the West End Transitway efforts, this project will identify and implement enhancements to improve multi-modal transportation, safety, and mobility along Metro Road. Potential solutions may include speed limit reduction, increased sight distances, enhanced pedestrian crossings, repaving/restriping, and traffic calming. Staff is meeting with the Eisenhower Partnership and with the Summers Grove HOA in November.

FY 2031 CMAQ/RSTP Grant Application

This year, TES staff is proposing to apply for \$3.5 million for design and/or construction of bus bulbs. Bus bulbs are a proven way to speed buses and to improve the rider's experience by providing more space for amenities such as benches and shelters. This funding would support priorities in the Alexandria Mobility Plan and the Alexandria Transit Vision Plan and would allow for planning, design and construction of bus bulbs throughout the City. There have been a few projects across the City to install bus bulbs on key transit corridors, such as Mount Vernon Avenue, but the City is currently utilizing temporary configurations for locations where funding is not available to fully construct this infrastructure. While the specific locations will be determined closer to the time funding is available, upgrading temporary bus bulbs would be prioritized.

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 October 9, 2024

A meeting of the Board of Directors of the Alexandria Transit Company was held at 5:30 pm on Wednesday, October 9, 2024, at the Del Pepper Community Resource Center: 4850 Mark Center Dr., Room 1301 and was also available electronically. A recording of the meeting was made and is available upon request.

Board members present: David Kaplan, Matt Harris, Ajashu Thomas, Praveen Kathpal, Arish Gajjar, Jesse O'Connell, Hillary Orr, Kendel Taylor

Board members attending remotely: Kursten Phelps participating from her residence in Alexandria due to childcare duties.

Board members absent: Steve Klejst, Arthur Wicks

Staff members present: Josh Baker, Raymond Mui, Tristan Cunningham, Beth Reveles, Edward Ryder, Joseph Quansah, Brent Reutter, Ryan Visci, Stephanie Salzone, Yvonne Jung, Kato Carter

Other attendees: Lonnie Rich

Board Meeting

Agenda Item #1 – Collaboration & Engagement

#1 – Call to Order, Attendance, and Welcome and Introductions

Chair David Kaplan welcomed everyone and called the meeting to order at 5:32 pm, and a quorum was reached at that time. Kendel Taylor arrived at 5:34 pm, and Praveen Kathpal arrived at 5:37 pm.

Agenda Item #2 – Collaboration & Engagement

a) Public Comment

Chair Kaplan opened the meeting to public comment. As there were no speakers, the Chair closed public comment.

b) Training: Freedom of Information Act

ATC Counsel Lonnie Rich reviewed the basics of the Freedom of Information Act (FOIA) and open/public meeting rules. Mr. Rich provided printouts of the material he covered in this training. He stated that this was an important subject for two reasons:

1. It is the law, and if one knowingly, intentionally violates it one may be found personally liable and will have to pay the fine (ATC/DASH would not be responsible for paying the fine).
2. Overall, it is good public policy to have open/public meetings and open access to information.

FOIA governs two large subjects:

1. Open/Public meeting rules
2. Access to information/public records

Mr. Rich will follow-up with the Board regarding the remote participation policy for those Board members that need

to participate electronically due to caring for someone with special needs, i.e. an elderly person, etc. He will check with the City Attorney's office to verify that those members may be counted as part of the quorum for voting purposes.

c) Chair's Report

Chair Kaplan announced an additional agenda item regarding the Budget. Every year the City manager circulates a letter asking boards and commissions to submit their budget priorities. DASH received the letter yesterday; therefore, the Board will be discussing which priorities to identify for the response letter to the manager. A copy of the City manager's letter along with a copy of DASH's response letter from last year were provided to the Board.

Chair Kaplan thanked DASH staff for the recent record ridership event. He thanked those Board members that were able to attend the event.

Mr. Kaplan stated that an updated electronic meeting policy and public comment policy will be brought to the Board during the November meeting. He has been working with T&ES Deputy Director Hillary Orr in drafting an emergency correspondence policy, which will also be presented to the Board during the November meeting.

The Chair reminded the Board that the vacant seat on the Transportation Commission remains unfilled. He stressed the importance of having a DASH representative attending the commission meetings. Mr. Kaplan encouraged Arish Gajjar to fill that seat.

d) T&ES Report

Transportation Deputy Director Hillary Orr provided a review of her written report which was shared with the Board in advance of the meeting.

e) Other Board Member Reports

Praveen Kathpal commended DASH staff on the ridership event. He was able to meet some of the members of the DASH Advisory Committee (DAC).

Kursten Phelps announced that the King Street Bradley Center plan, which the Traffic and Parking Board recommended, was approved by City Council last night.

Agenda Item #3 –Regular Business

a) Consideration of Approval of Meeting Minutes – September 9, 2024

The Chair called for a motion to approve the September meeting minutes and asked if there were any corrections, revisions, or amendments. A motion was made by Matt Harris and seconded by Arish Gajjar to approve the minutes. There was no further discussion, and the motion carried. Hillary Orr abstained.

b) Discussion: Financials

The financial statements were unavailable at the time of this meeting.

Agenda Item #4 – Action Items

a) Consideration of Approval: NVTC Commuter Choice FY 26 Grant Application

Director for Planning and Scheduling Martin Barna shared the grant resolutions with the Board in advance of the meeting.

Chair Kaplan called for a motion to approve the two resolutions. Jesse O'Connell moved to approve the applications, and Arish Gajjar seconded the motion. There was no further discussion, and the motion carried.

b) Consideration of Approval: General Manager's Current Services FY 26 Budget

General Manager Josh Baker reviewed the current services proposed budget which was shared with the Board in advance of the meeting.

After much discussion, Chair Kaplan called for a motion to approve the current services proposed budget. Matt Harris moved to approve the budget, and Jesse O'Connell seconded the motion. Hillary Orr and Kendel Taylor abstained from the vote. The motion carried.

c) (New) Discussion: Letter to City Manager re: DASH Budget Priorities

Chair Kaplan referred to the recent letter from the City manager to DASH asking for budget priorities, as well as last year's letter from DASH to the City manager, to assist with generating ideas for this year's letter.

Mr. Baker feels that State of Good Repair (SGR) and maintaining current services are most critical.

Mr. Kaplan called for a motion to authorize the submission of an updated priorities letter to the City manager based on the Board's discussion. Arish Gajjar moved to approve the submission of the letter, and Matt Harris seconded the motion. There was no further discussion, and the motion carried.

Agenda Item #5 – Staff Reports

a) General Manager's Report

i. Debrief: Maintenance Program & Service Impacts

General Manager Josh Baker explained the reasons behind the bus shortages/missed trips.

- Maintenance department maintains 107 bus fleet and staff operates in three shifts. We have technicians and service workers. Technicians perform the actual mechanical work on the buses. They consist of A, B, and C class technicians, with A being the highest paid and most skilled. Their compensation is determined by a collective bargaining agreement similar to the bus operators. Their pay and work shift are determined by their seniority, which means the newest employee will be paid the lowest and will end up with the least desirable shift. Because of this, recruitment has become a challenge.
- Currently there are 10 actively working technicians. 13 positions are filled—three employees are out long-term, some of which are the most skilled. Some technicians have recently retired. The industry standard for our fleet size is 19 technicians, DASH has budgeted for 17 positions.
- DASH has a complex fleet consisting of hybrid electric diesel buses, traditional diesel buses, and electric buses.
- Not enough employees to keep up with the workload and not enough money to farm out the work.
- DASH has four hybrid buses which have been "dead" for over a year because they each require \$60,000 to repair. They are two years from retiring.
- The maintenance leadership team has experienced a lot of turnover. The new team has recently become aware of many of these issues.
- Going forward, Mr. Baker will provide the Board with updates on how things are progressing.
- DASH plans on bringing in some contracted work (Cummins, etc.) to allow the technicians to be trained on some of these major repairs.
- Pursuing professional development for the maintenance team.
- A challenge to the budget will be related to overtime until the recruitment process is in effect.

ii. Briefing: New Board Meeting Management System

Mr. Baker stated that we are in the process of finalizing the selection of a Board management platform. He explained that with the platform, the Board will have access to tasks, Board packet, minutes, etc.

iii. Ridership Report

Mr. Baker briefly reviewed the ridership report, which was provided to the Board in advance of the meeting.

b) Staff Presentation: Departmental Highlight—Fiscal Budgeting Process

Due to time constraints, this presentation was tabled and will be discussed during the November meeting.

Agenda Item #6—Strategic Updates

a) Staff Presentation: Capital Projects Strategy

Due to time constraints, this presentation was tabled and will be discussed during the November meeting.

Agenda Item #7—Executive Session

Consideration of Convening an Executive Session for the Purpose of Discussing Legal and Personnel Matters, pursuant to Section 2.2-3711 (A1) of the Code of Virginia.

A motion was offered by Matt Harris and seconded by Arish Gajjar to enter Executive Session pursuant to Section 2.2-3711 (A1) of the Code of Virginia. A vote was called, and the motion was approved unanimously.

At the conclusion of the Executive Session, a motion was offered by Matt Harris and seconded by Arish Gajjar to reconvene the public meeting. A vote was called, and the motion was approved unanimously.

A motion was offered by Matt Harris and seconded by Arish Gajjar to certify what was discussed during the Executive Session was pursuant to Section 2.2-3711 (A1) of the Code of Virginia. A vote was called, and the motion was approved unanimously.

Agenda Item #8—Next Meeting Date & Adjournment

A final motion to adjourn the meeting was made by Jesse O'Connell and seconded by Arish Gajjar. A vote was called, and the motion was approved unanimously.

The next regular meeting of the Alexandria Transit Company Board of Directors is scheduled for November 13, 2024, at 5:30 pm at City Hall and via Zoom.

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

FISCAL YEAR 2026 DASH SUPPLEMENTALS

DASH has assessed its service and organizational needs for the upcoming fiscal year and developed the following list of supplemental funding priorities, aligned with the Board of Directors' identified priorities.

Proposed Supplementals

1. Line 32 Improvements – Multiple Options

a. Line 32 – Full Improvement - \$850,000

DASH is requesting funding to expand service along Line 32 to include improved midday, evening, and weekend service along Line 32. This improvement would bring service from every 60 minutes during those times to every 30 minutes, leading to shorter wait times for buses along Eisenhower Avenue.

b. Line 32 – Partial Improvement A - \$460,000

DASH is requesting funding to expand service along Line 32 to include improved midday and evening service along Line 32 (no weekend improvements). This improvement would bring service from every 60 minutes during those times to every 30 minutes, leading to shorter wait times for buses along Eisenhower Avenue.

c. Line 32 –Partial Improvement B - \$460,000

DASH is requesting funding to expand service along Line 32 to include improved middays, evenings, and weekends from every 60 minutes to every 30 minutes between Landmark Transit Center and Van Dorn Metro (No improvement for Van Dorn Metro-King Street Metro segment). This improvement would lead to shorter waits for buses along Line 32 between Landmark and Van Dorn Metro.

2. Line 34 Improvements - \$150,000

DASH is requesting funding to operate additional service along Line 34 to provide improved Sunday service and enhanced connectivity to the new Potomac Yard Metro Station. This request enhances service to every 30 minutes instead of every 60 minutes on Sundays.

3. Line 31 Improvements - \$1,100,000

This proposed improvement increased off-peak and weekend trips by enhancing Line 31 to run every 15 minutes or better, all-day, seven days per week and greatly improve the east-west connectivity between the West End, King Street Metro, and Old Town.

More detailed information about the route-by-route supplementals and assumptions can be found in the **summary table** on the following page.

Contractually Required Supplemental

Additional 1.5% Wage Increase - \$360,000

The July 2023 Collective Bargaining Agreement includes a mandated 4% wage increase in FY2026. DASH must also request an additional 1.5% increase, though it isn't prioritized by the Board. This extra increase would cost DASH \$360,000 for fiscal year 2026.

PROPOSED DASH ATV SERVICE IMPROVEMENTS (FY 2026)					DASH Service Planning Decision Framework (1)				
					Ridership	Equity (2)		Impact/Alternatives	Cost Efficiency
Priority Order (1 = top priority)	Line #	Areas Served	Proposed Improvement	Net Annual Cost (Approx.)	Net Change in Annual Boardings (Projected)	Low Income Residents within 1/4 mile (City Avg = 9%)	Minority Residents within 1/4 mile (City Avg = 51%)	Description of Benefit / Cost of Not Improving	Annual Cost Per Add'l Boarding (Lower = More Cost Efficient)
FY 2024 DASH Supplemental Requests									
1	Line 32 (Full Improvement)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro, Eisenhower Valley, Carlyle	Improve midday, evening and weekend service from every 60 minutes to every 30 minutes for entire Line 32 route.	\$850,000	68,000	9%	54%	Shorter waits for buses along Line 32 route during middays, evenings and weekends.	\$12.50
	Line 32 (Partial Improvement A)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro, Eisenhower Valley, Carlyle	Improve weekday midday and evening service from every 60 minutes to every 30 minutes (No improvements on weekends)	\$460,000	37,000	9%	54%	Shorter waits for buses along Line 32 route during weekday middays and evenings.	\$12.43
	Line 32 (Partial Improvement B)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro	Improve middays, evenings and weekends from every 60 minutes to every 30 minutes between Landmark Transit Center and Van Dorn Metro (No improvement for Van Dorn Metro-King Street Metro segment)	\$460,000	37,000	12%	63%	Shorter waits for buses along Line 32 route between Landmark and Van Dorn Metro during middays, evenings and weekends.	\$12.43
2	Line 34	Potomac Yard, Old Town North, City Hall, Lee Center	Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to new Potomac Yard Metro	\$150,000	9,000	8%	32%	Shorter waits for buses on Sundays in Old Town; better Sunday service to new Potomac Yard Metro	\$16.67
3	Line 31	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.	\$1,100,000	83,000	7%	39%	More one-seat trips from King St to Old Town; better connections to West End; more frequent OTC	\$13.25

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) Equity analysis uses census block data to determine the minority and low income percentages of the groups that would be affected by proposed changes, per DASH Title VI Service Equity Analysis policy. Aggregate impact of changes should be +/- 10% of service area average.

FISCAL YEAR 2026 BUDGET REDUCTIONS

The Alexandria City Manager has issued Department and Partner budget reduction targets and instructions for Fiscal Year 2026.

The ***DASH FY2026 reduction target is \$358,707***, which is 1% of the FY25 approved General Fund budget.

As with FY 2025, the following budget reductions cannot be submitted for the FY 2026 budget reduction:

- One-time service reductions, hiring freezes, increases in vacancy savings, or early retirement savings.
- Department chargebacks or transferring costs from one department or agency to another that do not result in City-wide savings.
- Savings resulting from rent adjustments captured in the base budget.
- Deferring vehicle purchases.

DASH Proposed Reductions:

1. Reduction of Weekday Peak Service of Line 104

Line 104 reduction would result in much longer waits for passengers in Parkfairfax, Rosemont and North Ridge. Passengers traveling southbound from the Pentagon – typically commuters returning home from work in the evening – could be forced to wait up to an hour for their bus.

2. Reduction of Weekday Peak Service of Line 102

Line 102 reduction would have a significant negative impact on passengers along Seminary Road and Janneys Lane. They would have to wait up to 60 minutes or walk a much longer distance for the nearest bus.

The proposed service cuts necessary to reach the City Manager's 1% reduction target would result in a **projected decrease in annual boardings by over 20,000 and a reduction in force of 4 employees.**

WMATA Better Bus Network Redesign Project Summary

November 12, 2024

The WMATA Board of Directors will be approving the final 2025 Better Bus Network Redesign (BBNR) recommendations later this month. The plan represents a comprehensive, multi-year effort to overhaul the regional Metrobus network with major changes to route numbers, route structures and service level changes. The first implementation phase, known as the “Year One” Network, will be implemented at the start of FY 2026. WMATA has coordinated closely with DASH, city staff and other regional partners throughout this process and the planned changes are largely consistent with the goals and objectives adopted in the Alexandria Transit Vision Plan and Alexandria Mobility Plan.

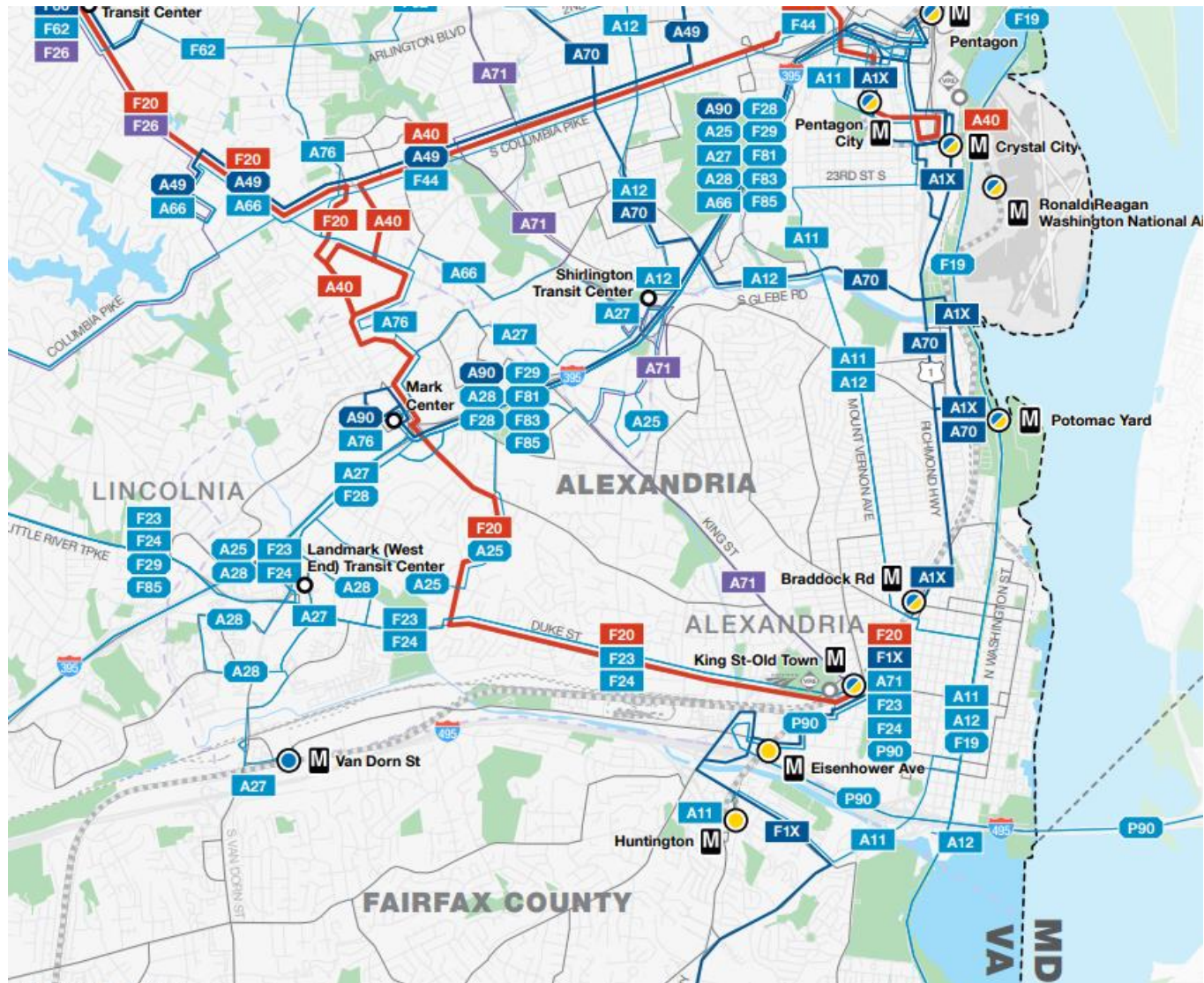
The following attachments include maps and descriptions of the planned network changes in and around the City of Alexandria. Additional maps and information may be found at the project website - <https://www.wmata.com/initiatives/plans/Better-Bus/Resources.cfm>.

The following list summarizes the major changes to Metrobus routes in Alexandria:

- Existing high-frequency Metrobus routes in Alexandria will be maintained with new route numbers (e.g. 10A/B > “A11/A12”, 28A > “F20”, Metroway > “A1X”, REX > “F10”).
- New “A25” route will consolidate existing Metrobus 8W and 22F weekday peak service. The new route will maintain existing service on Taney Avenue and N. Van Dorn Street, but will be realigned in Parkfairfax to stay on Quaker Lane.
- New routes connecting Alexandria and Arlington, similar to those identified in the 2030 Alexandria Transit Vision Plan:
 - “A70” route will connect Potomac Yard to Ballston and Tysons Corner. Route will travel via Richmond Highway and East Glebe Road to get to Potomac Yard Metro.
 - “A71” route will connect King St. Metro to Parkfairfax, Shirlington and Ballston. Routing will serve Bradlee Shopping Center and ACHS King Street campus.
- Several Metrobus segments will be discontinued due to low ridership. Riders will be able to use the alternative routes listed below:
 - Metrobus 22A removed from Valley Drive and Gunston Road in Parkfairfax (*Alternative - DASH Line 36B*)
 - Metrobus 23A/B removed from Martha Custis, Glebe and Mount Vernon Avenue (*Alternatives – DASH Line 36B, Metrobus A11/A12*)

In addition to the route renumbering, WMATA is also planning to replace and update all Metrobus stop signs throughout the region. At this time, DASH is not planning to replace the bus stop signs or modify the route numbers that were implemented as part of the New DASH Network in September 2021. For more information, please visit: <https://www.wmata.com/initiatives/plans/Better-Bus/>.

WMATA Better Bus Network Redesign – City of Alexandria | June 2025



Source: <https://www.wmata.com/initiatives/plans/Better-Bus/Resources.cfm>

Find Your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

1A	F60, A58, F62
1B	F62, F60, A58
1C	F60, F62
2A	F50
2B	F50, F64, F60
3F	A58
3Y	A58
4B	F62
7A	A27
7M	A90
8W	A25
10A	A11
10B	A12
11Y	F19
16A	F44, A40
16C	A49, A66, F44, A40
16E	A40, A49, F44, A66
16M	A40
16Y	A49
17B	F28, F29
17G	F29, F28
17K	F28, F29
17M	F29
18G	F83
18J	F81
18P	F81
21C	A28
22A	A71, A66

Current Route Similar 2025 Network Routes

22F	A25, A66, F20
23A	A70, A11
23B	A70, A12, A11
23T	A70, A12
25B	A76
26A	F26, F44, F20
28A	F20
28F	A27, A40
29G	F85, F44
29K	F23, F24
29N	F24, F23
31	D80, D82
32	D10, D1X
33	D80, D82, D12
36	D1X, D10
38B	A58
42	D72, D74, D96, D70, D10
43	D72, D74, D96, D70, D10
52	D50, D5X
54	D50, D5X
59	D50, D5X
60	D74, D44
62	C75
63	C75, D44
64	D44
70	D40, D4X
74	D40, C55
79	D4X, D40

Find Your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

80	D30
83	P10, P1X, M44
86	P10, P1X
89M	P12
90	C51, C53
92	C53, C51
96	C51, C57, D24
A2	C13, C15, C17, C11
A4	C11, C17, C27
A6	C13, C15, C11, C27, C17
A7	C13, C15, C11, C27, C17
A8	C11, C17, C13, C15
A12	P60, P61
A31	C31
A32	C53, D10
A33	C31, C53, C25, C26, C29
B2	C41, C15
B21	P71
B22	P71
B24	P23, P71
B27	P24, P20
C2	M12, P31, P32
C4	M12
C8	M42, M44
C11	P85
C12	P83
C13	P85
C14	P83

Current Route Similar 2025 Network Routes

C21	P73, P63, P55
C22	P73, P63, P55
C26	P72
C29	P73, P72, P63, P55
D2	D96
D4	D36, C71
D6	D24, D94
D8	D36, C71
D12	P94, P96, P93, P95, P90
D14	P87, P96, P97
D31	C87
D32	C61, D72
D33	D60, D6X, C81, C87
D34	C81
D51	D96, D94, C21, C53, C37
E2	C71
E4	C83, C81, C71
F1	P42, P43, D34, P33
F4	P30
F6	P31, P32, P35
F8	P43, P32, P22, P10
F12	P44
F13	P22, P23
F14	P63, P61, P60
G2	C91
G8	D32, D34
G12	P21, P20
G14	P20, P24, P21

Find Your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

H12	P86, P96
H2	C61
H4	C61, D72
H6	C63
H8	D74
H9	D74
J1	M70
J2	M70
J12	P63, P61, P76, P66
K2	C77
K6	M60, M6X
K9	M6X, M60
K12	P66, P62, P64, P76
L2	D70, D72, D74
L8	M22
L12	P41, P52
M4	C81, C83, C85
M6	C37, C23
Metroway	A1X
N2	D90, D96
N4	D90, D96
N6	D90, D96
NH1	P93, P94, P88, P90
NH2	P94, P90
P6	D34, C11, D30
P12	P60, P93
P18	P97
Q2	M10, M20

Current Route Similar 2025 Network Routes

Q4	M10, M20
Q6	M10
R1	P15, P16
R2	P15, P16
R4	P33
R12	P14
REX	F1X
S2	D60, D6X
S9	D6X, D60
S35	C37, C35
S41	C57, D36
T2	M82
T14	P42, P40
T18	P40
U4	C33
U5	C37
U6	C22, C35
U7	C35
V2	C31
V4	C31
V7	C21, C23
V8	C21, C23
V12	P61, P62
V14	P62
W1	C27, C17
W2	C29, C17, C27
W3	C29, C17, C27
W4	C21, C23, D24

Find your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

W5	C27, C21
W6	C25, C26, C23, C29
W8	C25, C26, C23, C29
W14	P95
W45	D60, D6X, C81, C87, D72
W47	C61
X2	D20, D2X, C57
X3	C57, D36
X8	C43
X9	D2X, D20, C57
Y2	M22, M20
Y7	M22, M20
Y8	M22, M20
Z2	M52
Z6	M52, M54
Z7	M52
Z8	M52, M54, P11

TheBus

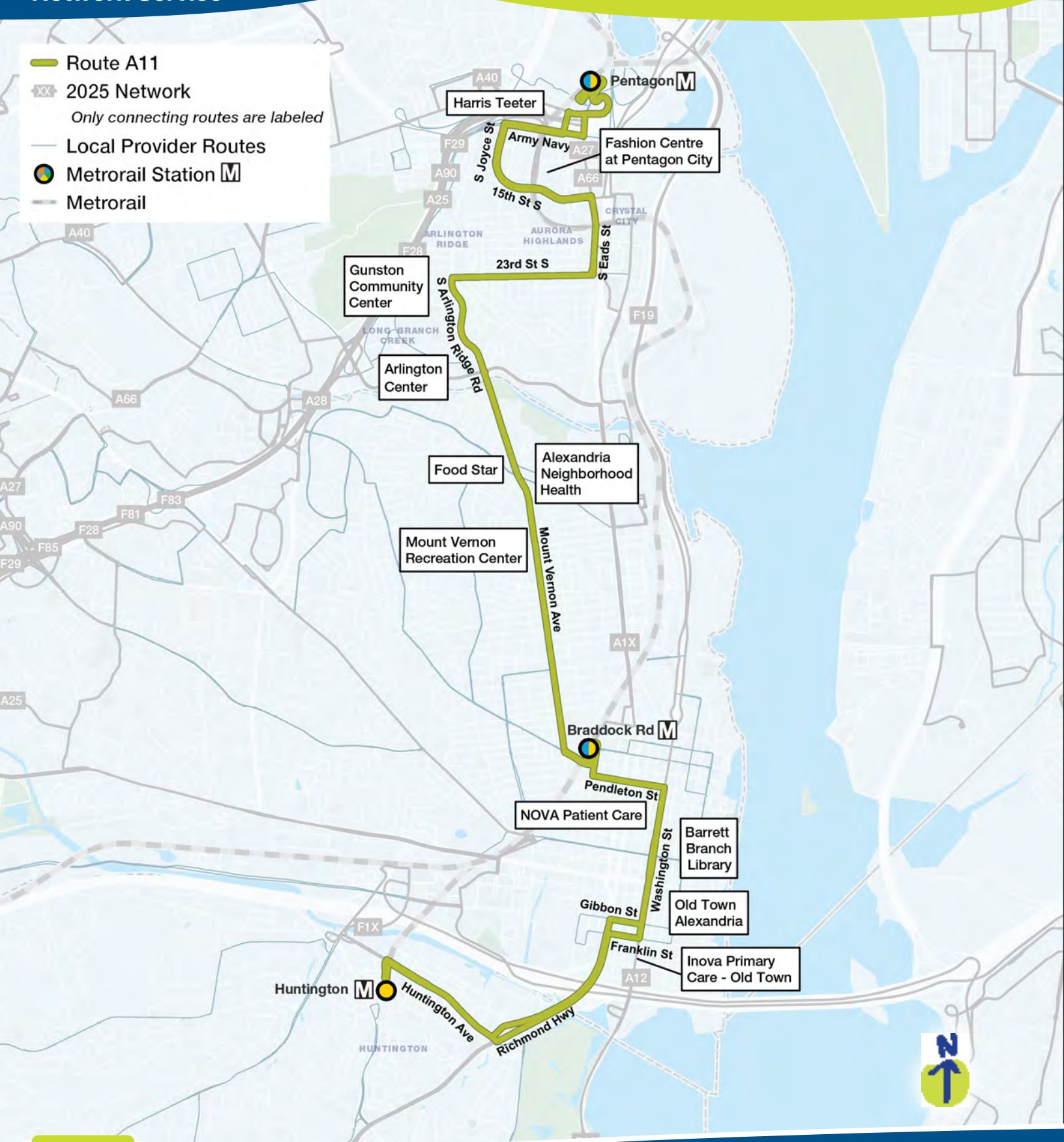
Current Route Similar 2025 Network Routes

11	P21
13A	P32, P10, P43
14	P30, P35, P31
15X	P20, P24
16	P22, P20, P14
17	P10, P11, P1X
18	P43, P22
19	P32, P10, P43
20	P76, P60
21	P53, P5X, P61, P52
21X	P5X, P53
23	P54, P55
24	P65, P64
26	P56
28	P57, P41, P52
30	P85
32	P86, P96
33	P88
34	P83
35	P87, P94, P95, C11, P90
36	P84
37	P95, P96, P88
51X	P78
53	P77

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 10A*

- Route A11
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



Frequency

Weekdays					
Hours of operation: 4:30 a.m. – 2:00 a.m.					
Early Morning 4:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
30 min.	30 min.	30 min.	30 min.	30 min.	45 min.

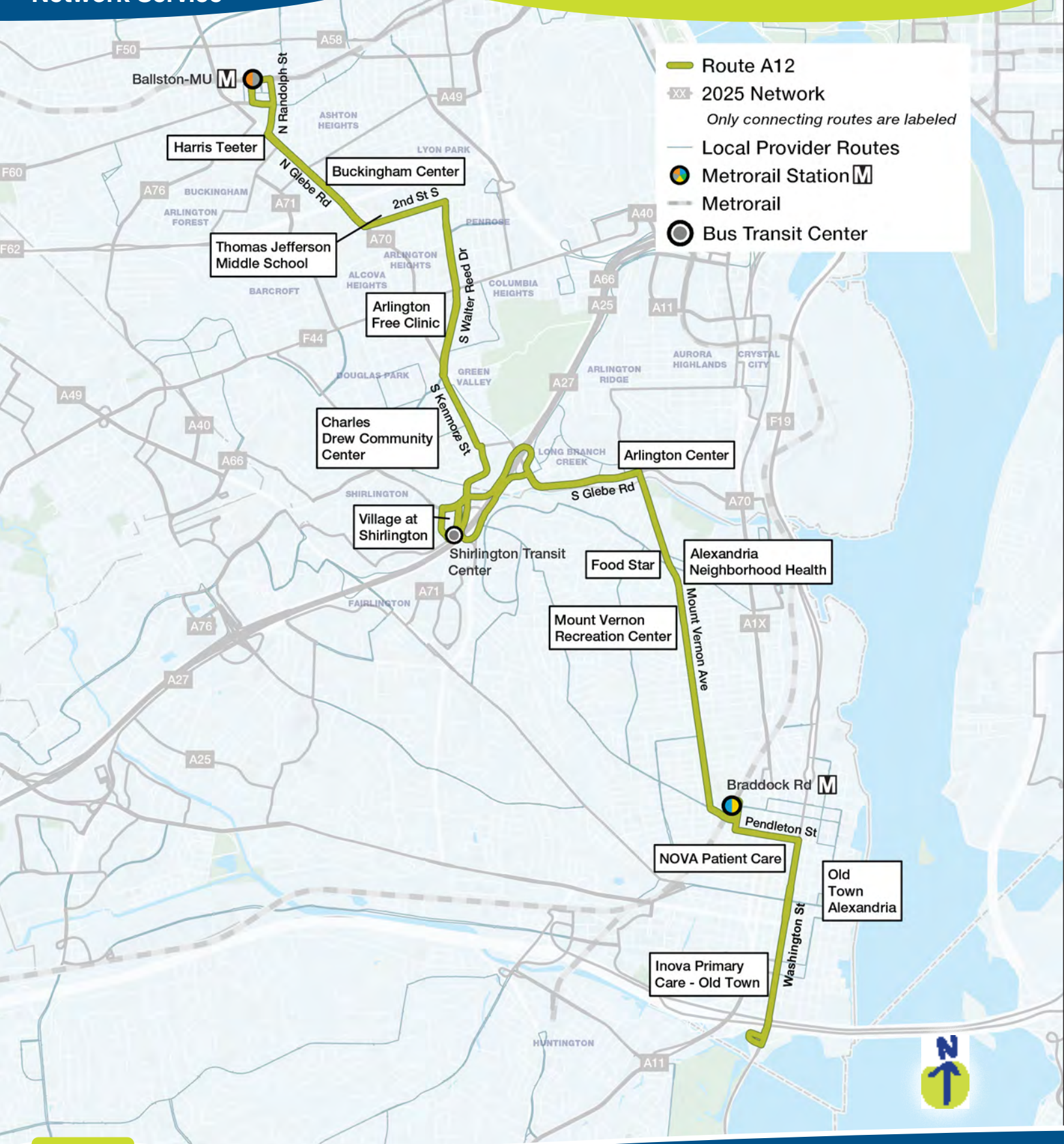
Saturday			Sunday		
Hours of operation: 5:30 a.m. – 2:00 a.m.			Hours of operation: 5:30 a.m. – 1:30 a.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 2:00 a.m.	Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.
30 min.	30 min.	30 min.	–	60 min.	60 min.

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 10B*



Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 12:00 a.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 12:00 a.m.
30 min.	30 min.	30 min.	30 min.	30 min.	60 min.

Saturday			Sunday		
Hours of operation: 6:00 a.m. - 12:00 a.m.			Hours of operation: 6:00 a.m. - 10:00 p.m.		
Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.
–	30 min.	60 min.	–	30 min.	60 min.

Frequencies shown are averages

Cost to ride: Regular Fare



Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 10:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
20 min.	12 min.	12 min.	12 min.	12 min.	20 min.

Saturday			Sunday		
Hours of operation: 6:30 a.m. - 10:30 p.m.			Hours of operation: 7:30 a.m. - 10:00 p.m.		
Early No Service	Daytime 6:30 a.m. - 9:00 p.m.	Late 9:00 - 10:30 p.m.	Early No Service	Daytime 7:30 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.
–	20 min.	20 min.	–	20 min.	20 min.

Frequencies shown are averages

Cost to ride: Regular Fare

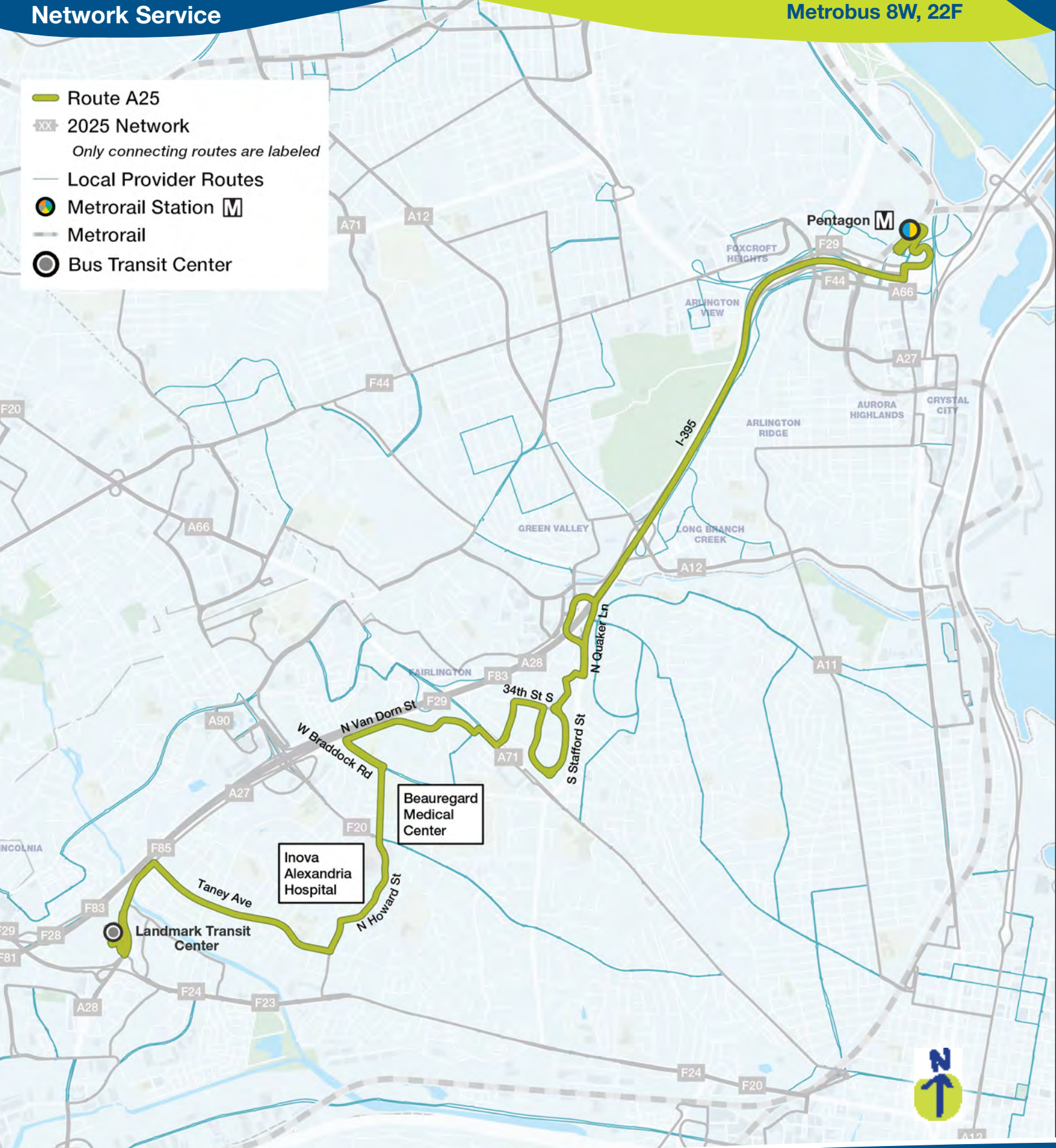


Part of 20-minute
Frequent Service Network

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 8W, 22F

- Route A25
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Frequency

Weekdays					
Hours of operation: 6:00 a.m. - 8:30 a.m.; 4:00 p.m. - 7:00 p.m.					
Early Morning No service	Morning Rush 6:00 - 8:30 a.m.	Midday No service	Afternoon Rush 4:00 - 7:00 p.m.	Evening No service	Late Night No service
-	30 min.	-	30 min.	-	-

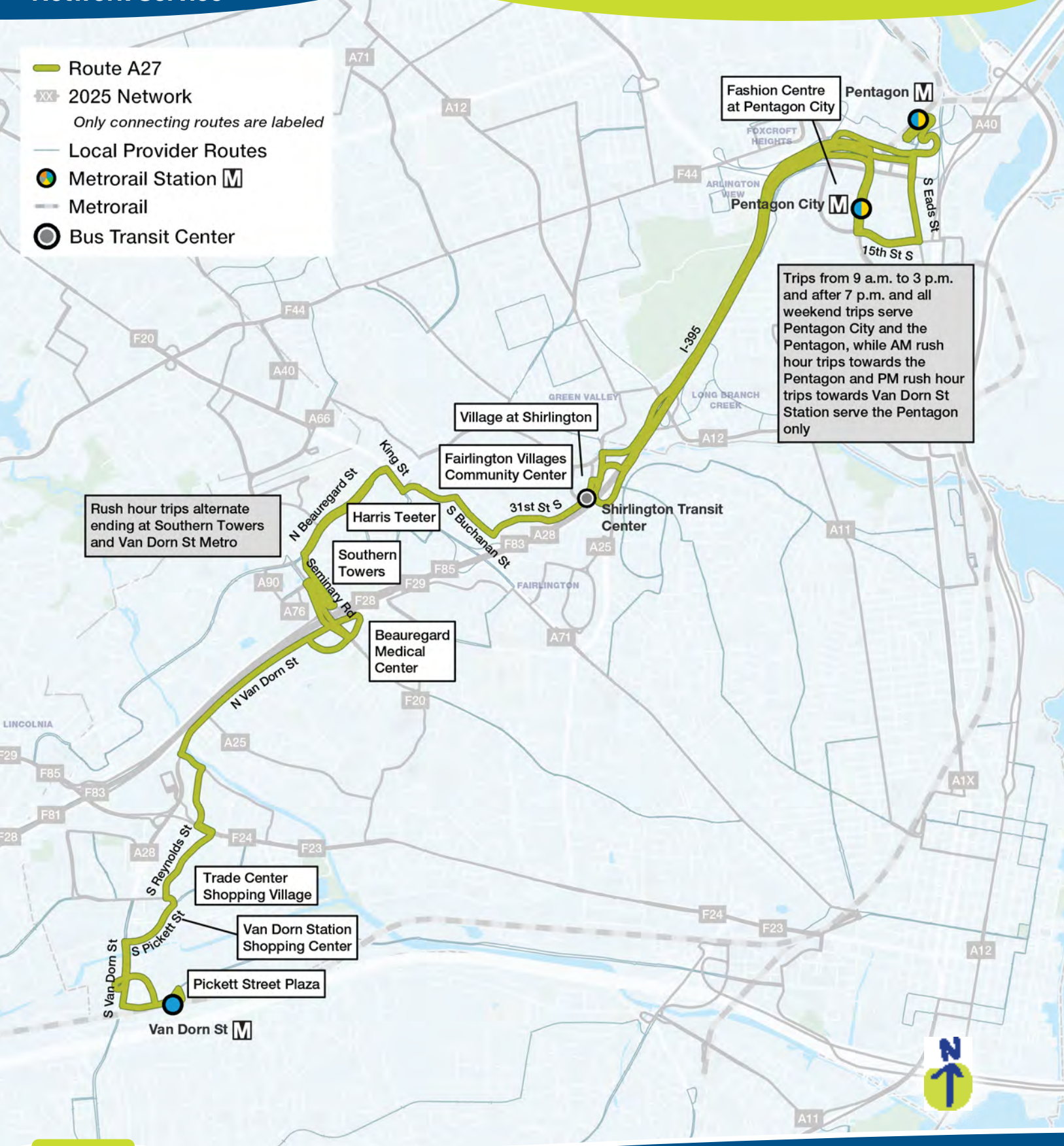
Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No service	Daytime No service	Late No service	Early No service	Daytime No service	Late No service
-	-	-	-	-	-

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 7A*



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 7A*

Frequency

	Weekdays					
	Hours of operation: 5:00 a.m. – 2:00 a.m.					
Between these stops:	Early Morning 5:00 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
Van Dorn St. Metro – Southern Towers	30 min.	24 min.	20 min.	24 min.	20 min.	30 min.
Southern Towers – Pentagon Metro	15 min.	12 min.	20 min.	12 min.	20 min.	30 min.

	Saturday			Sunday		
	Hours of operation: 6:00 a.m. – 12:00 a.m.			Hours of operation: 6:00 a.m. – 12:00 a.m.		
Between these stops:	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.
Van Dorn St. Metro – Southern Towers	–	30 min.	30 min.	–	30 min.	30 min.
Southern Towers – Pentagon Metro	–	30 min.	30 min.	–	30 min.	30 min.

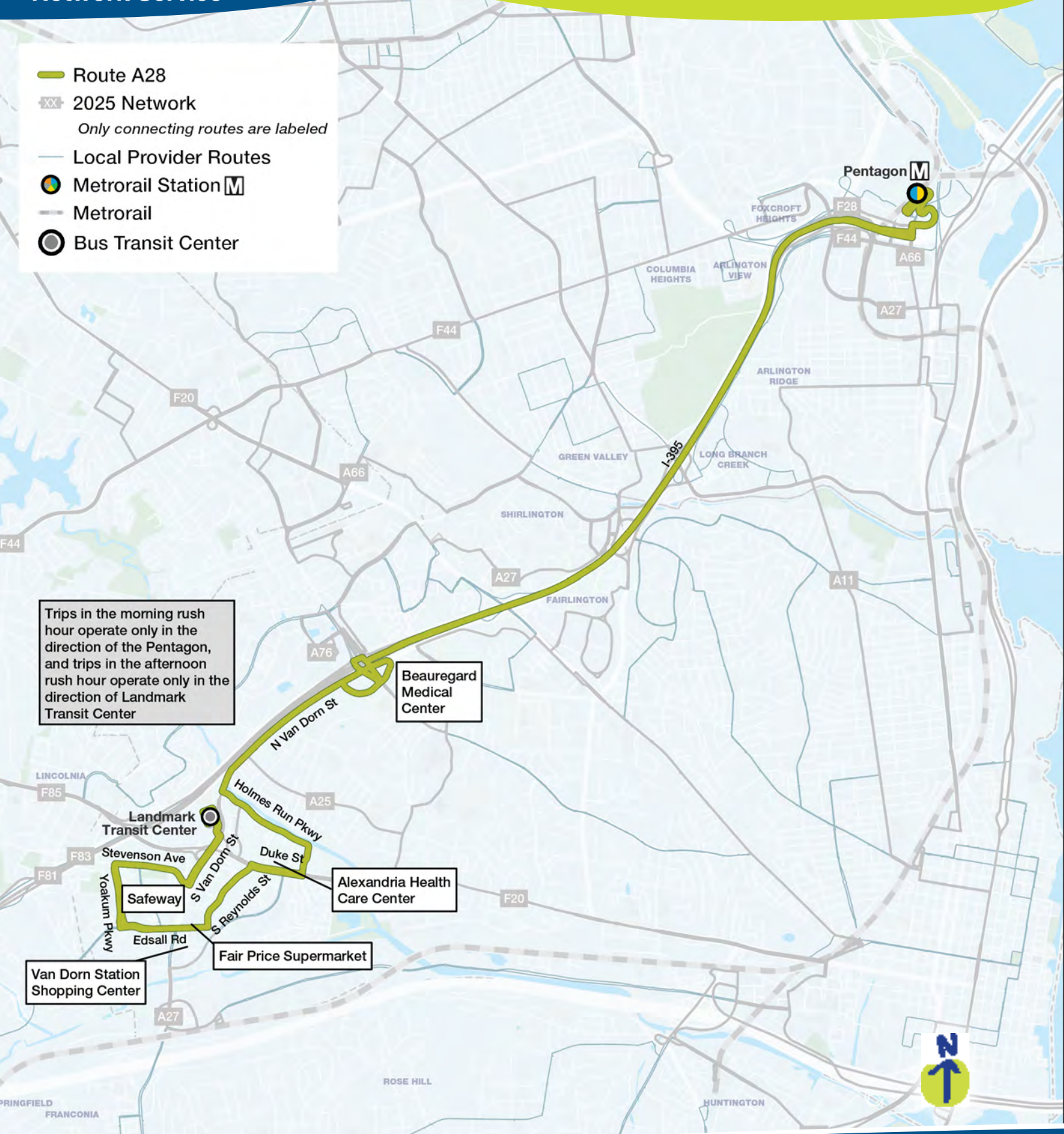
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 21C*

- Route A28
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Trips in the morning rush hour operate only in the direction of the Pentagon, and trips in the afternoon rush hour operate only in the direction of Landmark Transit Center

Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 8:30 a.m.; 4:00 p.m. – 7:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 8:30 a.m.	Midday No Service	Afternoon Rush 4:00 - 7:00 p.m.	Evening No service	Late Night No Service
30 min.	20 min.	–	20 min.	–	–

Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 16M,16A,16C,16E

Route A40

--- Late-Night Service

XX 2025 Network

Only connecting routes are labeled

— Local Provider Routes

Metrorail Station **M**

Metrorail



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 16M,16A,16C,16E

Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 2:00 a.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
12 min.	6 min.*	12 min.	6 min.*	12 min.	21 min.

*Frequencies funded by the I-395 Commuter Choice Grant Program

Saturday			Sunday		
Hours of operation: 5:30 a.m. – 2:00 a.m.			Hours of operation: 5:30 a.m. – 2:00 a.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 2:00 a.m.	Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 2:00 a.m.
12 min.	12 min.	20 min.	12 min.	12 min.	20 min.

Frequencies shown are averages

Cost to ride: Regular Fare

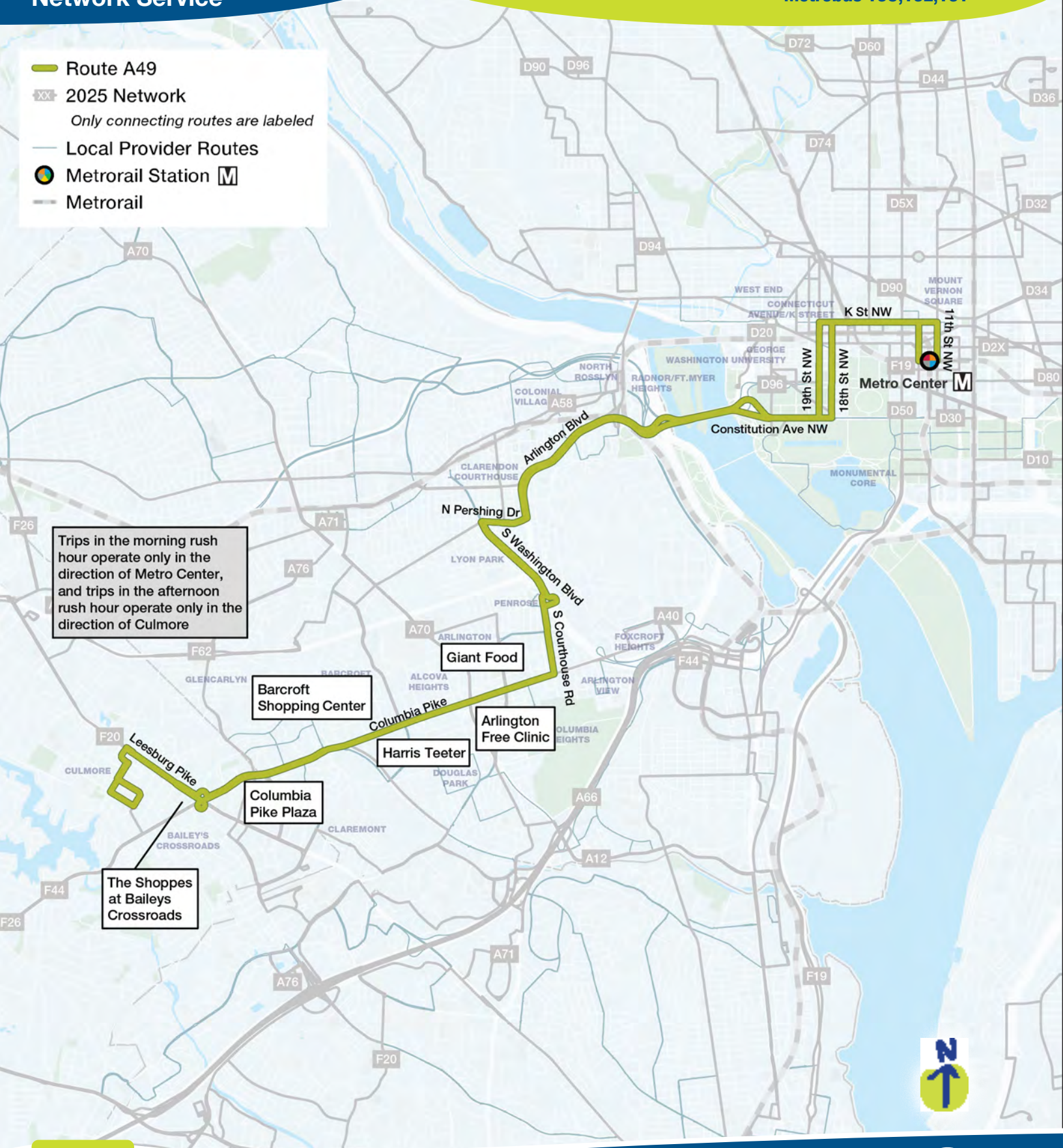


Part of 12-minute
Frequent Service Network

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 16C,16E,16Y

- Route A49
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 9:00 a.m.; 4:00 p.m. – 7:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday No Service	Afternoon Rush 4:00 - 7:00 p.m.	Evening No service	Late Night No Service
20 min.	20 min.	–	20 min.	–	–

Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 38B,1A,1B

- Route A58
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station
- Metrorail **M**
- Bus Transit Center



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 38B,1A,1B

Frequency

	Weekdays					
	Hours of operation: 5:30 a.m. – 1:30 a.m.					
Between these stops:	Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 1:30 a.m.
Seven Corners – Ballston – MU Metro	30 min.	30 min.	30 min.	30 min.	30 min.	30 min.
Ballston – MU Metro – Farragut Square	15 min.	15 min.	15 min.	15 min.	24 min.	30 min.

	Saturday			Sunday		
	Hours of operation: 6:00 a.m. – 1:30 a.m.			Hours of operation: 6:00 a.m. – 1:30 a.m.		
Between these stops:	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.
Seven Corners – Ballston – MU Metro	–	30 min.	30 min.	–	30 min.	30 min.
Ballston – MU Metro – Farragut Square	–	15 min.	30 min.	–	15 min.	30 min.

Frequencies shown are averages

Cost to ride: Regular Fare

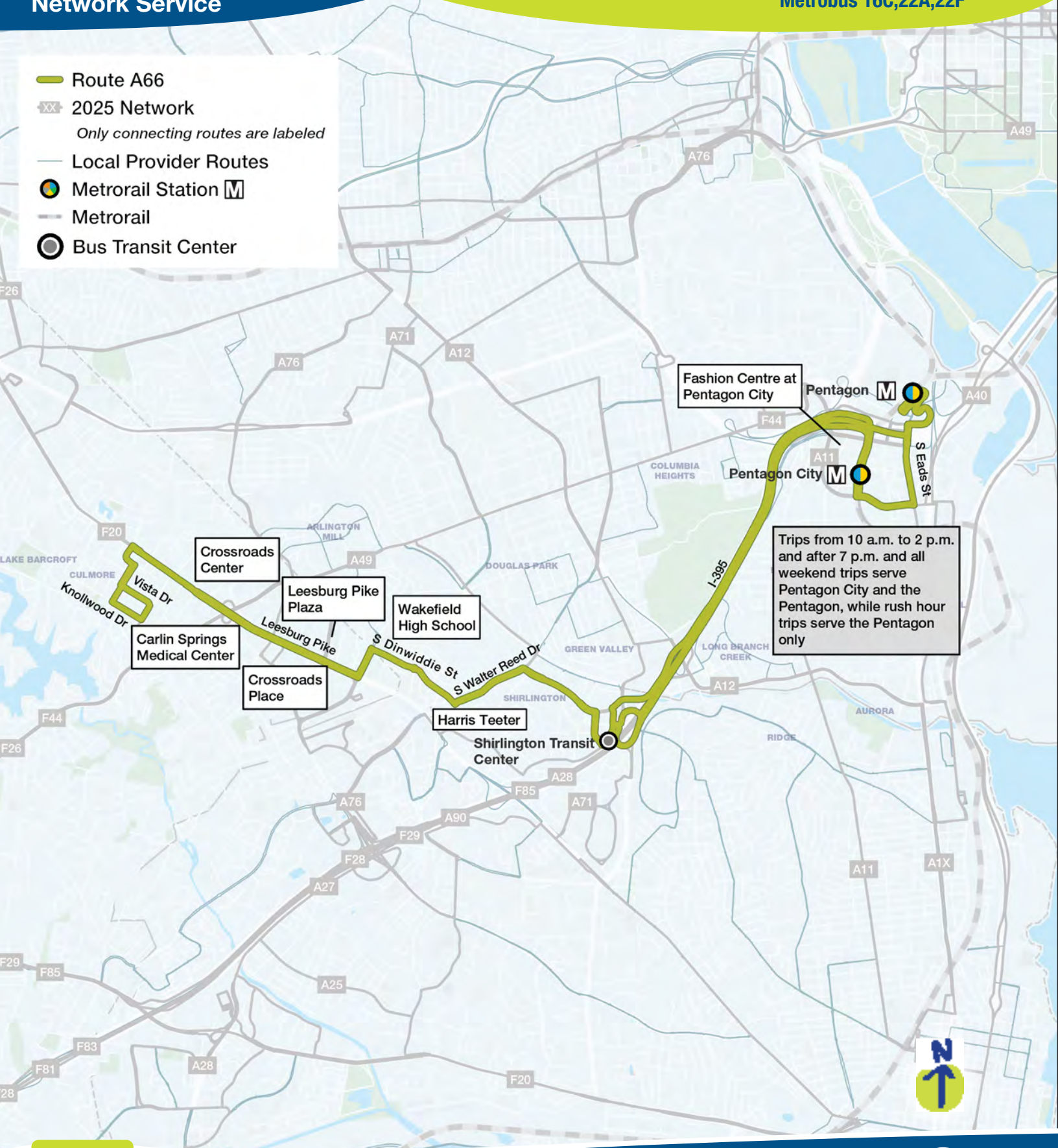


Part of 20-minute
Frequent Service Network
between Ballston-MU
Metro and Farragut Square

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 16C,22A,22F

- Route A66
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Trips from 10 a.m. to 2 p.m. and after 7 p.m. and all weekend trips serve Pentagon City and the Pentagon, while rush hour trips serve the Pentagon only



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 16C,22A,22F

Frequency

Weekdays					
Hours of operation: 6:00 a.m. - 10:00 p.m.					
Early Morning No Service	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 10:00 p.m.
–	30 min.	30 min.	30 min.	30 min.	60 min.

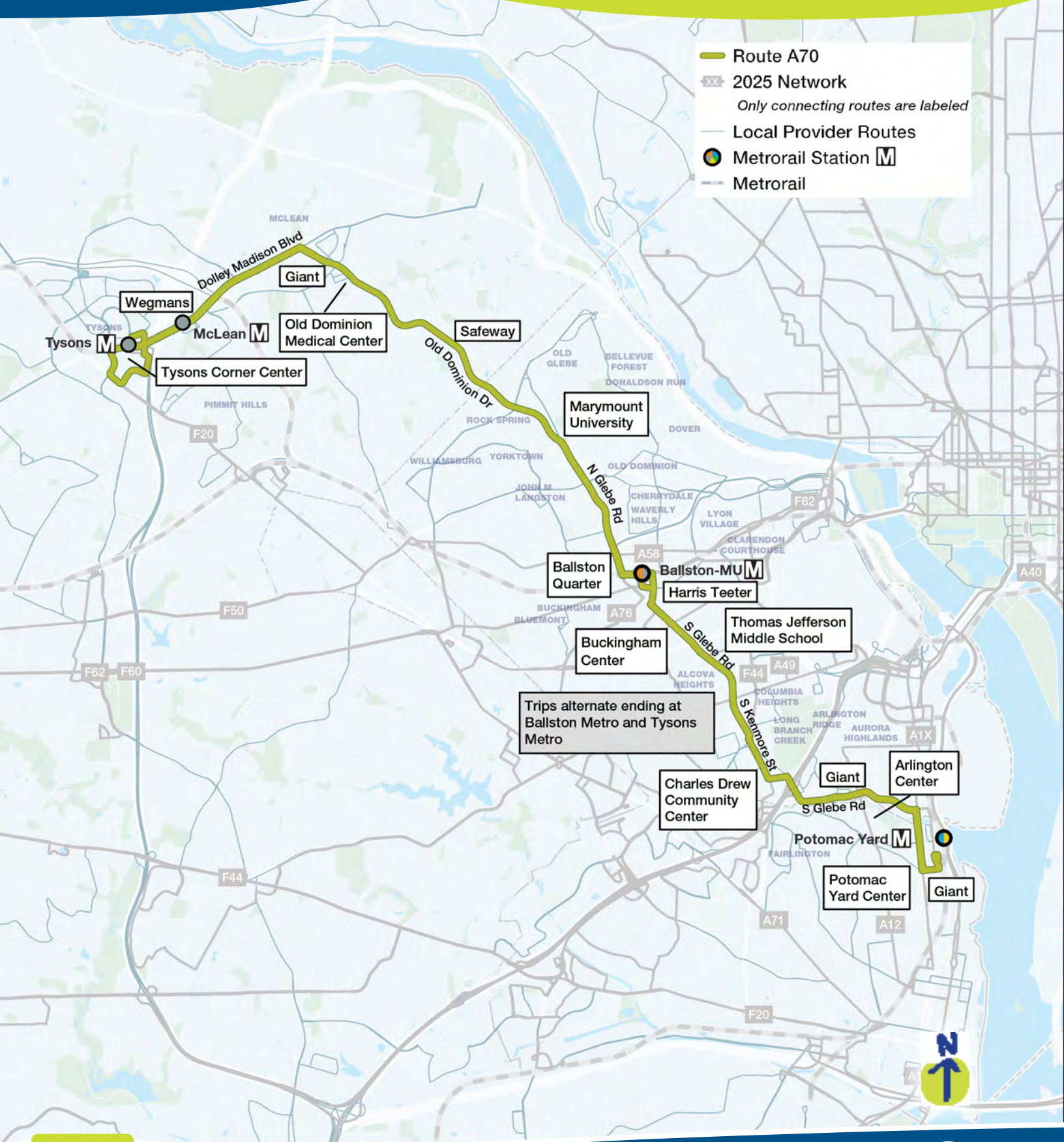
Saturday			Sunday		
Hours of operation: 6:00 a.m. – 8:00 p.m.			Hours of operation: 6:00 a.m. – 8:00 p.m.		
Early No Service	Daytime 6:00 a.m. - 8:00 p.m.	Late No Service	Early No Service	Daytime 6:00 a.m. - 8:00 p.m.	Late No Service
–	30 min.	–	–	60 min.	–

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 23A,23B,23T



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 23A,23B,23T

Frequency

	Weekdays					
	Hours of operation: 5:30 a.m. – 12:30 a.m.					
Between these stops:	Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 12:30 a.m.
Tysons Corner Center – Ballston-MU Metro	30 min.	30 min.	30 min.	30 min.	30 min.	60 min.
Ballston-MU Metro – Potomac Yard Metro	15 min.	15 min.	15 min.	15 min.	15 min.	30 min.

	Saturday			Sunday		
	Hours of operation: 6:00 a.m. – 1:00 a.m.			Hours of operation: 6:00 a.m. – 1:00 a.m.		
Between these stops:	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:00 a.m.
Tysons Corner Center – Ballston-MU Metro	–	30 min.	45 min.	–	30 min.	45 min.
Ballston-MU Metro – Potomac Yard Metro	–	15 min.	23 min.	–	15 min.	23 min.

Frequencies shown are averages

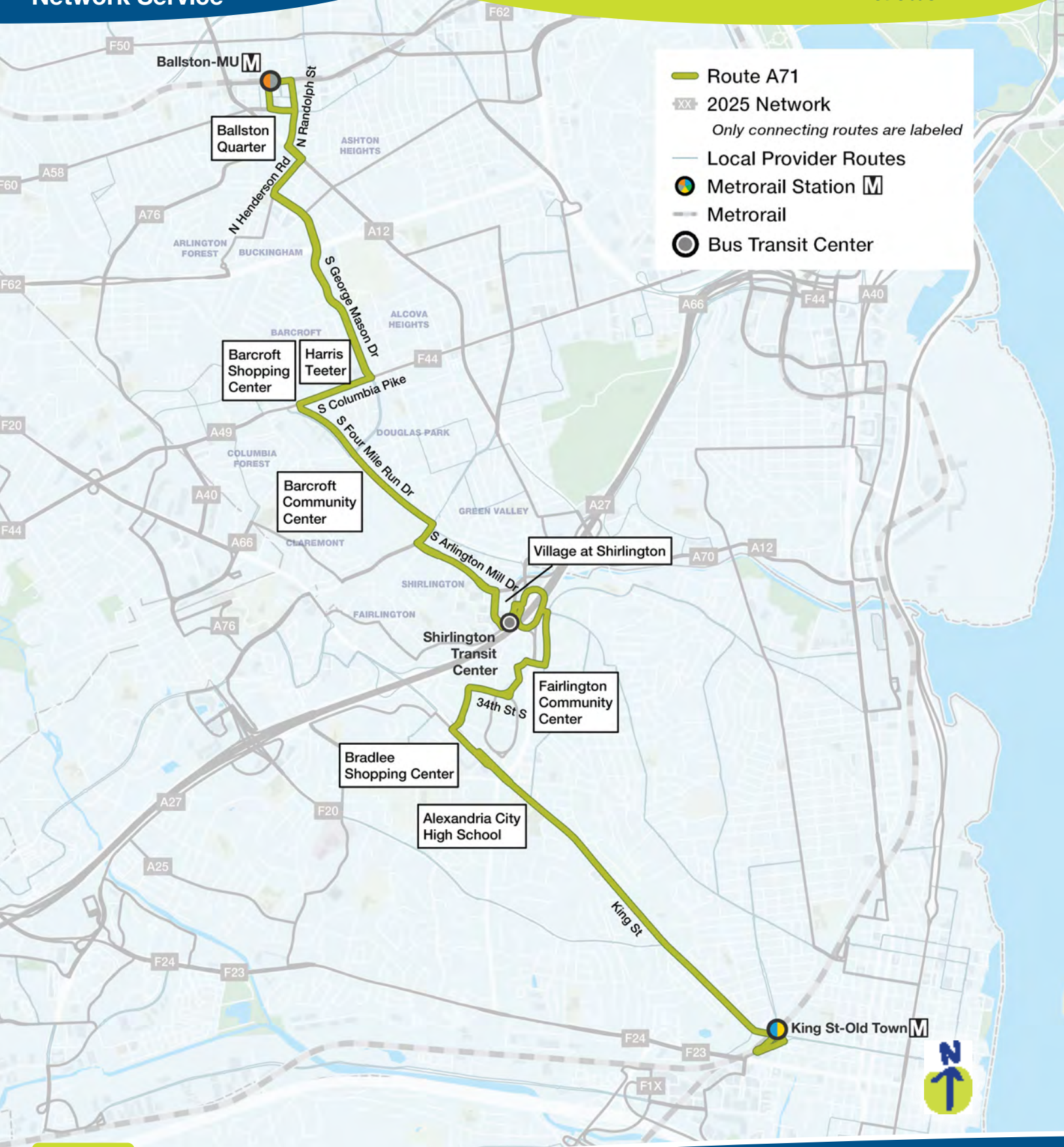
Cost to ride: Regular Fare



Part of 20-minute
Frequent Service Network
between Ballston-MU
Metro and Potomac Yard
Metro

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 22A



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 22A

Frequency

Weekdays					
Hours of operation: 6:30 a.m. - 9:30 p.m.					
Early Morning No Service	Morning Rush 6:30 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 9:30 p.m.
–	30 min.	30 min.	30 min.	30 min.	30 min.

Saturday			Sunday		
Hours of operation: 7:30 a.m. – 7:30 p.m.			Hours of operation: 7:30 a.m. – 7:30 p.m.		
Early No Service	Daytime 7:30 a.m. - 7:30 p.m.	Late No Service	Early No Service	Daytime 7:30 a.m. - 7:30 p.m.	Late No Service
–	60 min.	–	–	60 min.	–

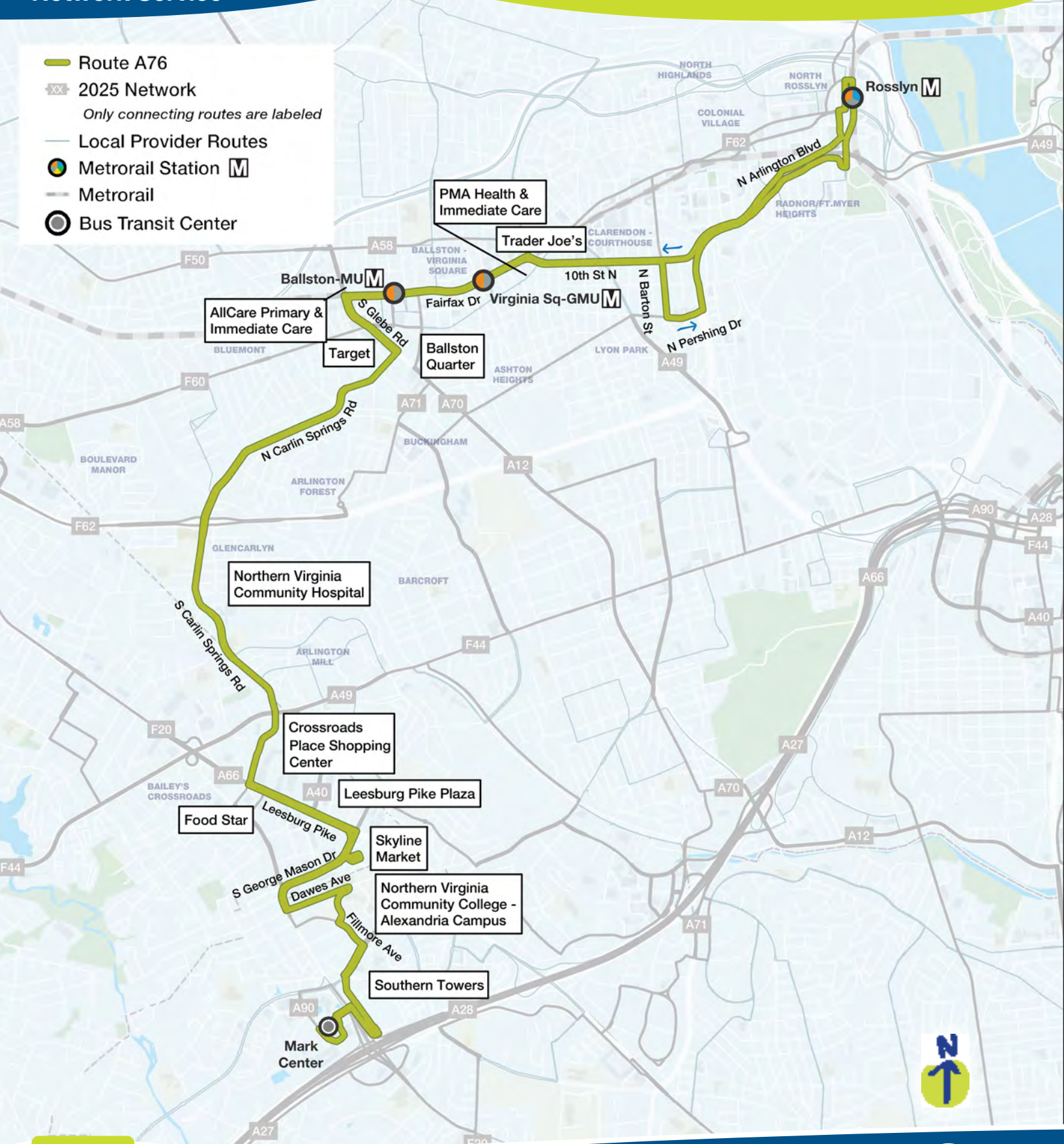
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 25B

- Route A76
- X- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 10:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
30 min.	30 min.	30 min.	30 min.	30 min.	60 min.

Saturday			Sunday		
Hours of operation: 6:00 a.m. - 8:00 p.m.			Hours of operation: 6:00 a.m. - 8:00 p.m.		
Early No Service	Daytime 6:00 a.m. - 8:00 p.m.	Late No Service	Early No Service	Daytime 6:00 a.m. - 8:00 p.m.	Late No Service
—	30 min.	—	—	60 min.	—

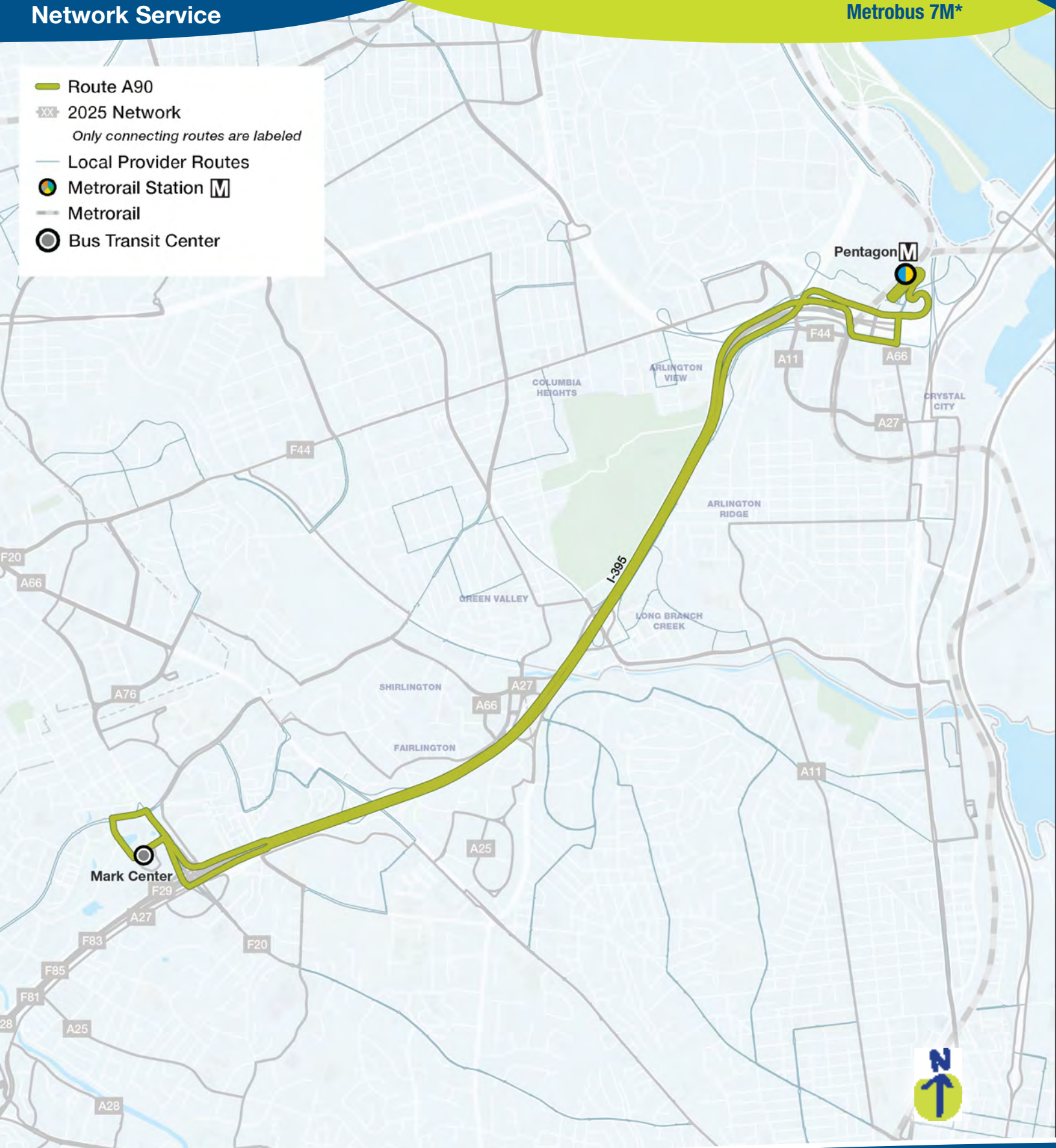
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 7M*

- Route A90
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 7M*

Frequency

Weekdays					
Hours of operation: 6:00 a.m. – 6:30 p.m.					
Early Morning No Service	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 6:30 p.m.	Evening No Service	Late Night No Service
–	10 min.	15 min.	10 min.	–	–

Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

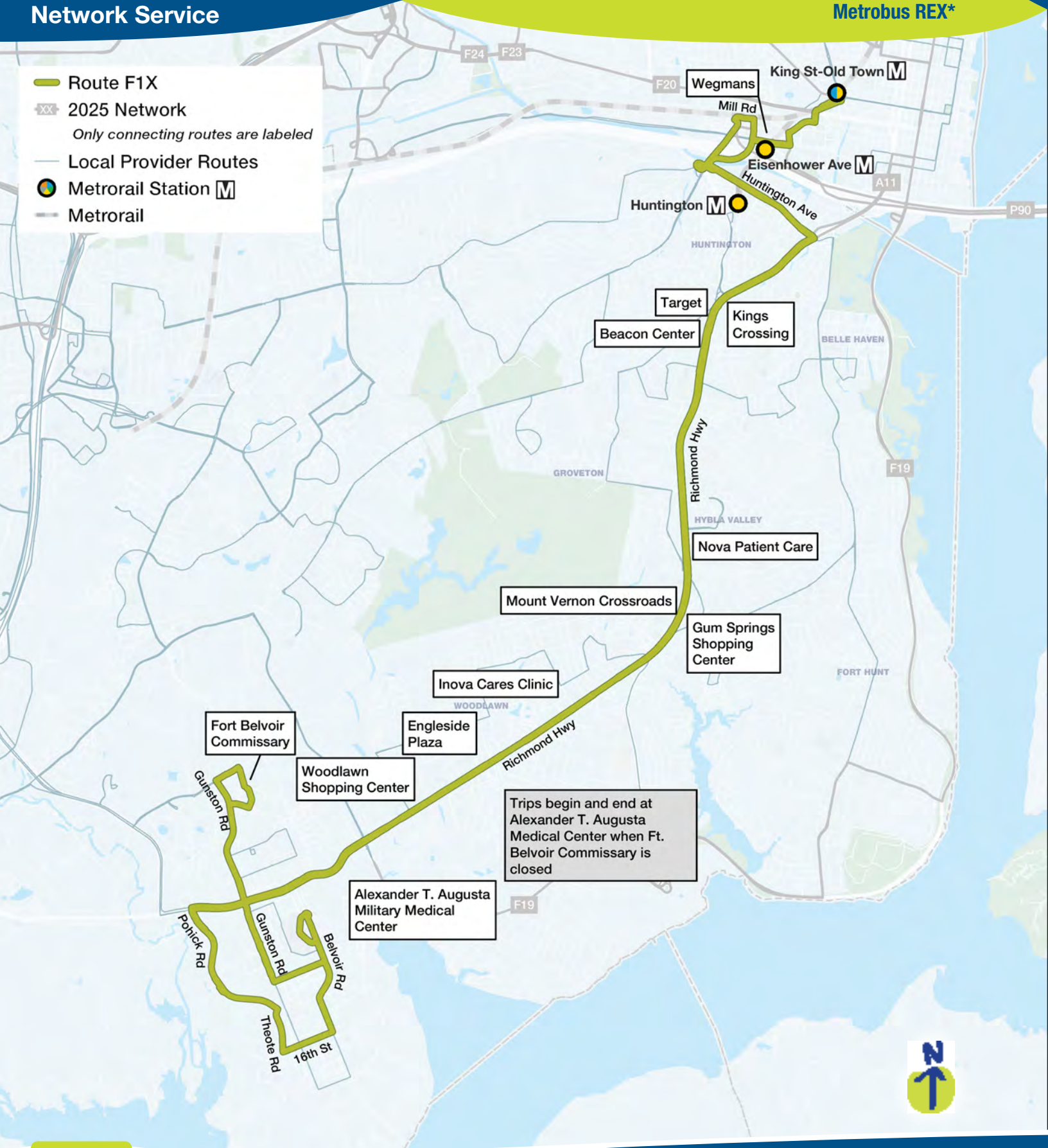
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus REX*

- Route F1X
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



Frequency

Weekdays					
Hours of operation: 5:00 a.m. – 11:00 p.m.					
Early Morning 5:00 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 11:00 p.m.
15 min.	17 min.	20 min.	15 min.	20 min.	30 min.

Saturday			Sunday		
Hours of operation: 5:30 a.m. - 10:00 p.m.			Hours of operation: 5:30 a.m. - 10:00 p.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.	Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.
30 min.	20 min.	30 min.	30 min.	20 min.	30 min.

Frequencies shown are averages

Cost to ride: Regular Fare

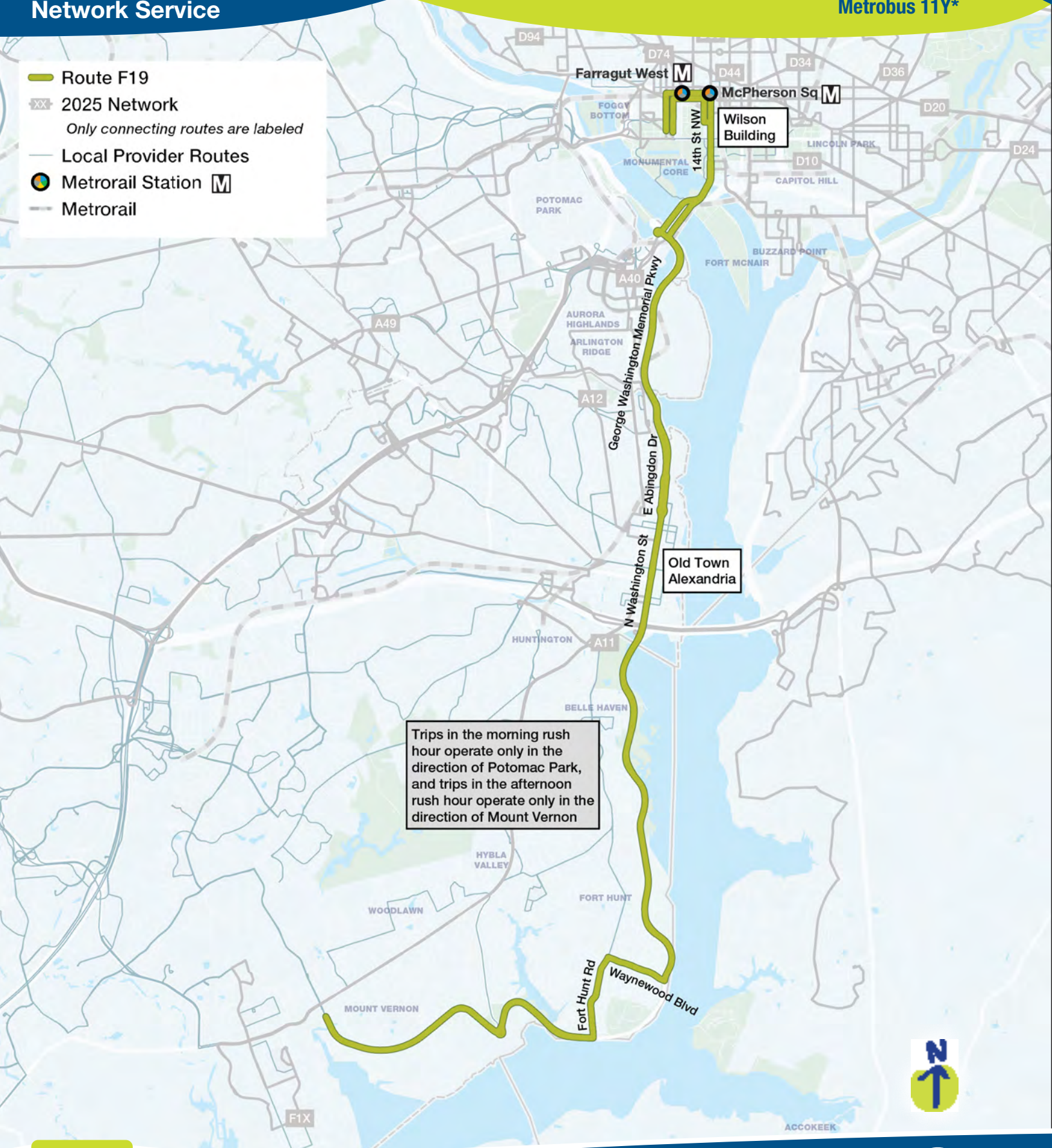


Part of 20-minute
Frequent Service Network

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 11Y*

- Route F19
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 11Y*

Frequency

Weekdays					
Hours of operation: 6:00 a.m. – 8:00 a.m.; 4:00 p.m. – 6:30 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 8:00 a.m.	Midday No Service	Afternoon Rush 4:00 - 6:30 p.m.	Evening No Service	Late Night No Service
–	24 min.	–	24 min.	–	–

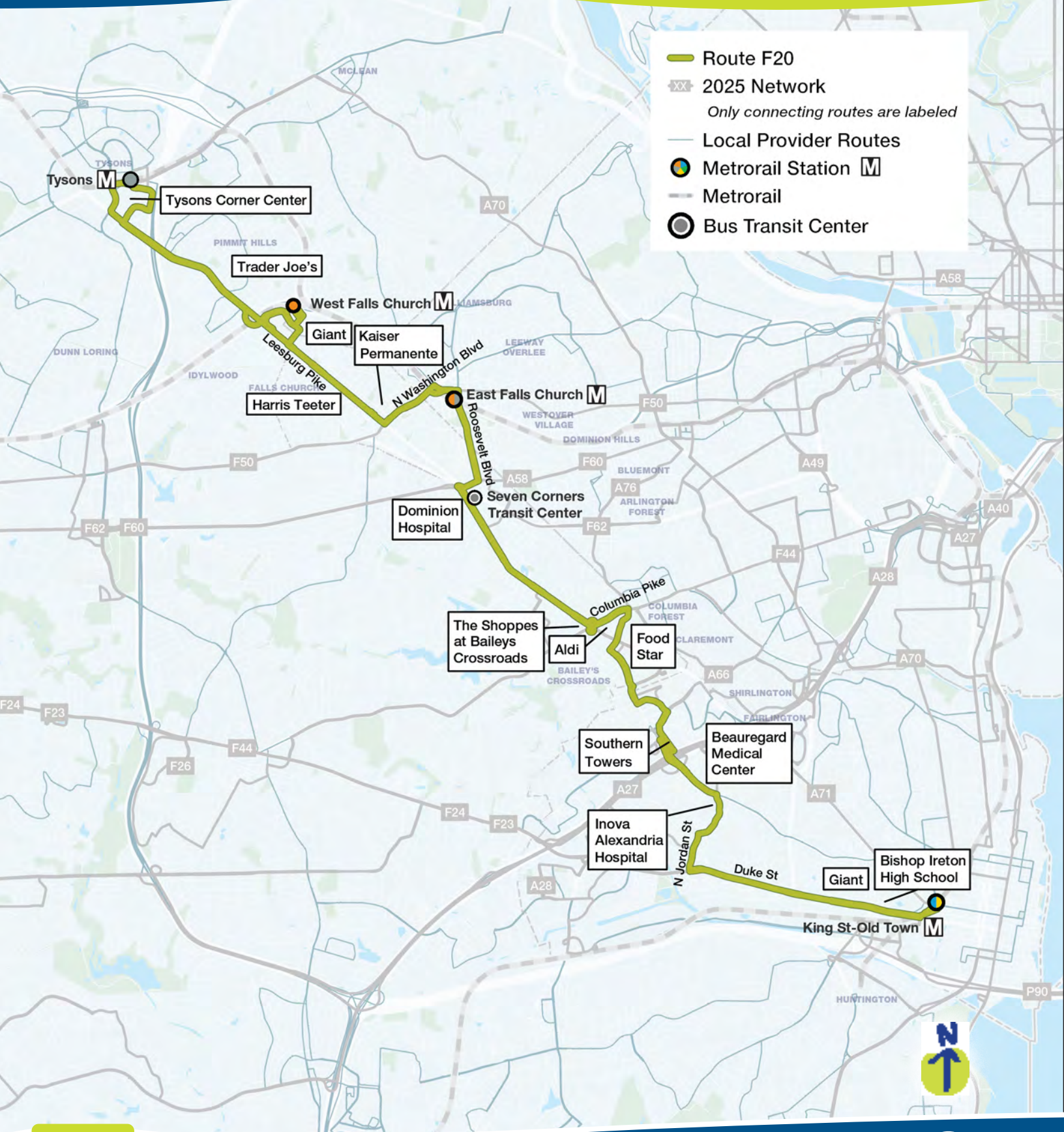
Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

Frequencies shown are averages

Cost to ride: Express Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 28A*



**2025 Better Bus
Network Service**

Compare to existing routes:
Metrobus 28A*

Frequency

Weekdays					
Hours of operation: 4:30 a.m. – 2:00 a.m.					
Early Morning 4:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
12 min.	12 min.	12 min.	12 min.	12 min.	30 min.

Saturday			Sunday		
Hours of operation: 5:30 a.m. – 1:30 a.m.			Hours of operation: 6:00 a.m. – 1:30 a.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.
12 min.	12 min.	30 min.	–	12 min.	30 min.

Frequencies shown are averages

Cost to ride: Regular Fare

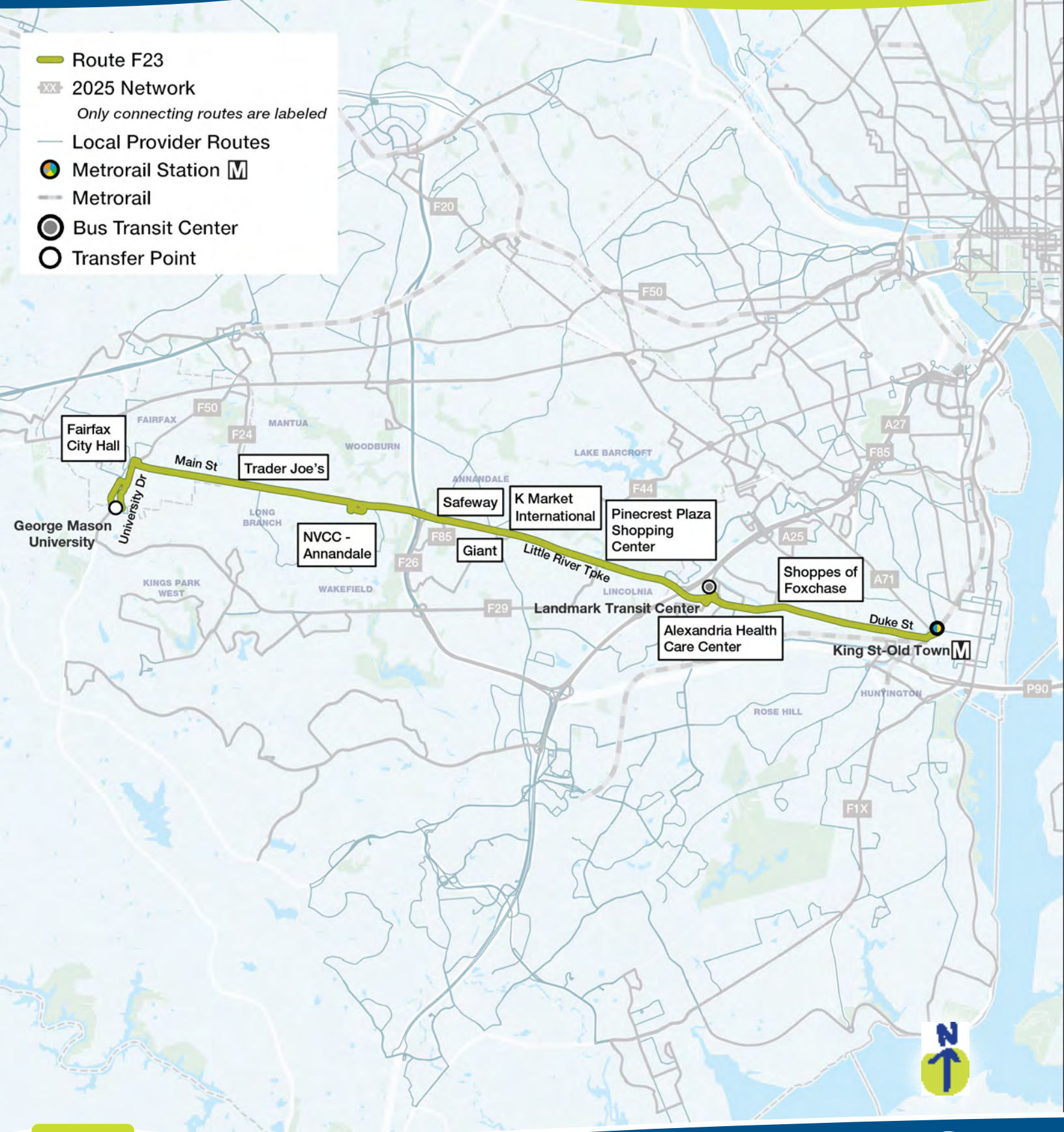


Part of 12-minute
Frequent Service Network

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 29K*

- Route F23
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center
- Transfer Point



Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 10:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
40 min.	40 min.	40 min.	40 min.	40 min.	40 min.

Saturday			Sunday		
Hours of operation: 6:00 a.m. – 8:30 p.m.			Hours of operation: 6:00 a.m. – 8:30 p.m.		
Early No Service	Daytime 6:00 a.m. - 8:30 p.m.	Late No Service	Early No Service	Daytime 6:00 a.m. - 8:30 p.m.	Late No Service
–	40 min.	–	–	40 min.	–

Frequencies shown are averages

Cost to ride: Regular Fare

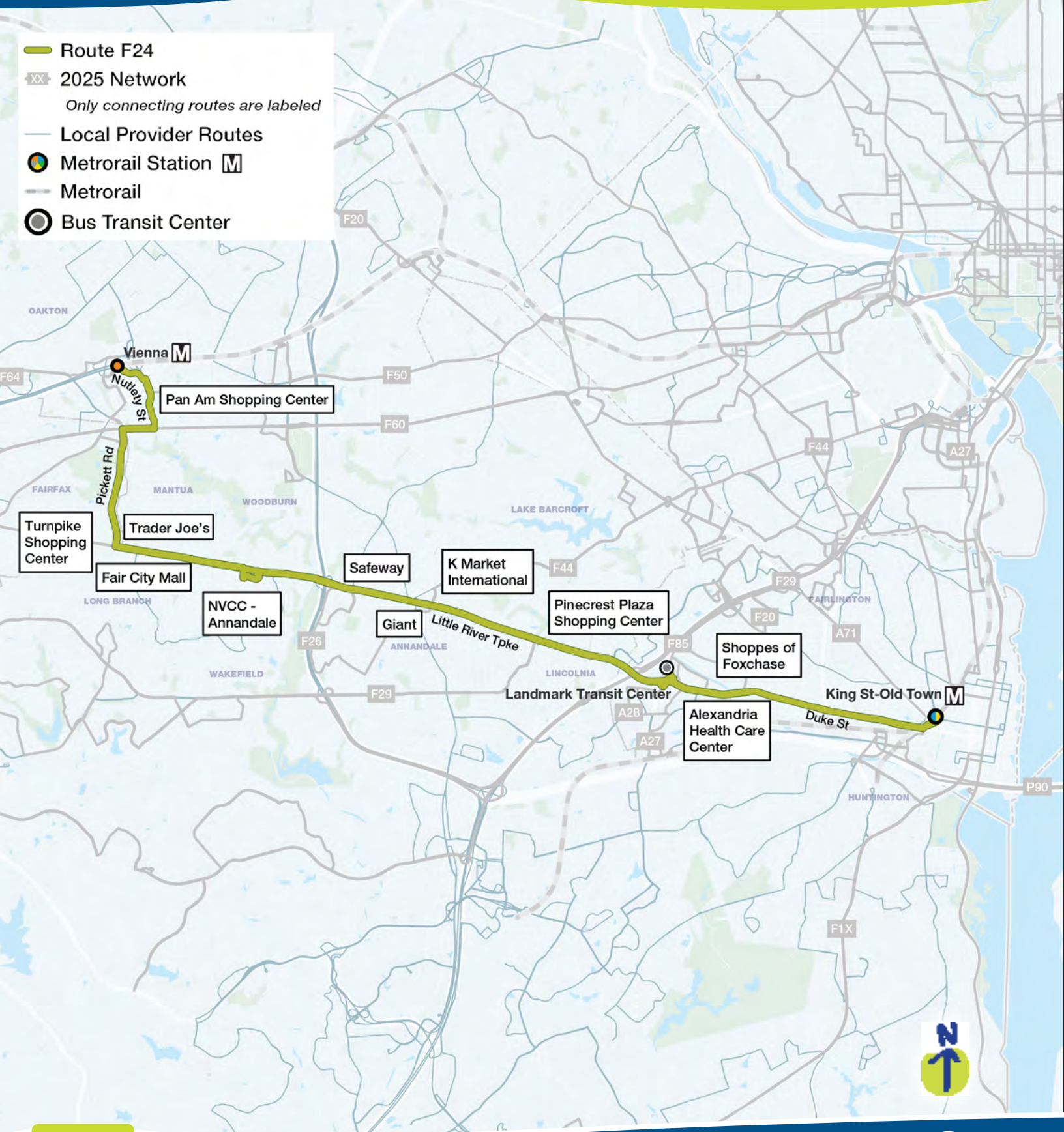


Part of 20-minute
frequent service between
Pickett Road and King St-
Old Town Metro Station,
along with Route F24

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 29N*

- Route F24
- - - 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 10:00 p.m.					
Early Morning No Service	Morning Rush 5:30 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
–	40 min.	40 min.	40 min.	40 min.	40 min.

Saturday			Sunday		
Hours of operation: 6:30 a.m. – 9:30 p.m.			Hours of operation: 6:30 a.m. – 9:30 p.m.		
Early No Service	Daytime 6:30 a.m. - 9:30 p.m.	Late No service	Early No Service	Daytime 6:30 a.m. - 9:30 p.m.	Late No service
–	40 min.	–	–	40 min.	–

Frequencies shown are averages

Cost to ride: Regular Fare



Part of 20-minute
frequent service between
Pickett Road and King St-
Old Town Metro Station,
along with Route F23

Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 9:00 a.m.; 3:00 p.m. – 9:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night No Service
24 min.	24 min.	–	24 min.	30 min.	–

Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

Frequencies shown are averages

Cost to ride: Regular Fare

October 31, 2024



Adriana Castañeda
Director, Department of Environmental Services
City of Alexandria
City Hall, 301 King Street, Room 3000
Alexandria, VA 22314

Dear Director Castañeda,

On behalf of Metro, I want to thank you and your team for your engagement and collaboration on the Better Bus Network Redesign. The partnership with your team has been instrumental in building a better network for our customers, City of Alexandria, and the region and we appreciate the time and resources that the City has dedicated to the effort.

We are working toward adoption of the 2025 Better Bus Network by the Metro Board later this fall and anticipate implementing the network beginning in the summer of 2025. As we look towards implementation, we are continuing to work with your team to identify signage, operations, and/or infrastructure changes within your jurisdiction to support the new network. The types of changes include: bus stop placement, intersection control, layover zones, parking adjustments, roadway restrictions, right-of-way adjustments, and stop bar relocation.

Attached is the initial list of changes anticipated in the City to support the new network. These activities have been shared with your team and we are working with them to prioritize changes that need to be in place for the first day of operations and other activities that may be implemented in the early months of the new network. As we refine the routes, stops, and schedules in the coming months and continue to work with your team, there may be some additions/modifications. The 2025 Better Bus Network is a resource neutral plan and as additional resources become available in future fiscal years, Metro anticipates adding frequency, expanding hours of operation, and/or adding new routes to the network. We will continue to work with your team as those opportunities arise.

We appreciate your partnership in supporting the implementation of the 2025 Better Bus Network. Please do not hesitate to contact Peter Cafiero at pgcafiero@wmata.com if you have questions.

**Washington
Metropolitan Area
Transit Authority**

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

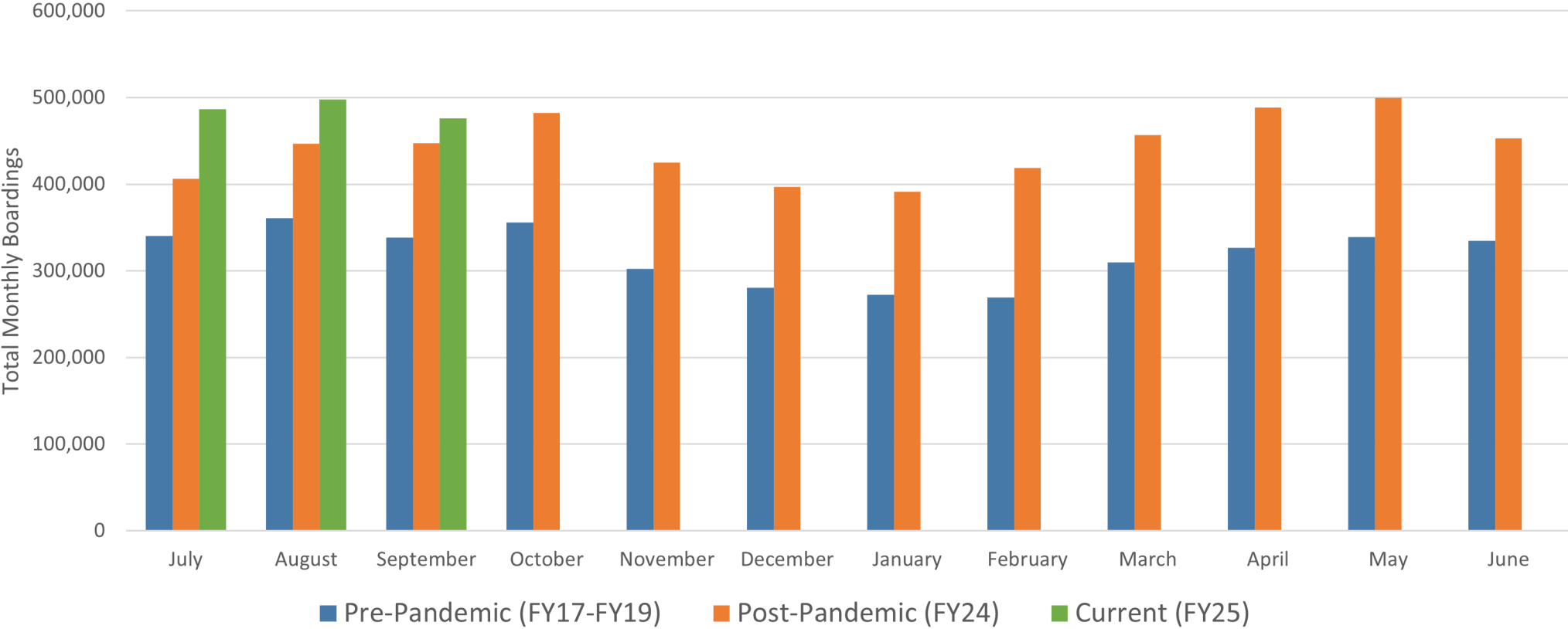
Sincerely,

Thomas J. Webster
Executive Vice President and Chief, Planning and Performance Officer

CC: Paul Smedberg, Principal Director, Virginia, Metro Board of Directors
Matt Letourneau, Principal Director, Virginia, Metro Board of Directors
Canek Aguirre, Alternate Director, Virginia, Metro Board of Directors
Walter Alcorn, Alternate Director, Virginia, Metro Board of Directors
Hillary Orr, Deputy Director of Transportation Planning and Mobility, City of Alexandria
Josh Baker, General Manager/CEO, DASH
Martin Barna, Director of Planning, DASH
Ryan Visci, Director of Operations, DASH
Jennifer Monaco, Northern Virginia Senior Program Manager Major Capital Investments, Virginia Department of Rail and Public Transportation
Kate Mattice, Executive Director, Northern Virginia Transportation Commission
William Cutler, Northern Virginia District Engineer, Virginia Department of Transportation
Randy Clarke, General Manager and Chief Executive Officer, Metro
Regina Sullivan, Senior Vice President, Government Relations, Metro
Allison Davis, Senior Vice President, Planning and Sustainability, Metro
Peter Cafiero, Vice President, Service Planning and Scheduling, Metro
Michael Burke, Senior Director, Program Development, Metro
Greg Potts, Virginia Government Relations Officer, Metro

Change ID	BBNR Route	Improvement Type	Location	Notes
X01	A70	New Bus Stop	Potomac Yard Station Bus Loop	Establish a boarding area for clockwise movement through the bus loop.
X02	A70	Re-establish Bus Stop	Richmond Hwy NB at Evans Ln	Far side. Ready for service with street sweep of bus pull out.
X03	A70	Re-establish Bus Stop	Richmond Hwy NB at Reed Ave	Far side. Ready for service with street sweep of bus pull out.
X04	A70	Re-establish Bus Stop	Richmond Hwy SB at Reed Ave	Far side. Ready for service with street sweep of bus pull out.
X05	A71	Stop Bar Adjustment	King St (service road) at S Wakefield St	Pull back stop bar on King St service road for turn from S Wakefield St.

DASH Monthly Ridership Trends (FY 2017 - FY2025)





DEPARTMENTAL PRESENTATION

FISCAL BUDGETING
PROCESS

BUDGET DEVELOPMENT PROCESS

The Chief Financial Officer is responsible for leading the Budget Development process each year. Working with the Finance Department and all internal DASH department heads the CFO proposes a budget to the General Manager.

CURRENT SERVICES



Departmental Inputs

Mandated Wage Increases (CBA)

Mileage Based Inputs (formula)

Vendor Contract Increases

Other Formula Based

CURRENT SERVICES PROJECTIONS

FY 2024

ACTUALS

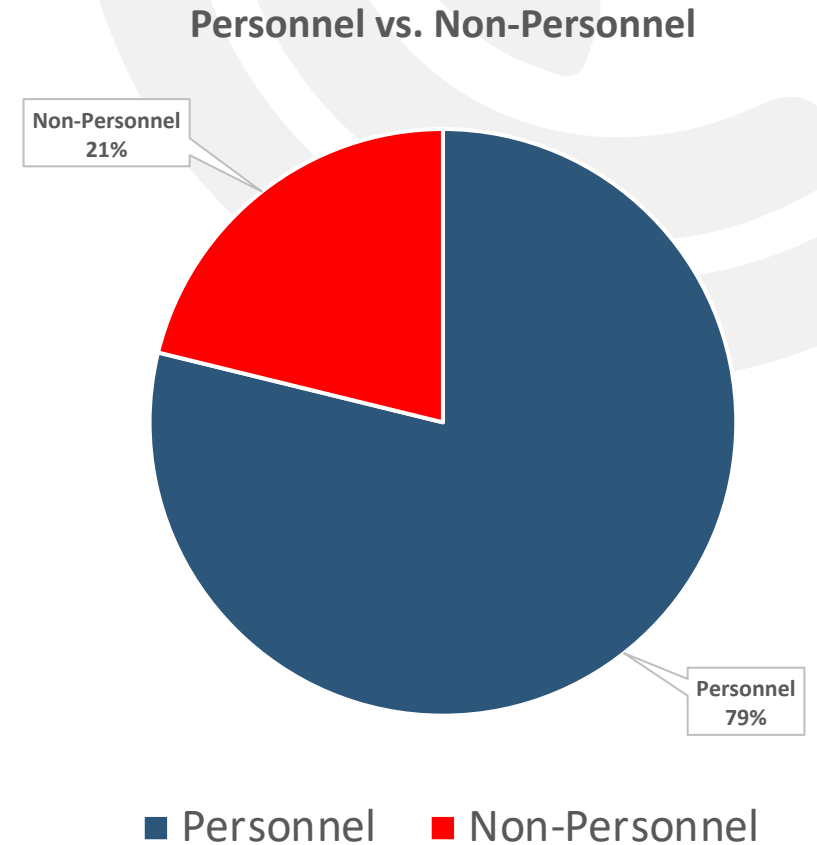
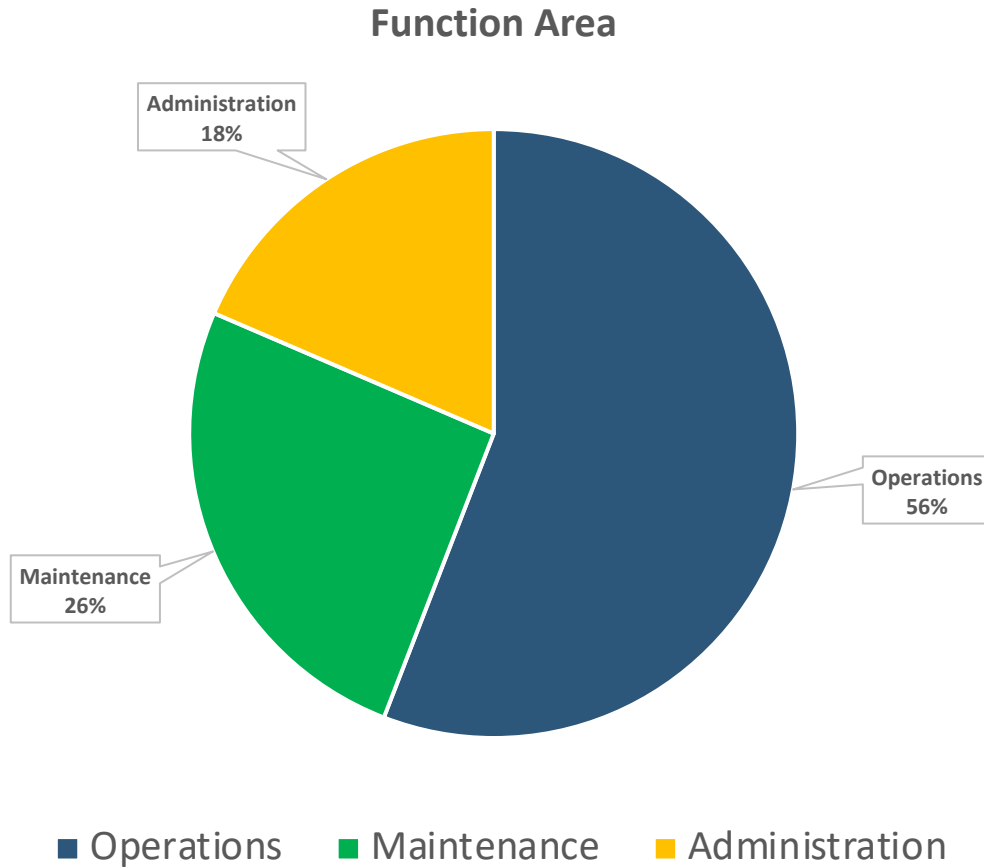


FY 2026

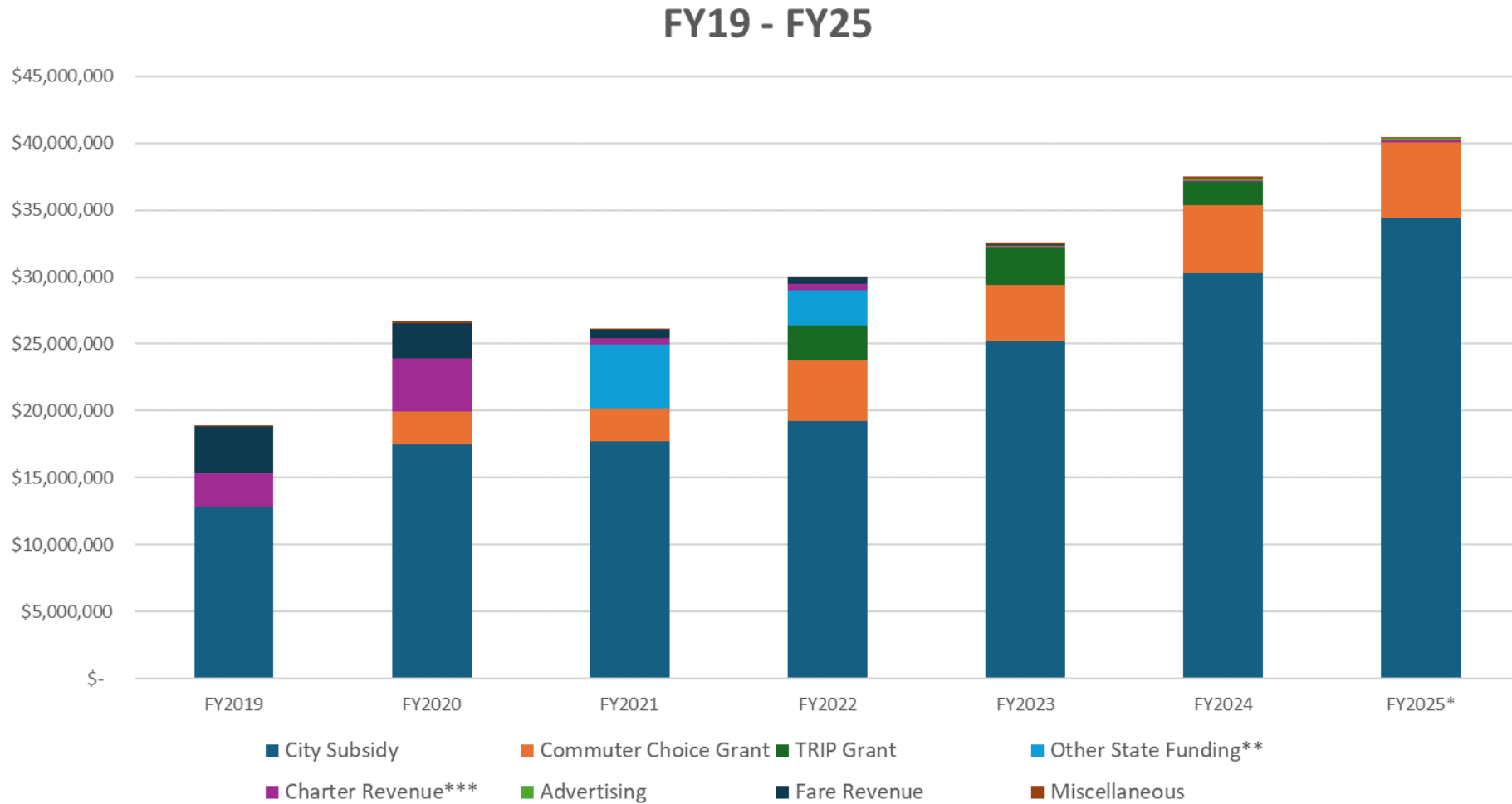
FORECASTS

Current services projections are based on known actuals.
The most current year is unavailable during this process.

BREAKOUT OF EXPENSES



FUNDING SOURCES

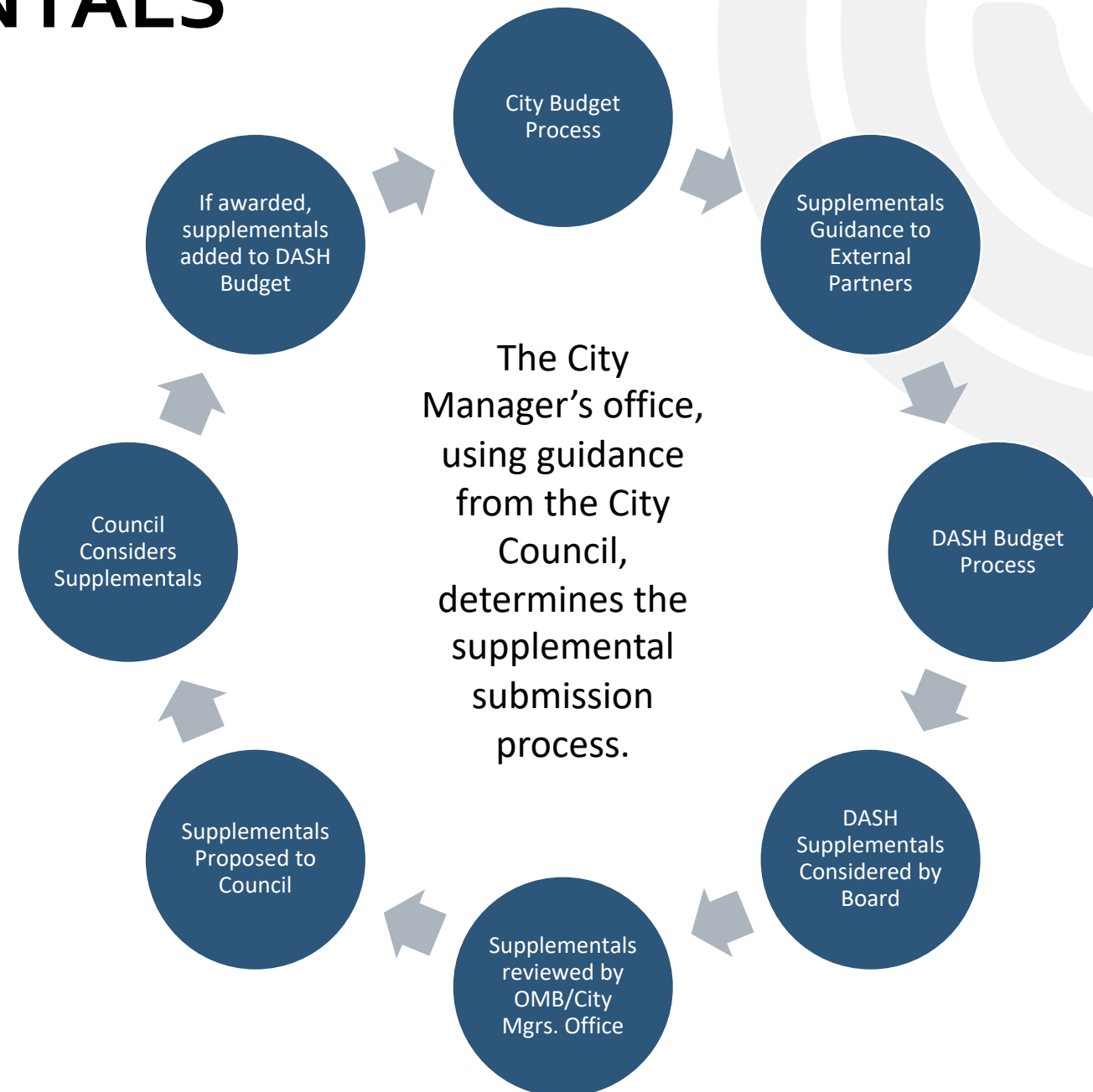


*Projected

**CARES/CRRSA

*** FY19-20 Charter included Blue Line Shuttle

SUPPLEMENTALS



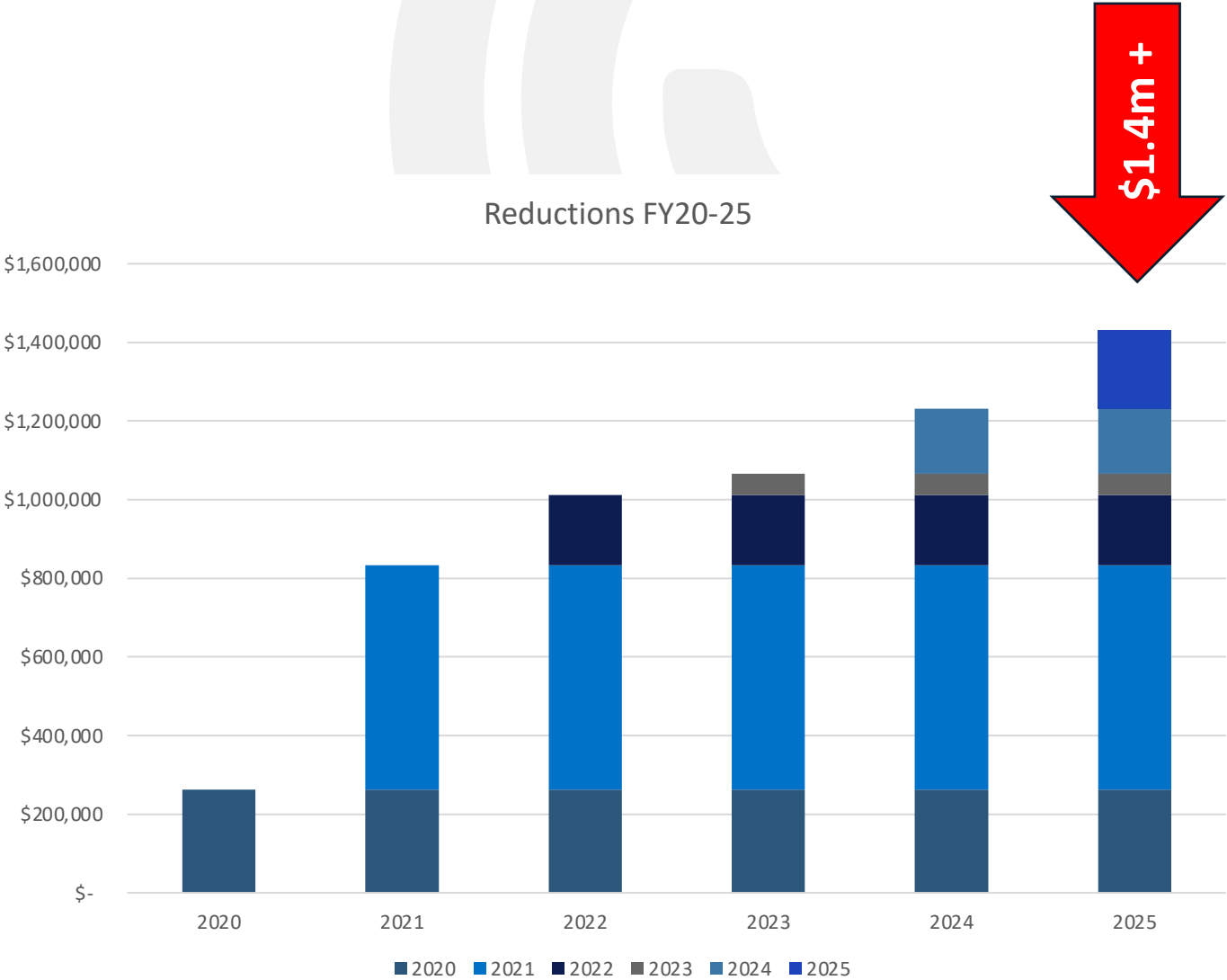
SUPPLEMENTALS

- ATC typically focuses on the Alexandria Transit Vision Plan (ATV)
- ATC considers submissions annually, typically focused on the implementation of the New DASH Network
- We are several years behind in implementing the ATV due to year-over-year underfunding
- Other Supplementals often considered:
 - Staffing increases
 - New Technologies
 - Matching funds for grant applications
 - Wage increases

REDUCTIONS

Percentage-based reductions per City Council and City Manager’s guidance

- City Manager sets a reduction target as % of the prior years approved budget
- ATC attempts a blend of service reductions and administrative cuts
- Reductions are typically taken
- Reductions year-over-year have a major compounding effect (see chart)



NEXT STEPS

Once Current Services and Supplementals & Reductions have been submitted, the CFO will continue to work on the upcoming FY budget.

October/November

- Current Services
- Supplementals
- Reductions

February

City Manager
Budget Presentation
to Council

May

Revised DASH
Budget Presented to
DASH Board of
Directors

June

DASH Board of
Directors adopts final
FY2026 Budget



STRATEGIC UPDATE

CAPITAL PROJECTS



STRATEGIC PLAN GOALS



Goal 1: System Excellence

Provide a robust transportation system that meets our customers' needs



Goal 2: Customer Experience

Deliver a top-notch customer experience so that people choose to ride



Goal 3: Environmental Stewardship

Minimize the community's carbon footprint on the environment



Goal 4: Workplace Excellence

Foster an environment that champions inclusion, work-life balance, innovation, and professional growth and satisfaction



Goal 5: Fiscal Responsibility and Efficiency

Deliver high-quality, cost-efficient services that offer maximum value to the community

ATC ASSET OVERVIEW

- DASH Facility
- Vehicles
 - 100+ Buses
 - 20+ Support Vehicles
- Equipment
 - Shop Lifts
 - Bus Wash
 - Roll Up Doors
- Technology
 - CAD/AVL
 - Transit Signal Prioritization



10 YEAR OUTLOOK

- Bus Fleet Replacement
- Bus Fleet Expansion & Electrification
- Facility Expansion
- On-Route Charging
- Technology
- Transit Signal Priority
- Facility Rehabilitation

Over \$200 Million +



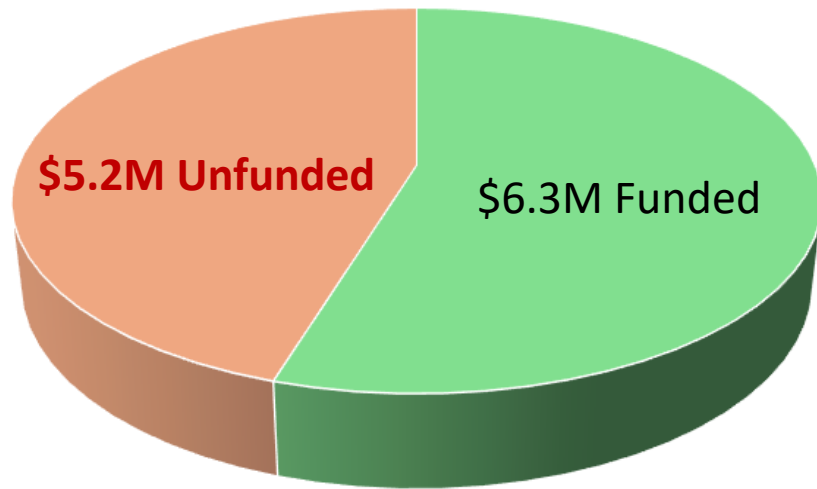
CAPITAL PRIORITIES & INITIATIVES

- **Maintain *State of Good Repair***
- Support Alexandria Transit Strategic Plan
- **Convert Fleet to 100% Zero Emissions**
 - **Purchase only ZEB by 2027**
 - **100% Fleet by 2037**



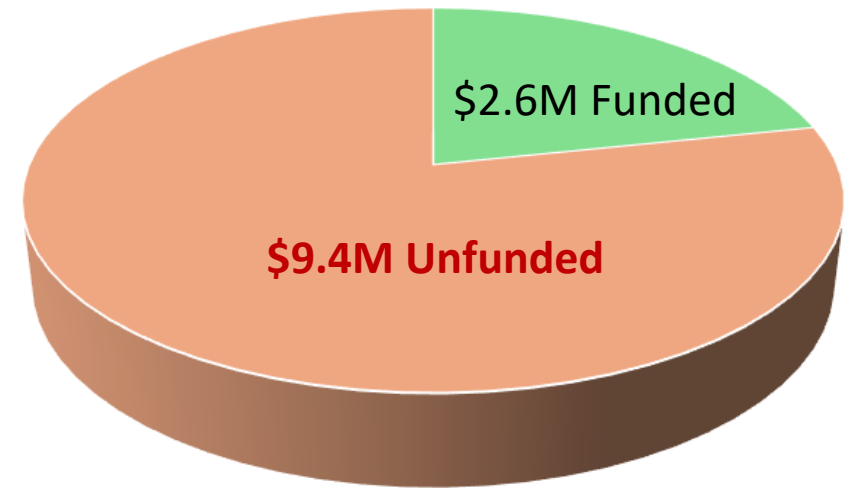
FY26 NEEDS

Bus Replacement (\$11.5 Million for 7 BEB)



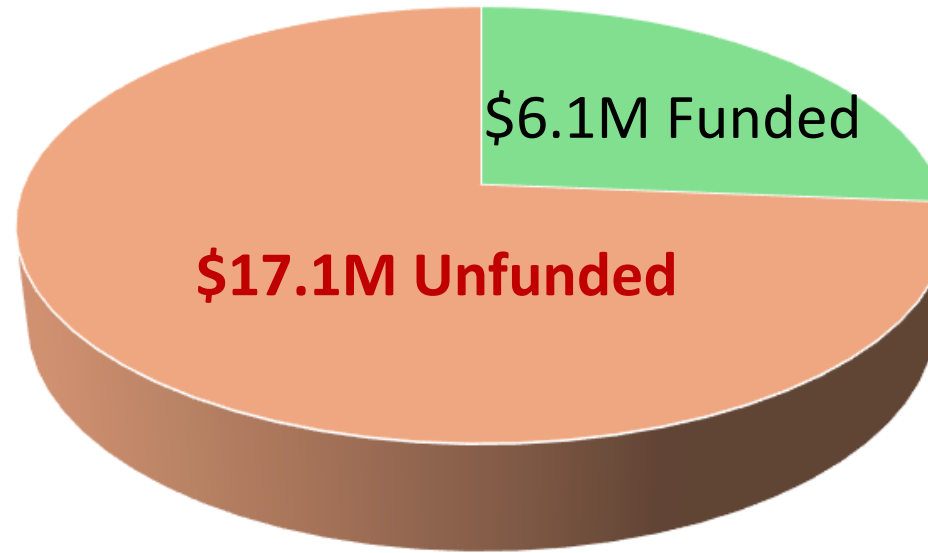
- 5 Buses as Clean Diesel
- 2 Buses as Battery Electric

Deck Rehabilitation (\$12 Million)



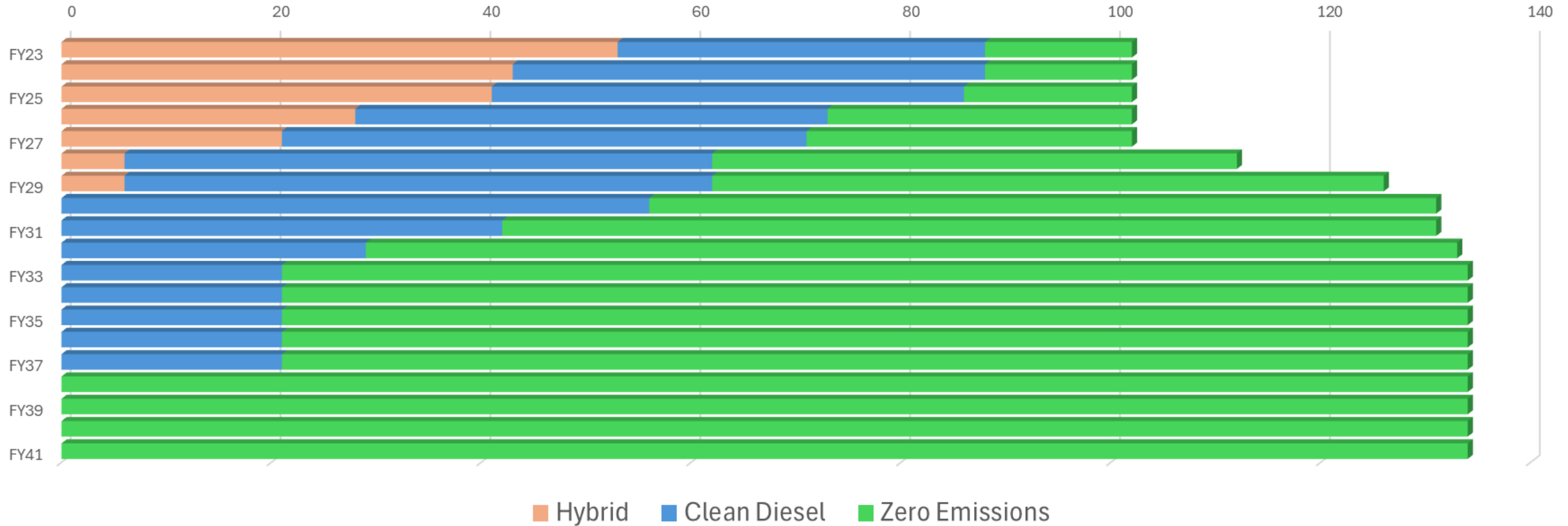
FY27 NEEDS

Bus Replacement (\$23.2 M for 14 BEB)



- 7 Buses as Clean Diesel
- 0 Buses as Battery Electric

DASH Fleet Transition











ZERO EMISSIONS PROGRESS

- Over **120 replacement buses** are required between FY26 and FY37
- Largest Gap: **Rolling Stock Funding**

STRATEGIES

Past

- FY19 Volkswagen Mitigation 
- FY20 SmartScale 
- FY21 NVTa 
- FY22 Low No 
- FY23 Low No 
- FY24 Commuter Choice 
- FY24 Community Project Funding 
- FY24 CHDV 

Future

- FY25 Virginia SGR MERIT
- FY25 Bus and Bus Facilities
- FY26 Low No
- FY26 DERA



QUESTIONS?