



Alexandria Transit Company Board of Directors Meeting



December 9, 2020 @ 5:30pm
Meeting Held Electronically during COVID-19 State of Emergency
Livestream on ZOOM and Facebook Live

ITEM	DESCRIPTION	PAGE #	PRESENTER
#1	Call to Order a) GM briefing re: Board and Commission Guidelines for Virtual Meetings b) Public Comment	2-3	Mr. Baker Mr. Kaplan
#2	Consideration of Approval Meeting Minutes a) ATC Board of Directors Meeting – November 11, 2020	4-7	All
#3	Board Member Announcements, Reports & Business Items a) Chairman of the Board b) T&ES Report c) Others	8	Mr. Kaplan Ms. Orr All
#4	General Manager's Reports a) COVID-19 Operational Status Briefing b) Fare Reimplementation & Review of Customer Survey Results c) DASH Other Updates	9-11	Mr. Baker
#5	Financial Reports & Action Items (as needed) a) Financial Report b) Balance Sheet c) Summary Income Statement d) Budget vs. Actual	12-16	Mr. Davis
#6	Planning Reports & Action Items (as needed) a) DASH Service Planning Decision-Making Criteria & Budget Development, Route Structure, and Major Decisions Timeline b) ATV Review c) I395 Commuter Choice Program d) Memorandum: I395 Commuter Choice Program e) I395 Commuter Choice Program RESOLUTION #1 f) I395 Commuter Choice Program RESOLUTION #2	17-32	Mr. Barna
#7	Next Meeting Date & Adjournment The next regular meeting of the Alexandria Transit Company Board of Directors is scheduled for Wednesday, January 13, 2021	33	All



ATC Board Agenda Detail

Item #: 1a
Item Title: Board and Commission Guidelines for Virtual Meetings
Contact: Josh Baker, General Manager
Board Action: FYI, Discussion

Virtual meeting of public bodies are allowed during the state of emergency by Budget Bill Amendment; § 4-0.01 (g) in HB29 and HB30 to “discuss or transact the business statutorily required or necessary to continue operations of the public body... and the discharge of its lawful purposes, duties, and responsibilities.” Boards, Commissions, and other City established groups may meet virtually during the emergency as long as they are meeting on a topic related to the work they have been charged to conduct.

A “public body” is defined as (1) any board or commission of the City, (2) any entity supported wholly or principally by public funds, or (3) any entity of the public body created to perform delegated functions of the public body or to advise the public body. Below protocols must be followed.

Meeting Procedure:

- A quorum is required to conduct business.
- At beginning of meeting Chair reads notice language aloud and announces that a recording is being made.
- Staff must verify a quorum is maintained throughout the meeting.

Public Access

- Public access to the meeting must be maintained.
- Agenda and materials provided to public body shall be provided to the public at same time.
- Public notice shall be provided of changes or cancellations.
- Opportunity must be provided for public comment.
- Video conferencing is the preferred format (i.e. Zoom).
- Video of meetings to be posted on DASH website.

Public Comment:

- Open public comment period to be held.
- Public comment must be held for public hearing items.
- Voting by secret or written ballot is not allowed.

Additional Guidelines for Board and Commission Members in Virtual/Hybrid Meetings:

- Remember that meetings are live broadcast and recorded.
- Try to help maintain a distraction free meeting to the extent possible. If possible, avoid eating, typing, conversations, and other noisy activities.
- Position light sources behind the camera instead of directly overhead or behind. Bright lights and sunny windows above or behind the camera make it difficult to see participants; this is especially important for those who rely on lip reading.
- Sign on prior to the start of the meeting and complete an audio/video check.
- Mute microphones when not speaking to avoid distracting noises for other attendees.
- Keep your camera on throughout the duration of the meeting so that you can be identified and acknowledged during deliberations, and to signify presence for the purpose of maintaining a quorum.
 - **State law requires that a majority of a Board and Commission membership be virtually visible to the public at all times a Board or Commission is in session.**
- During official business it is necessary to maintain a quorum to ensure that any actions that are taken are valid. If a member must leave a meeting, either temporarily or for the remainder of the meeting, it is the responsibility of the member to alert the chair to their impending absence.
- If any member will be recusing him or herself from any matter the member should state so and turn off their camera and microphone for the duration of that case. The member should listen to the deliberations and turn their camera and microphone back on at the beginning of the next case.
- Any written or recorded discussion of public business with another member or non-member may be subject to public disclosure under the Virginia Freedom of Information Act. Members should be mindful of this when considering texting or chatting.

Virtual and hybrid meetings need to follow all applicable laws, rules, and regulations. City staff, Boards and Commission members, and members of the community are all doing their best to navigate this new meeting environment and these efforts are greatly appreciated.



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
November 11, 2020

A meeting of the Board of Directors of the Alexandria Transit Company was held on Wednesday, November 11, 2020 on Zoom due to the Covid-19 outbreak. 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, Hillary Orr, Lisa Henty and Linda Bailey.

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

Other attendees: Kate Mattice, Jim Suits, John Andrews, Christie Holland, Elizabeth Kelley, Desiree Naccarato, Samuel Nixon Jr., Bonnie O'Day, Oscar Gonzalez, Carolyn Griglione, Fran Vogel, Thomas Allen, Jim Durham, Jim Maslanka, Alicia Wright, and Brian Robey.

Board Meeting

Agenda Item #1 – Call to Order, Welcome and Public Comment

The chairman welcomed everyone and called the meeting to order. He stated that we always start our meetings with public comment and asked if anyone had requested to speak in advance, but if not, would allow the public to participate via "chat" if they wished to be heard. Whitney Code, Marketing and Communications Manager, responded that no one had registered in advance to make public comment.

Jim Suits expressed that he wished to make a comment and was recognized by the Board. Mr. Suits commended DASH's resilience through the past few months and felt that DASH was one of the most responsive and transparent organizations. He felt that DASH had set a standard for which other regional transit systems should aspire. He expressed his disappointment in WMATA's decision to eliminate 21A service and felt that DASH should consider it an opportunity to not only retain service but enhance it. He recommended that if WMATA planned to permanently eliminate this route, DASH should consider adding that service sometime in the future.

Desiree Naccarato added a comment via the "chat" thanking the Board and DASH for services they are providing.

Agenda Item #2 – Consideration of Approval of Meeting Minutes

#2a – ATC Board of Directors Meeting – October 14, 2020

The chairman called for a motion to approve the October minutes and asked if anyone had any revisions or corrections. A motion was made by Matt Harris and seconded by Jeff Bennett to approve the minutes. There was no further discussion, and the motion was carried unanimously.

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

#3a – Chairman's Report

The Chairman reported the success of last month's Electric Bus Launch event. He felt it was encouraging to hear the governor and the secretary of transportation voicing the importance of mass transit.

He reported that Lisa Henty would be leaving the Board and had accepted a position with Fauquier County as their budget director. She will be leaving her position with the City of Alexandria on December 1.

#3b – T&ES Report

Hillary Orr provided a review of her written report shared with the Board in advance of the meeting.

#3c – Others

Matt Harris announced that his employer had designated him to handle the Biden administration's transition team in finding applicants to serve in the area of transit. He mentioned that if any Board members knew of individuals who were pro-transit and might be interested in a job to forward their resumes to him.

Agenda Item #4 – General Manager's Report

#4a – COVID-19 Operational Status Briefing

The GM greeted the Board and introduced Kate Mattice, Executive Director of the Northern Virginia Transportation Commission. He asked her to speak to the Board to provide insight into state and federal funding regarding our current economic environment and its impact on the transit industry.

Ms. Mattice began by emphasizing that NVTC is truly the regional transit commission for Northern Virginia. They are the only regional body that is 100 percent focused on the health of public transportation in Northern Virginia. Their primary mission is to support the local transit providers: they have a strong relationship with WMATA and are the managers for state and regional funding for them on behalf of all their jurisdictions, including the City of Alexandria. She continued that NVTC is a co-owner of the Virginia Railway Express.

Ms. Mattice explained that a large part of what she and her staff does is to provide help to regional transit operators in navigating the complicated avenues of possible funding sources. She and her staff have a great relationship with the state, and she has a long history of working with the Federal Transit Administration.

The GM explained that he invited Ms. Mattice to speak to the Board after receiving interest from Board members in having individuals, such as Ms. Mattice, join a Board meeting and provide information concerning funding during these uncertain times.

#4b – Customer Feedback re: Fare Reimplementation

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

#4c – WMATA Letter

The GM pointed out that a copy of the letter submitted to WMATA regarding their proposed service cuts was included in their meeting packet.

#4d – Electric Bus Event

The GM discussed the Electric Bus Launch event and thanked staff for their assistance in making it a success.

Agenda Item #5 – Financial Reports & FY 2022 Action Items

#5a – Financial Reports

The Director of Finance and Administration, Evan Davis, provided a brief review of his report which was shared with the Board in advance of the meeting. He advised the Board that much of his report has remained

unchanged from the previous month's report.

#5b – YTD Budget vs. Actual

Mr. Evans included the YTD Budget vs. Actual budget chart within his report which was shared with the Board in advance of the meeting.

#5c – FY2022 GM's Proposed Operating Budget – Board Action

Mr. Davis reviewed this portion of the budget, which was shared with the Board in advance of the meeting, and mentioned it was the same budget he presented last month.

The chairman called for a motion to approve the FY2022 GM operating budget. A motion was made by Jim Kapsis and seconded by Steve Klejst. There was no further discussion and the motion carried unanimously.

10% Major Service Reduction Option – Board Action

Mr. Davis proceeded into the budget reduction option as presented last month. He explained that DASH has had numerous conversations with T&ES and the budget office and understands that the City is facing a \$41 million deficit; therefore, reductions are likely to be exercised in FY22. He reiterated what was shared at last month's meeting: DASH's reduction target is \$1.67 million, minus \$180,000 in projected advertising revenue, bringing the total target to \$1.5 million which would potentially need to be covered by service cuts.

One consideration that was not factored into last month's presentation is that if DASH provides less service, less passenger revenue will be collected, which would amount to approximately \$125,000 in lost revenue; therefore, it would increase the total budget reduction target to a little over \$1.6 million.

Director of Planning and Scheduling, Martin Barna, presented DASH's proposed service cuts which was presented in last month's meeting.

The chairman called for a motion to approve the 10% service reduction option. Larry Chambers expressed concern regarding the elimination of the ATV N12 route. Extensive discussion followed with Jim Kapsis then offering a motion to approve the 10% reduction option with the following stipulation: the City be presented with all 10 potential service reductions without recommending cuts to specific routes and stating that the Board would consider both a combination of ridership impact and public feedback in determining which of the 10 cuts to make in the event City Council supports the 10% reduction. The motion was seconded by Hillary Orr.

The chairman asked if there were any final comments. Matt Harris asked who would be drafting the letter outlining the stipulation attached to Mr. Kapsis' aforementioned motion. Mr. Davis explained there is an internal form which is submitted to the Office of Management and Budget, and it would include all the details described within the motion.

The chairman requested a roll call vote. The motion passed with Chairman Kaplan, Vice Chairman Klejst, Ms. Bailey, Mr. Greaves, Mr. Harris, Ms. Henty, Mr. Kapsis, Ms. Orr, and Ms. Thomas voting in favor and Mr. Bennett and Mr. Chambers voting against.

FY 2022 Supplemental Request – Board Action

The chairman called for a motion to approve the FY22 supplemental request. A motion was made by Ian Greaves and seconded by Jeff Bennett. After some discussion, the motion passed unanimously.

Agenda Item #6 – Planning Reports & FY2022 Action Items (as needed)

#6a – Ridership Reports and Review

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

#6b – Review of Condo Association Letter

Mr. Barna displayed the copy of a letter from the Board Chairman of Park Place Condominiums to the ATC Board of Directors expressing the condominium residents’ disappointment in DASH’s proposed elimination of the ATV N10 service route.

#6c – COVID Ridership Survey Results

Mr. Barna provided a brief review of the survey results which was shared with the Board in advance of the 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 Steve Klejst 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 Ian Greaves 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 Steve Klejst to certify that 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 Matt Harris and seconded by Lisa Henty. 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 December 9, 2020, 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: Hillary Orr, Deputy Director, Transportation
Board Action: FYI, Discussion

WMATA Budget

The General Manager's proposed budget was presented at the Finance Committee of the WMATA board on Thursday, December 4, 2020. The operating deficit is projected to be \$495 million due to low ridership projections and uncertainty around further federal aid and a vaccine. In order to accommodate this deficit WMATA is proposing the following:

- Deferring wage increases
- A mass lay-off (2,400 employees)
- Transfer funds for \$160 million for preventative maintenance from the capital budget to the operating budget.
- Restricted Metrorail operations:
 - Monday – Friday 5:00 AM-9:00 PM ONLY
 - No weekend rail service
 - 30-minute headways on all lines
 - Turnbacks on the Yellow line (Mt. Vernon Sq.), Red line and Silver line
 - All trains 8-cars
 - 19 Stations closed including Van Dorn and Eisenhower
- Reduction to 41 bus lines of service
 - Fully or partially covering 60 existing lines to provide for essential travel and basic travel needs
 - Alexandria Metrobus service – modified 7A/F, 10B, and 28A only

On December 10, the WMATA Board will review the authorization for public hearings for these service changes.

WMATA Blue Line Repairs

On November 13, WMATA announced plans to accelerate work on signal upgrades at the Alexandria Rail Yard between the King Street and Van Dorn Metrorail stations. The work will take place over 10 weekends beginning Friday, November 27 and ending Sunday, March 14. In addition, WMATA will close Van Dorn and Franconia-Springfield Stations on weekdays from December 21 – 25 and December 28 – January 1 to leverage lower ridership. WMATA will use free local and express shuttle bus service to replace train service at Franconia-Springfield and Van Dorn St. Blue Line trains will operate between Huntington and Largo Town Center. WMATA estimates that closing the stations along with weekend track work will cut the project's completion time by half.

Transit Ridership Incentive Program (TRIP) Program

The TRIP program was created during the 2020 General Assembly Session and is designed to improve transit service in urbanized areas of the Commonwealth with a population in excess of 100,000 and reduce barriers to transit use for low income individuals. DRPT issued a Request for Ideas (RFI) and submissions due on December 15. The City and DASH will be submitting responses related to Implementation of the ATV potential low-income fare programs. The current Low-Income fare policy

study will help inform the future application. The program provides \$25 million annually with \$5 million dedicated to operating costs to reduce congestion in urban areas.

The funding is designed to aid two distinct efforts:

1. Enhancing the regional connectivity by supporting regional transit of urban areas with population excess of 100,000 (75%) and
2. Increasing the equity and accessibility of transit systems statewide by supporting zero fare and low-income pilot programs (25%).

DRPT intends to issue a call for TRIP project applications next year.

Low-Income Fare Policy Study

Earlier this year, Alexandria was awarded \$40,000 to study the feasibility and mechanics of a low-income fare program. Foursquare consulting was selected and has started working with staff from the City and DASH. The draft final report is expected by April 2021.

The Virginia Rail Passenger Authority Initiated

The Virginia Passenger Rail Authority (VPRA), which is responsible for promoting, sustaining and expanding the availability of passenger and commuter rail service in the Commonwealth, met for the first time in November. Once fully operational, the new authority will assume all administrative and fiduciary responsibilities for Virginia's state-supported passenger rail services, including the current six daily round trip Amtrak Northeast Regional. Moving forward, the VPRA will also administer all capital expansion projects, infrastructure and land acquisitions related to Gov. Ralph Northam's \$3.7 billion Transforming Rail in Virginia initiative, which will double Amtrak and VRE service in Virginia over the next decade. The initial meeting included an overview of the VRPA's duties and the need for more rail capacity.

ATC Board Agenda Detail

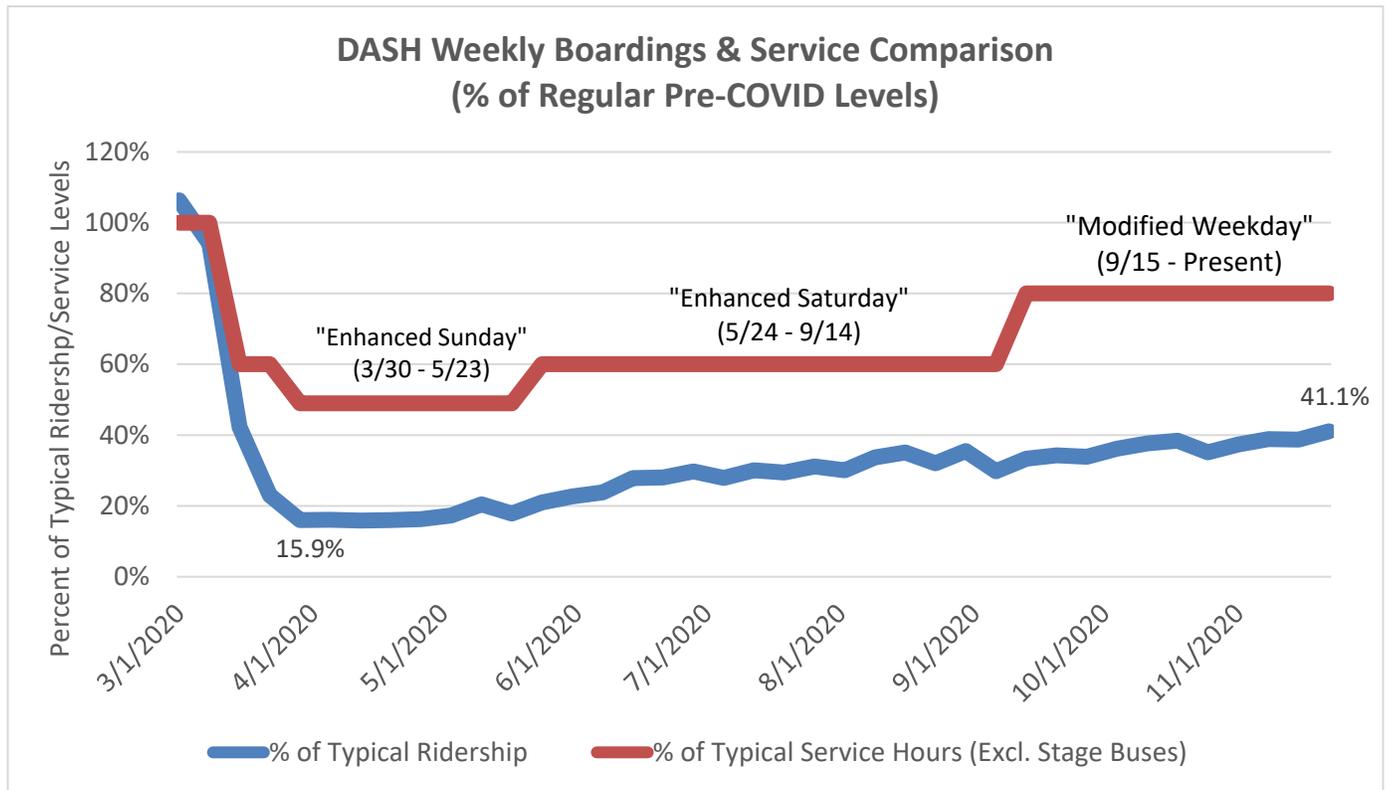
Item #: 4a
Item Title: COVID-19 Operational Status Briefing
Contact: Josh Baker, General Manager
Board Action: FYI



COVID-19 Operational Status Briefing and Updates

DASH continues to operate with all COVID-19 precautions in place in accordance with our DROP (DASH Recovery of Operations Plan). As of November 30th, DASH has confirmed a total of 13 employee COVID cases since the start of the pandemic. Notably there has been a slight uptick in cases within the workforce aligning with the regional case increases. To date no case has been traced to spread at work or within the workforce, all cases have been contracted outside of work.

A ridership snapshot is provided below:



ATC Board Agenda Detail

Item #: 4b

Item Title: Fare Reimplementation & Review of Customer Survey Results

Contact: Josh Baker, General Manager

Board Action: Discussion & Consideration of Approval



As previously discussed the General Manager has recommended that the ATC Board consider reimplementation of fare collection beginning in January, 2021. Staff have conducted outreach to current riders (in person) attempting to determine how much of an impact this change could have on current ridership.

Riders were asked three questions, each intended to be simple and representative of the position current riders may be in as a result of the ongoing pandemic.

The survey results will be presented during the ATC Board meeting and staff will be prepared to further discuss the results with the Board.

In tandem with this survey, staff have been working to equip the fleet with driver barriers. These barriers are designed to create a separation between the bus operator and boarding/alighting passengers. Historically DASH has not required these barriers due to our exemplary safety record and our reputation for outstanding customer relations. Typically these barriers are installed in cities where attacks and violence against bus operators are common, something we rarely if ever see in Alexandria.

The pandemic has necessitated that our fleet be equipped with these barriers to help protect operators from the spread of this virus, and in the event of future pandemics. Further, they will serve the secondary purpose of helping to ensure bus operator safety in the unlikely event of an aggressive or violent passenger.

Driver barriers are currently on order, some have been delivered and they continue to arrive as they are available from our vendor. Staff will install the barriers as soon as possible, with the restoration of fare collection being timed in accordance with the completion of this project.

If the ATC Board moves to reinstate fares as of January, it is the recommendation of staff that the Board allow the exact date of the restoration be determined by the General Manager in accordance with the timing of the completion of the driver barrier installations.





ATC Board Agenda Detail

Item #: 4c
Item Title: DASH Other Updates
Contact: Josh Baker, General Manager
Board Action: FYI

DASH VIRTUAL EMPLOYEE TOWN HALL

On November 10, DASH hosted a virtual employee town hall accessible via Facebook Live and Zoom. The town hall, made available to the public, was conducted to inform employee and answer questions during this unprecedented time.



DASH PARTNERS WITH VOLUNTEER ALEXANDRIA FOR HOLIDAY SHARING 2020

Since DASH is unable to offer its Stuff the Bus program this year due to public health concerns over increasing COVID-19 cases, the agency is partnering with Volunteer Alexandria to support the Holiday Sharing Program. Holiday Sharing benefits the Fund for Alexandria’s Child and the Alexandria Department of Community and Human Services (DCHS) Senior Fund. Visit <https://www.dashbus.com/holiday2020> to donate.



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 Four Months Ended October 31, 2020

October 2020 Results

ATC ended October showing a monthly deficit of (\$1,068,267) and a year-to-date deficit of (\$1,734,797). The deficit is reduced to (\$1,566,963) once grant reimbursements are taken into account. October was one of two three-payroll months in the fiscal year, which greatly increases expenditures over a normal month. This is the main reason for the abnormally large monthly deficit, as well as the ongoing factors as discussed in prior months:

1. CARES Act revenue transfers have not yet occurred. The transfer to cover July-October revenue losses has been submitted to the City for processing.
2. Costs for enhanced service on the AT-1 Plus and AT-9 funded by I-395 Commuter Choice have not yet been moved to grant accounts. This is contingent on the City's supplemental appropriations process and will be resolved in the winter months. This is simply a budgeting and accounting matter that does not affect DASH operations.

Once these adjustments are made, the books will reflect a year-to-date surplus. The running year-to-date deficit is almost entirely on the revenue side, whereas expenditures are running exactly as expected.

Significant budget variances and notable accounts in October include:

- As expected, **passenger revenue** is 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.
- Nearly all **personnel** accounts show negative variance because October was a three-payroll month. **Operations personnel** is also affected by the delay of I-395 Commuter Choice grant reimbursements.
- **Professional Services** includes year-to-date catch-up expenditures in support of our real-time bus location system.

FY21 Forecast and CARES Act Funding

The FY 2021 financial forecast is based on several factors and assumptions discussed at previous meetings and summarized here:

1. CARES Act transit-specific funding will cover passenger revenue losses which will likely total over \$3.7 million. CARES Act funds will also enable several significant expenditures in response to the COVID-19 pandemic. The remainder of the total \$6.1 million CARES transit credit from WMATA will be available to offset revenue losses in FY 2022.
2. Following WMATA and the region, the General Manager is proposing a return to fare collection in January 2021. Should the Board decide to do so, over the six months from January to June we project earning approximately \$675,000 in fare revenue, taking into account ongoing lower ridership. In preparation for this, bus operator safety barriers are on order and will likely be installed by early January.

The following table outlines the planned uses of the CARES Act transit funding.

Potential Use for CARES Transit Funding	FY21 Amount
DASH Passenger Revenue Losses	~ \$3.7 million
Enhanced Cleaning and PPE	\$184,000
Bus Operator Safety Barriers – Fleet Retrofit	\$488,000
Facility Modifications for Social Distancing	\$202,000
Paratransit Uses (City Determined)	Cost Unknown – No indication of use at this time
Other Transit-Related Contingencies	Cost Unknown

Considering known factors and making conservative estimates, we currently project a FY 2021 year-end surplus of \$8,305. In actuality, the final FY21 CARES Act transfer will likely be adjusted to bring the bottom line for the year to zero. This will maximize CARES Act funds available for FY 2022. All efforts will be made to preserve as much CARES funding as possible for FY22.

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 October 31, 2020

ASSETS

Cash - City of Alexandria Pooled	\$	-
Cash - Payroll Account		87,953
Due from Other Governments		8,985
Receivables		123,463
Prepaid Expenditures		579,036
Parts and Supplies Inventory		722,025
Capital Assets		54,624,851
Less: Accumulated Depreciation		(23,463,919)
TOTAL ASSETS	\$	32,682,394

LIABILITIES

Accounts Payable	\$	283,790
Payroll Liabilities		108,218
Accrued Vacation		1,031,593
Due to Other Funds (Negative Cash Position)		2,059,839
Total Liabilities	\$	3,483,440

NET POSITION

Net Investment in Capital Assets	\$	31,160,932
Unrestricted		(1,961,978)
Total Net Position	\$	29,198,954

TOTAL LIABILITIES AND NET POSITION	\$	32,682,394
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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 Four Months Ended October 31, 2020

	Actual	Budget	Variance
REVENUES:			
City Contribution - King Street Trolley	345,728	345,728	-
DASH Passenger Revenue	653	1,341,332	(1,340,679)
DASH AT2X Mark Center Charter	83,741	277,840	(194,099)
DASH Other Charter Revenue	44,832	20,000	24,832
Miscellaneous Revenue	26,422	18,332	8,090
Total Operating Revenue	501,376	2,003,232	(1,501,856)
City Contribution - Regular Subsidy	5,562,164	5,562,164	-
Total Revenue	6,063,540	7,565,396	(1,501,856)
EXPENDITURES:			
Operations	4,770,304	4,329,356	(440,948)
Maintenance	1,618,621	1,704,364	85,743
Administration	1,409,412	1,468,340	58,928
Capital Outlay	-	63,336	63,336
Total Expenditures	7,798,337	7,565,396	(232,941)
GRANT ACTIVITY:			
I-395 Commuter Choice Grants	167,834	-	-
State Grants	-	-	-
Local Match on State Grants	-	-	-
Grant Expenditures	-	-	-
Total Grant Activity	167,834	-	-
Net Surplus (Deficit)	(1,566,963)	-	(1,734,797)

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



Alexandria Transit Company (DASH)									
Budget vs. Actual Report for the Four Months Ended October 31, 2020									
Description	CM Actual	CM Budget	Variance	YTD Actual	YTD Budget	Variance	FY2021 Projected	FY2021 Annual Budget	Projected Year End Variance
REVENUE									
City Contribution - King Street Trolley	86,432	86,432	-	345,728	345,728	-	1,037,185	1,037,185	-
DASH Passenger Revenue	145	335,333	(335,188)	653	1,341,332	(1,340,679)	678,169	4,024,000	(3,345,831)
DASH ATXZ Mark Center Charter	36,726	69,460	(32,734)	83,741	277,840	(194,099)	414,275	833,518	(419,243)
DASH Other Charter Revenue	2,745	5,000	(2,255)	44,832	20,000	24,832	22,299	60,000	(37,701)
Miscellaneous Revenue	2,086	4,583	(2,497)	26,422	18,332	8,090	50,302	55,000	(4,698)
TOTAL OPERATING REVENUE	128,134	500,808	(372,674)	501,376	2,003,232	(1,501,856)	2,202,230	6,009,703	(3,807,473)
CARES Transit Funds	-	-	-	-	-	-	3,765,010	-	3,765,010
City Contribution - Regular Subsidy	1,390,541	1,390,541	-	5,562,164	5,562,164	-	16,686,497	16,686,497	-
TOTAL REVENUE	1,518,675	1,891,349	(372,674)	6,063,540	7,565,396	(1,501,856)	22,653,737	22,696,200	(42,463)
OPERATING EXPENDITURES									
OPERATIONS									
Wages - O	1,323,689	801,348	(522,341)	3,602,768	3,205,392	(397,376)	9,585,463	9,616,200	30,737
Fringe Benefits - O	142,922	140,650	(2,272)	611,830	562,600	(49,230)	1,872,233	1,687,800	(184,433)
Payroll Taxes - O	99,482	64,583	(34,899)	271,586	258,332	(13,254)	705,306	775,000	69,694
Retirement Contributions - O	101,606	67,534	(34,072)	275,529	270,136	(5,393)	715,898	810,400	94,502
Total Operations Labor	1,667,699	1,074,115	(593,584)	4,761,713	4,296,460	(465,253)	12,878,900	12,889,400	10,500
Operator Recruitment and Training	1,514	4,332	2,818	8,943	17,328	8,385	47,000	52,000	5,000
Operating Materials and Supplies	163	1,959	1,796	1,083	7,836	6,753	23,500	23,500	-
Training and Travel - O	-	1,933	1,933	(1,435)	7,732	9,167	23,200	23,200	-
TOTAL OPERATIONS EXPENDITURES	1,669,376	1,082,339	(587,037)	4,770,304	4,329,356	(440,948)	12,972,600	12,988,100	15,500
MAINTENANCE									
Wages - M	269,568	183,509	(86,059)	730,077	734,036	3,959	2,224,675	2,202,100	(22,575)
Fringe Benefits - M	23,001	27,542	4,541	97,473	110,168	12,695	295,931	330,500	34,569
Payroll Taxes - M	20,306	14,000	(6,306)	55,255	56,000	745	169,055	168,000	(1,055)
Retirement Contributions - M	20,076	14,833	(5,243)	53,655	59,332	5,677	168,058	178,000	9,945
Total Maintenance Labor	332,951	239,884	(93,067)	936,460	959,536	23,076	2,857,716	2,878,600	20,884
Fuel & Lubricants	51,111	93,625	42,514	228,492	374,500	146,008	929,503	1,123,500	193,997
Repair Parts	36,784	43,583	6,799	133,280	174,332	41,052	499,904	523,000	23,096
Tires	11,482	11,583	101	20,452	46,332	25,880	104,453	139,000	34,547
Vehicle Maintenance Service	13,142	10,834	(2,308)	67,899	43,336	(24,563)	155,895	130,000	(25,895)
Laundry	3,914	2,792	(1,122)	14,579	11,168	(3,411)	48,480	33,500	(14,980)
Tools and Equipment	8,569	1,250	(7,319)	22,120	5,000	(17,120)	30,120	15,000	(15,120)
Building Maintenance	47,580	21,498	(26,082)	195,015	85,992	(109,023)	428,965	258,000	(170,965)
Training and Travel - M	-	1,042	1,042	324	4,168	3,844	12,500	12,500	-
TOTAL MAINTENANCE EXPENDITURES	505,533	426,091	(79,442)	1,618,621	1,704,364	85,743	5,067,536	5,113,100	45,564
ADMINISTRATION									
Wages - A	185,017	139,232	(45,785)	516,912	556,928	40,016	1,686,702	1,670,800	(15,902)
Fringe Benefits - A	15,373	20,280	4,907	56,795	81,120	24,325	189,057	243,350	54,293
Payroll Taxes - A	13,750	10,709	(3,041)	38,721	42,836	4,115	124,675	128,500	3,825
Retirement Contributions - A	13,982	10,125	(3,857)	39,459	40,500	1,041	123,855	121,500	(2,355)
Total Administrative Labor	228,122	180,346	(47,776)	651,887	721,384	69,497	2,124,289	2,164,150	39,861
Insurance	54,409	69,167	14,758	368,922	276,668	(92,254)	922,160	830,000	(92,160)
Professional Services	93,768	68,416	(25,352)	264,675	273,664	8,989	812,374	821,000	8,626
Utilities	15,634	21,166	5,532	60,778	84,664	23,886	238,214	254,000	15,786
Printing & Advertising	1,252	5,416	4,164	3,836	21,664	17,828	61,000	65,000	4,000
Telecommunications	8,866	5,833	(3,033)	36,526	23,332	(13,194)	116,491	70,000	(46,491)
Training, Travel, Events - A	20	4,335	4,315	509	17,340	16,831	52,000	52,000	-
Office Equipment and Supplies	1,528	3,865	2,337	10,984	15,460	4,476	46,768	46,350	(418)
Employee Recognition	7,090	2,083	(5,007)	8,140	8,332	192	25,000	25,000	-
Dues and Subscriptions	1,344	1,250	(94)	3,155	5,000	1,845	15,000	15,000	-
Grant Local Match	-	5,208	5,208	-	20,832	20,832	12,000	62,500	50,500
TOTAL ADMINISTRATIVE EXPENDITURES	412,033	367,085	(44,948)	1,409,412	1,468,340	58,928	4,425,296	4,405,000	(20,296)
TOTAL OPERATING EXPENDITURES	2,586,942	1,875,515	(711,427)	7,798,337	7,502,060	(296,277)	22,465,432	22,506,200	40,768
CAPITAL OUTLAYS (non-CIP)									
Computer and Office Equipment	-	-	-	-	-	-	-	-	-
Maintenance Equipment	-	11,667	11,667	-	46,668	46,668	130,000	140,000	10,000
Other Equipment Investments	-	4,167	4,167	-	16,668	16,668	50,000	50,000	-
TOTAL CAPITAL OUTLAYS (non-CIP)	-	15,834	15,834	-	63,336	63,336	180,000	190,000	10,000
NET SURPLUS (DEFICIT)	(1,068,267)	-	(1,068,267)	(1,734,797)	-	(1,734,797)	8,305	-	8,305

ATC Board Agenda Detail

Item #: 6a
Item Title: Route Adjustment Criteria & Budget/Route Timeline Review
Contact: Martin Barna, Director of Planning
Board Action: FYI/Discussion



DASH Service Planning Decision-Making Criteria

In anticipation of potential service reductions that may be required in FY 2022, staff have prepared the following summary of factors and criteria which are used to inform the DASH service planning decision-making process. These criteria are based largely on community input and formal guidance from the ATC Board of Directors and the city's Transportation Commission through the early phases of the Alexandria Transit Vision Plan process.

1. **Ridership.** The most significant factor in service planning decisions is the number of riders that will be impacted by the proposed change. Service planning decisions are made to maximize the number of riders and potential riders who will benefit from a service improvement and minimize the number of existing passengers who will be adversely impacted by a potential service reduction. Staff uses all available ridership data sources to identify and quantify the impact of any proposed service change to determine who will be affected and the extent to which they will be benefitted or inconvenienced. Common ridership metrics include Average Daily Boardings by route, route segment, or stop, and Boardings Per Revenue Hour. Ridership potential for new route segments is typically evaluated based on residents and jobs within walking distance of stops, and the usefulness of the service (route design, frequency, span).

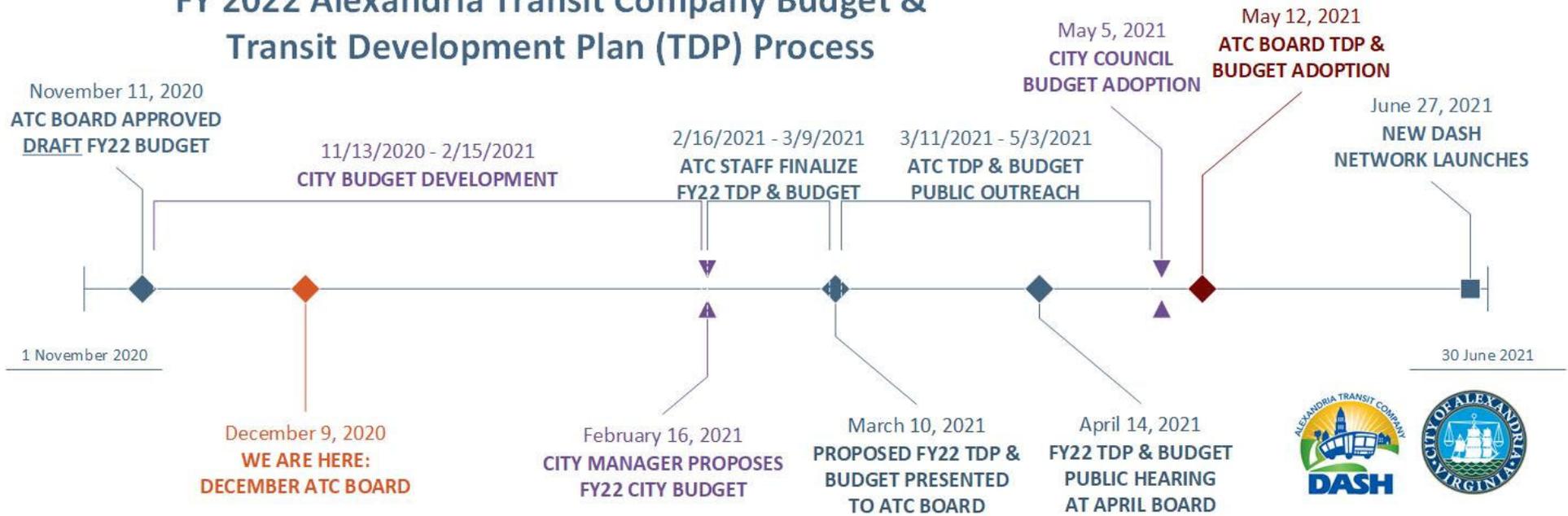
This ridership-oriented approach to service planning is consistent with the June 2019 with the adoption of the ATV Recommendations for a bus network that should be designed with 85% of resources towards ridership maximization, and 15% towards geographic coverage.

2. **Equitable Access.** A second major factor that was identified during ATV policy discussions was the impact of any service changes on more vulnerable parts of the Alexandria community, including low income residents, minority residents, senior citizens and persons with disabilities. Though DASH is not required to conduct a full Title VI analysis for service changes, staff carefully review demographic data for any impacted areas to ensure there is not a disproportionate impact on these protected groups. Access to medical facilities and other essential services for these groups are also reviewed as part of the planning process.
3. **Alternate Transit Options.** The third factor is the presence of transit alternatives or nearby routes that could mitigate the negative impact of any proposed change.
4. **Cost Effectiveness.** DASH reviews the cost of proposed changes relative to the number of boardings that would be gained or lost. Typically, this is measured in net cost per rider with routes that cost more relative to their ridership would be more likely to be reduced.
5. **Geographic Coverage.** Another factor is the degree to which DASH provides geographic coverage in its decisions on where service will be provided. The ridership-oriented approach that was developed with the ATV focuses service investment on corridors with higher density of uses which have higher ridership demand, but DASH also has a responsibility to provide basic service to other low-density, residential parts of the City, particular areas which have greater numbers of low income residents, minorities, senior citizen or persons with disabilities.
6. **Customer Feedback.** DASH receives regular feedback from customers relating to its service and tries to modify service in response, if possible. DASH also conducts outreach for all proposed service changes through the annual TDP process and incorporates the feedback into any final proposals that are recommended to the ATC Board for approval. Any proposals that receive significant negative feedback are typically modified to the extent possible or removed.

7. **Staff Judgment.** Finally, staff will often exercise discretion based on their professional knowledge and experience of transit planning and operations to determine which changes should be proposed and how to prioritize between competing objectives or proposals.

Budget Development, Route Structure, and Major Decisions Timeline

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





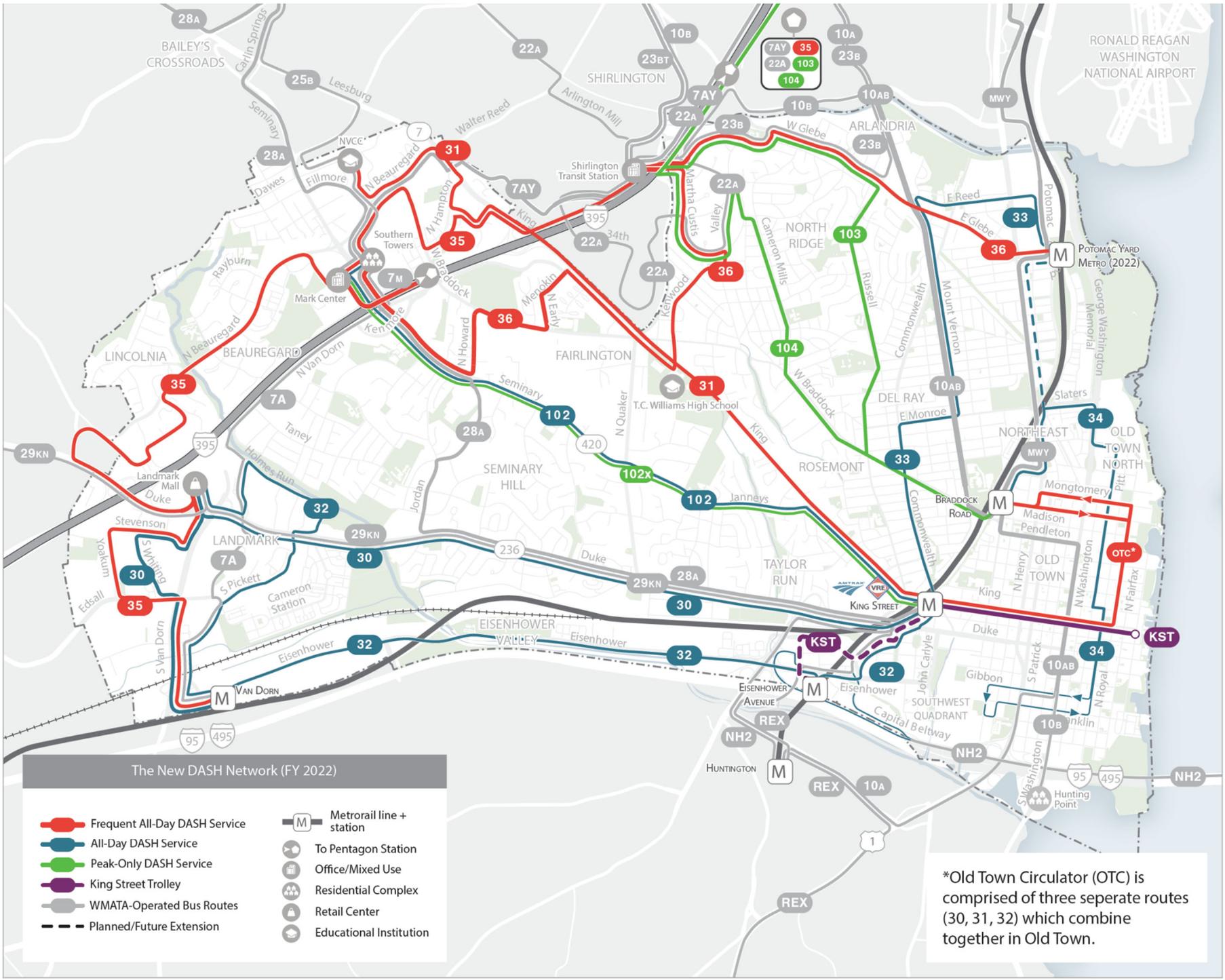
ATC Board Agenda Detail

Item #: 6b
Item Title: ATV Review
Contact: Martin Barna, Director of Planning
Board Action: FYI/Discussion

Alexandria Transit Vision (ATV) Plan Review & Update

The Alexandria Transit Vision Plan was adopted by the ATC Board of Directors in December 2019. The first phase of the city's newly redesigned bus network, the 2022 ATV Network, is scheduled to be launched this summer at the start of FY 2022. DASH staff have been working closely with staff from the City of Alexandria, WMATA, and other partners on the implementation planning for this project. Director of Planning & Scheduling, Martin Barna, will provide a review of the ATV project, and an update on the progress of the new DASH bus network. A map of the new DASH bus network, including the actual names of the new routes, is included on the following page.

No Board action is required for this item.



The New DASH Network (FY 2022)

- Frequent All-Day DASH Service
- All-Day DASH Service
- Peak-Only DASH Service
- King Street Trolley
- WMATA-Operated Bus Routes
- - - Planned/Future Extension
- M Metrorail line + station
- ▶ To Pentagon Station
- ⌂ Office/Mixed Use
- 🏠 Residential Complex
- 🛍️ Retail Center
- 🎓 Educational Institution

*Old Town Circulator (OTC) is comprised of three separate routes (30, 31, 32) which combine together in Old Town.



ATC Board Agenda Detail

Item #: 6c
Item Title: I395 Commuter Choice Program
Contact: Martin Barna, Director of Planning
Board Action: FYI/Discussion

Board Review of DASH Projects for FY22-FY23 I-395 Commuter Choice Program

Staff are presenting the two recommended DASH/City of Alexandria projects that will be submitted for consideration for Round Two of NVTC's I-395 Commuter Choice Program, which utilizes I-395 Express Lane toll revenues to support transportation projects along the I-395/95 Corridor. Staff has prepared a Board memorandum, which outlines the service improvements along the two DASH corridors that are currently receiving I-395 Commuter Choice funding and are identified for expansion as part of the 2022 Alexandria Transit Vision Plan. The top-priority project is an enhancement that would allow DASH to operate the new "Line 35" from West Alexandria to the Pentagon every 10 minutes on weekdays, and every 15 minutes on weekends. The second-priority project is an enhancement of the new "Line 36" which runs from Mark Center to Potomac Yard via Shirlington every 15 minutes, all-day, seven days per week. These new routes will be replacing the AT-1 Plus and AT-9, respectively, which are the two DASH routes that currently receive I-395 Commuter Choice funding.

Action Item: The Board is requested to adopt two resolutions (Resolutions #20-0004 & #20-0005) in support of the recommended DASH/City of Alexandria I-395 Commuter Choice projects. The projects will also be presented to the Transportation Commission and City Council for review and adoption.

ATC Board Agenda Detail

Item #: 6d
Item Title: Memorandum: I395 Commuter Choice Program
Contact: Martin Barna, Director of Planning
Board Action: Consideration of Approval



Alexandria Transit Company (DASH)

BOARD MEMORANDUM

DATE: DECEMBER 9, 2020

TO: MEMBERS OF THE ATC BOARD OF DIRECTORS

FROM: MARTIN BARNA, DIRECTOR OF PLANNING & MARKETING

SUBJECT: AGENDA ITEM #6B – I-395/95 COMMUTER CHOICE GRANT PROGRAM PROJECTS

ISSUE: Consideration of the DASH I-395/95 Commuter Choice Grant Program (Round Two) project funding requests.

RECOMMENDATION: That the ATC Board of Directors adopts the attached resolutions in support of the I-395/95 Commuter Choice Grant funding requests and recommends City Council consideration and approval at the January 2021 legislative session.

BACKGROUND: As part of the December 2017 agreement for the 37-mile High Occupancy Toll (HOT) lanes on I-395/95 from Spotsylvania to the Washington, D.C. line, the toll operator (Transurban) is required to provide grant funding for the I-395/95 Commuter Choice Program. The program is intended to support projects that maximize person throughput in the corridor and implement multimodal improvements. Tolls provide the revenue necessary to fund new projects which must benefit toll payers by improving mobility, supporting new, diverse travel choices and enhancing transportation safety and reliability. DASH and the City of Alexandria were awarded two projects in the inaugural I-395/95 Commuter Choice program for service enhancements on the AT-1 Plus and AT-9 that had resulted in significant ridership increases prior to the pandemic.

The Northern Virginia Transportation Commission (NVTC), OmniRide/PRTC (Potomac/Rappahannock Transportation Commission), the Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) and the Commonwealth of Virginia signed a Memorandum of Agreement (MOA) that will provide a minimum of \$15 million annually to fund transit-related improvements in the I-395/95 corridor beginning in 2019 and for 70 years thereafter. The funding includes a 2.5% annual escalation. A second MOA, approved by the two transportation commissions in January 2019, will guide NVTC's administration of the I-395/95 Commuter Choice program.

All jurisdictions and transit agencies within these two transportation commissions are eligible to apply (including DASH and the City of Alexandria). Eligible projects include new and enhanced bus service, roadway improvements, transportation demand management and carpooling among others.

Applications are due January 31, 2021. After the application is submitted, NVTC and PRTC will evaluate projects and provide recommendations to the Commonwealth Transportation Board (CTB). A public comment period will occur in April and/or May, with the final proposed program adopted in June 2021.

DISCUSSION: After consideration of the eligible project types and project scoring, DASH staff recommend working jointly with City staff to request funding for two projects to enhance DASH bus service through the I-395/95 Commuter Choice Grant Program (Round Two) during the FY 2022 – FY 2023 cycle. The two recommended projects will allow DASH to further expand service on two new routes that are virtually identical to the two routes that are currently receiving I-395 Commuter Choice funding for the FY 2020 – 2021 program cycle.

The proposed top priority project – **“DASH West End – Pentagon Bus Service Enhancements (Line 35)”** – would provide weekday peak and off peak, Saturday, and Sunday service enhancements for the new DASH “Line 35”, which replaces the existing AT-1 Plus DASH route in West Alexandria with an extension version of the route that connects to the Pentagon via I-395. This project is recommended as the top priority because it would continue to build transit ridership along the planned West End Transitway corridor, serve as a potential future source of operations funding for the transitway, and support the goals and implementation of the Alexandria Transit Vision (ATV) Plan. The AT-1 Plus, which is being replaced by Line 35, is one of the DASH two routes that are currently receiving FY 2020 – FY 2021 I-395 Commuter Choice funding for service enhancements, and ridership had been growing dramatically as a result prior to the COVID-19 pandemic.

The second project – **“DASH West End – Potomac Yard Bus Service Enhancements (Line 36)”** – proposes weekday peak and off peak, Saturday, and Sunday service enhancements for “Line 36”, which replaces the existing AT-9 DASH route. “Line 36” provides service to key destinations along the I-395 corridor including the Mark Center, Shirlington Transit Center, Arlandria, and the future Potomac Yard Metro Station. The AT-9, which is being replaced by Line 36, is the second of two DASH routes that are currently receiving FY 2020 – FY 2021 I-395 Commuter Choice funding for service enhancements. In the six months following the implementation of the service enhancements, the AT-9 had seen the greatest ridership increase of any DASH route over that period.

More detailed descriptions of the two projects and related funding requests are provided below:

Project Priority #1: DASH West End-Pentagon Bus Service Improvements (“Line 35”)

City and DASH staff recommend applying for funding to significantly increase peak and off-peak service levels on the new DASH Line 35 (Attachment 1) to continue to build transit ridership along the I-395 corridor between Van Dorn Metrorail Station, Landmark Mall, Mark Center and the Pentagon in anticipation of the planned West End Transitway. The proposed service improvements would allow Line 35 to operate every 10 minutes all-day on weekdays, and every 15 minutes all-day on weekends. As outlined by the City of Alexandria’s 2022 ATV Plan, Line 35 (identified as the “N7” during ATV planning) will replace and extend the existing AT-1 Plus route, which runs from Van Dorn Metro to Mark Center and Seminary Plaza and currently benefits from I-395 Commuter Choice funding. The new Line 35 service would also be replacing existing DASH AT-2 and Metrobus 7A/F service on the Beauregard Street segment between Lincolnia and Southern Towers.

This proposal is consistent with the final recommendations of the 2022 Alexandria Transit Vision Plan, which encourages increased bus frequencies in high-density transit corridors, and the provision of consistent all-day service on both weekdays and weekends to allow passengers to establish a transit-centric lifestyle. The ATV Plan was adopted by the DASH (ATC) Board of Directors in December 2019.

Prior to the onset of the COVID-19 pandemic, the AT-1 Plus was averaging nearly 1,750 boardings per weekday, which represented a 17 percent increase since 2016. On Saturdays and Sundays, the route was averaging roughly 850 and 570 boardings, respectively. This reflects a 24 percent increase in average Sunday boardings from the previous year. A large part of this ridership growth can be attributed to the recent service enhancements from the current I-395 Commuter Choice program, which greatly improved service frequency and span, particularly on weekdays and Sundays.

With the proposed service enhancements to “Line 35”, which will replace the “AT-1 Plus” route, staff anticipates that average weekday ridership will continue to rise, especially once the COVID-19 pandemic has been resolved. It should also be noted that the AT-1 Plus route was one of several DASH routes that experienced a less dramatic decrease in ridership during the pandemic. This is likely due to the larger number of low income and minority riders from communities in West Alexandria that have continued to ride transit during the pandemic.

The route will be internally identified as “Line 35” but will likely be branded with a different name, similar to the “AT-1 Plus” to convey its elevated service levels and the important connection from the West End to the Pentagon. A final route name will be determined closer to the implementation date.

The proposed funding request for this project is for \$3,500,000 in FY 2022, and \$6,810,000 over the full two-year award period (FY 2022 – FY 2023). A breakdown of both operating and capital costs from the application is provided below. Capital requests include funding for Transit Signal Priority (TSP) upgrades, bus stop improvements, solar-powered real-time information displays, and marketing/outreach costs.

It should be noted that no additional buses will be needed to operate the Line 35 service enhancements since the overall number of buses required during weekday peak periods is being reduced by the 2022 ATV Plan.

Table 1 - Cost Summary for West End-Pentagon Service Enhancements (“Line 35”)

Category/Cost	FY22	FY23	Total
Operating Costs (Net)	\$3,310,000	\$3,310,000	\$6,620,000
Capital Costs			
TSP Upgrades	\$20,000	\$0	\$20,000
Bus Stop Improvements	\$80,000	\$0	\$80,000
Real-Time Info Displays	\$40,000	\$0	\$40,000
Marketing/Outreach	\$40,000	\$0	\$40,000
5% Capital Contingency	\$10,000	\$0	\$10,000
Total Capital Costs	\$190,000	\$0	\$190,000
Total Project Costs	\$3,500,000	\$3,310,000	\$6,810,000

Project Priority #2: DASH West End-Potomac Yard Service Enhancements (“Line 36”)

City and DASH staff also recommend applying for funding to increase service levels on the new DASH “Line 36”, which serves the Mark Center, Southern Towers, Shirlington, Parkfairfax, Arlandria and the future Potomac Yard Metro Station (Attachment 2). The proposal would improve Line 36 weekday service so that it runs every 15 minutes all-day, seven days per week. As outlined by the City of Alexandria’s 2022 ATV Plan, Line 36 (identified as the “N11” in the ATV Plan) will replace and extend the existing AT-9 route, which runs from Mark Center and Southern Towers to Shirlington, Arlandria, and Potomac Yard, and currently benefits from I-395 Commuter Choice funding.

If implemented, these improvements would bolster transit ridership to/from the Mark Center, Southern Towers, and Shirlington, and help implement some of the major service concepts identified in the 2022 Alexandria Transit Vision Plan. If implemented, these enhancements could also strengthen the connection from Mark Center, Southern Towers, Shirlington, Parkfairfax and the West Glebe Corridor to Potomac Yard, where customers may transfer to the Metroway or the future Potomac Yard Metrorail Station.

Prior to the onset of the COVID-19 pandemic, the AT-9 was averaging nearly 700 boardings per weekday, which represented a 76 percent increase since 2016, and a 30 percent increase from 2019. On Saturdays and Sundays, the route was averaging nearly 300 boardings on both days. This reflects an 82 percent increase in average Saturday boardings from the previous year. The route did not have Sunday service prior to 2019, so nearly 300 new boardings are being provided on Sundays. A large part of this ridership growth can be attributed to the recent service enhancements from the current I-395 Commuter Choice program, which greatly improved service frequency and span.

With the proposed service enhancements to “Line 36”, which will replace the existing AT-9 route, staff anticipates that average weekday ridership will continue to rise, especially once the COVID-19 pandemic has been resolved. It should also be noted that the AT-9 route was one of several DASH routes that experienced a less dramatic decrease in ridership during the pandemic. This is likely due to the larger number of low income and minority riders from communities in Arlandria and other parts of the route that have continued to ride transit during the pandemic.

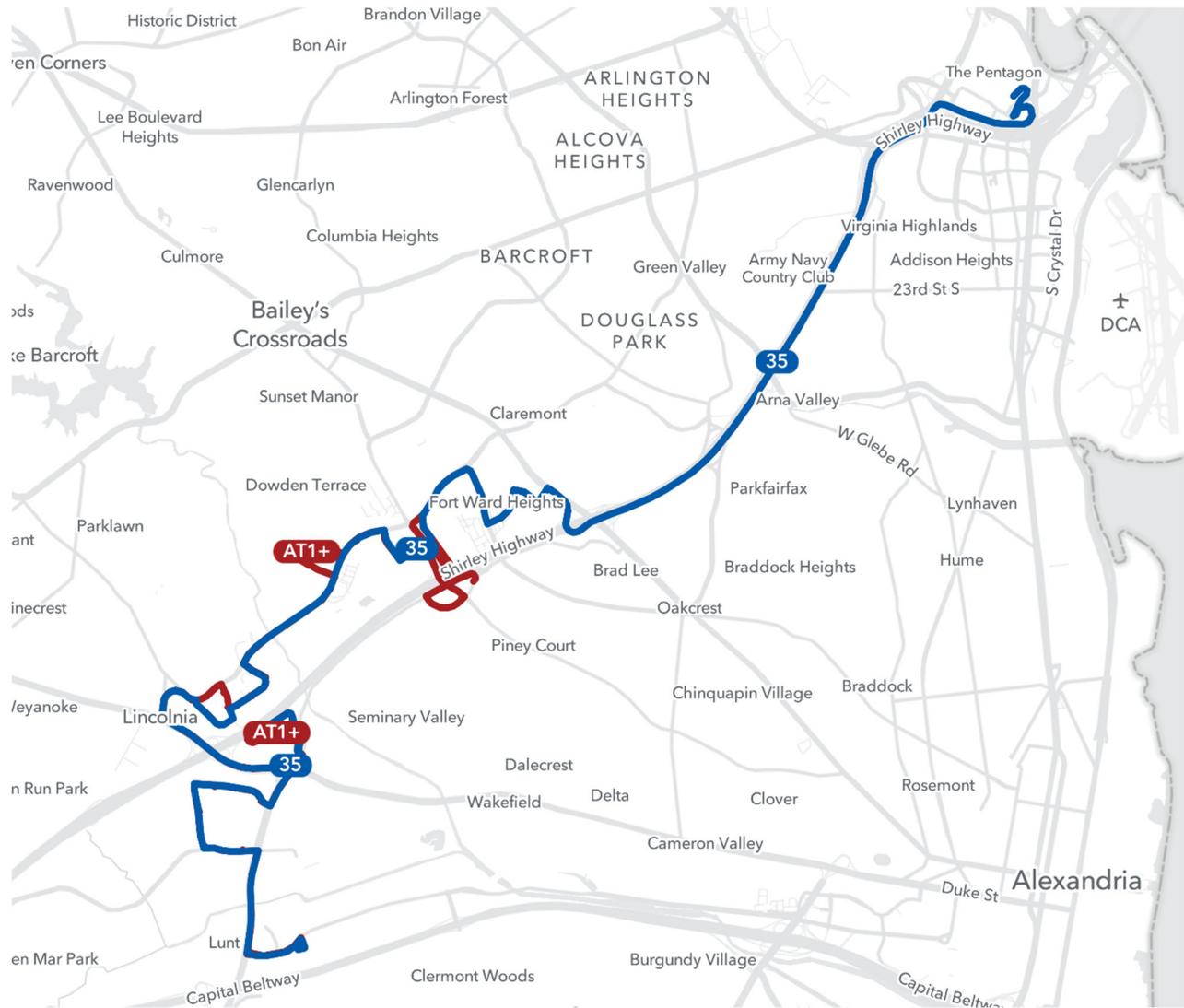
The proposed funding request for this project is for \$2,150,000 in FY 2022, and \$4,180,000 over the full two-year award period (FY 2022 – FY 2023). A breakdown of both operating and capital costs from the application is provided below. A breakdown of both operating and capital costs from the application is provided below. Capital requests include funding for Transit Signal Priority (TSP) upgrades, bus stop improvements, solar-powered real-time information displays, and marketing/outreach costs. It should be noted that no additional buses will be needed to operate these Line 36 service enhancements since the overall number of buses required during weekday peak periods is being reduced by the 2022 ATV Plan.

Table 2 - Cost Summary for West End-Potomac Yard Enhancements (“Line 36”)

Category/Cost	FY22	FY23	Total
Operating Costs (Net)	\$2,030,000	\$2,030,000	\$4,060,000
Capital Costs			
Bus Stop Improvements	\$60,000	\$0	\$60,000
Real-Time Info Displays	\$30,000	\$0	\$30,000
Marketing/Outreach	\$20,000	\$0	\$20,000
<u>5% Capital Contingency</u>	<u>\$10,000</u>	<u>\$0</u>	<u>\$10,000</u>
Total Capital Costs	\$120,000	\$0	\$120,000
Total Project Costs	\$2,150,000	\$2,030,000	\$4,180,000

Attachment 1

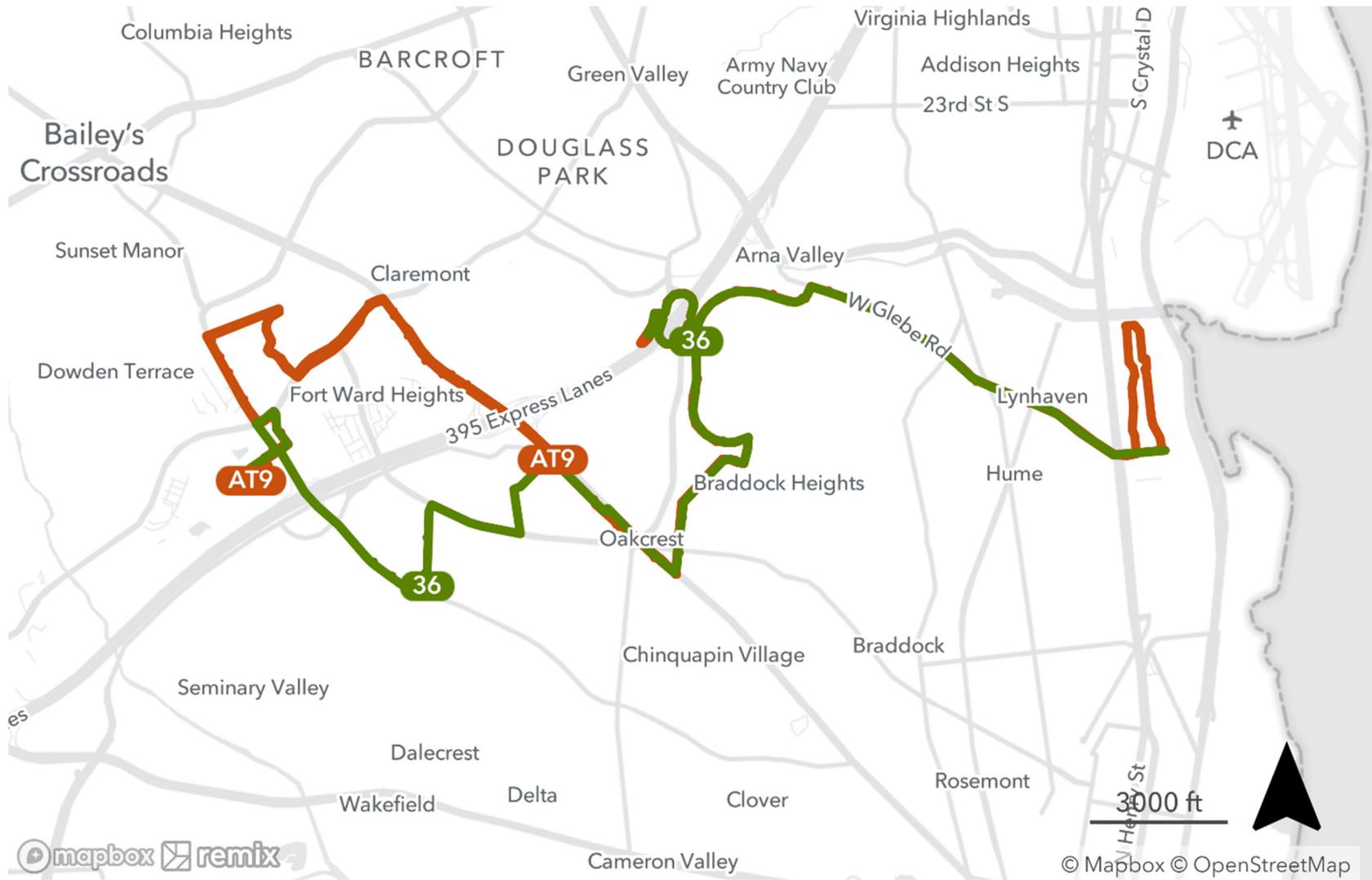
“Line 35” Map (Van Dorn Metro to Pentagon via Mark Center)



Note: The existing AT-1+ route is also show on this map for comparison purposes. The AT-1+ runs along a very similar alignment as the new “Line 35” between Van Dorn Metro and Southern Towers.

Attachment 2

“Line 36” Map (Mark Center to Potomac Yard via Shirlington)



Note: The existing AT-9 route is also show on this map for comparison purposes. The AT-9 runs along a very similar alignment as the new “Line 36” between Potomac Yard and Mark Center.

ATC Board Agenda Detail

Item #: 6e
Item Title: I395 Commuter Choice Program RESOLUTION #1
Contact: Martin Barna, Director of Planning
Board Action: Consideration of Approval



Resolution No. 20-0004

**Resolution Authorizing the Application for
Regional Aid to Public Transportation**

RESOLUTION # 20-0004

BE IT RESOLVED by the Alexandria Transit Company Board of Directors that Josh Baker, CEO/General Manager, is authorized, for and on behalf of the Alexandria Transit Company, hereafter referred to as the, PUBLIC BODY, to execute and file an application to the Northern Virginia Transportation Commission, hereafter referred to as the, COMMISSION, for a grant of financial assistance through the FY 2022 – FY 2023 I-395/95 Commuter Choice Program in the amount of \$3,500,000 in FY 2022 and \$3,310,000 in FY 2023 to defray the costs borne by the PUBLIC BODY for purposes of implementing "DASH West End - Pentagon Bus Service Enhancements (Line 35)" and to accept from the COMMISSION grants in such amounts as may be awarded, and to authorize Josh Baker, CEO/General Manager, to furnish to the COMMISSION such documents and other information as may be required for processing the funding request. No local matching funds are required for applications submitted through the FY2022 – FY2023 I-395/95 Commuter Choice Program.

The Alexandria Transit Company certifies that the funds shall be used in accordance with the requirements of Section 58.1-638.A.4 of the Code of Virginia, that the records of receipts of expenditures of funds granted the PUBLIC BODY may be subject to audit by the COMMISSION and by the State Auditor of Public Accounts, and that funds granted to the PUBLIC BODY for defraying the expenses of the PUBLIC BODY shall be used only for such purposes as authorized in the Code of Virginia. The undersigned duly qualified and acting Chairman of the PUBLIC BODY certifies that the foregoing is a true and correct copy of a Resolution, adopted at a legally convened meeting of the Alexandria Transit Company Board of Directors held on the Ninth day of December, 2020.

(Signature of Recording Officer)

Chairman, ATC Board of Directors
(Title of Recording Officer)

December 9, 2020
(Date)

ATC Board Agenda Detail

Item #: 6f
Item Title: I395 Commuter Choice Program RESOLUTION #2
Contact: Martin Barna, Director of Planning
Board Action: Consideration of Approval



Resolution No. 20-0005

**Resolution Authorizing the Application for
Regional Aid to Public Transportation**

RESOLUTION # 20-0005

BE IT RESOLVED by the Alexandria Transit Company Board of Directors that Josh Baker, CEO/General Manager, is authorized, for and on behalf of the Alexandria Transit Company, hereafter referred to as the, PUBLIC BODY, to execute and file an application to the Northern Virginia Transportation Commission, hereafter referred to as the, COMMISSION, for a grant of financial assistance through the FY 2022 – FY 2023 I-395/95 Commuter Choice Program in the amount of \$2,150,000 in FY 2022 and \$2,030,000 in FY 2023 to defray the costs borne by the PUBLIC BODY for purposes of implementing "DASH West End – Potomac Yard Bus Service Enhancements (Line 36)" and to accept from the COMMISSION grants in such amounts as may be awarded, and to authorize Josh Baker, CEO/General Manager, to furnish to the COMMISSION such documents and other information as may be required for processing the funding request. No local matching funds are required for applications submitted through the FY2022 – FY2023 I-395/95 Commuter Choice Program.

The Alexandria Transit Company certifies that the funds shall be used in accordance with the requirements of Section 58.1-638.A.4 of the Code of Virginia, that the records of receipts of expenditures of funds granted the PUBLIC BODY may be subject to audit by the COMMISSION and by the State Auditor of Public Accounts, and that funds granted to the PUBLIC BODY for defraying the expenses of the PUBLIC BODY shall be used only for such purposes as authorized in the Code of Virginia. The undersigned duly qualified and acting Chairman of the PUBLIC BODY certifies that the foregoing is a true and correct copy of a Resolution, adopted at a legally convened meeting of the Alexandria Transit Company Board of Directors held on the Ninth day of December, 2020.

(Signature of Recording Officer)

Chairman, ATC Board of Directors
(Title of Recording Officer)

December 9, 2020
(Date)

ATC Board Agenda Detail

Item #: 7
Item Title: Next Meetings, Meeting Schedule and Adjournment
Board Action: Discussion/Approval



**The next regular meeting of the Alexandria Transit Company Board of Directors
is scheduled for Wednesday, January 13, 2021**

Consider Adjournment

MEMORANDUM



DATE: December 8, 2020
TO: Chairman Kaplan & Alexandria Transit Co. Board of Directors
FROM: Josh Baker, CEO/General Manager *JAB*
SUBJECT: Fare Collection Deferral Recommendation

Dear Chairman Kaplan and ATC Board Members:

At the regularly scheduled ATC Board Meeting on December 9, 2020 the Board of Directors is slated to act on agenda item #4B – “Fare Reimplementation & Review of Customer Survey Results”.

This memorandum is in reference to item 4B.

As you are most certainly aware, the ongoing COVID-19 pandemic has worsened in recent months. Our nation now faces more hospitalizations and instances of illness than in any month prior. Never in the history of our country have we had such widespread infection rates and corresponding deaths.

Several months ago, we began discussing the re-implementation of fare collection on DASH buses. Since March of 2020 DASH has been operating fare free with rear door boarding & alighting. We were one of the first systems to implement this widely favored measure to promote social distancing, and to protect our employees and passengers.

I am formally recommending that the Board consider deferring reinstatement of fare collection and front door boarding until at least March 2021. In doing so, the Board would take up any decision on this matter at the February 2021 ATC Board meeting.

The following are consideration factors related to this recommendation:

- Reinstatement of fare collection and front door boarding conflicts with public health officials’ recommendations; more social distancing is now recommended, not less.
- The ATC Board has consistently aligned with the General Manager prioritizing safety and public health above other matters since the start of this pandemic. With cases at an all-time high collecting fares further encourages interactions between passengers and bus operators, which is in direct contrast to this priority.
 - Any increased bus operator exposure to COVID and subsequent absences could adversely affect DASH’s ability to maintain reliable service levels.
- Driver barriers are now arriving, however at a substantially slower rate than expected. At present less than ½ dozen out of over 100 barriers have been received from manufacturers.
- Farebox revenue losses resulting from this deferral are estimated not to exceed \$280,000 and would be negligent in comparison to the potentially more significant adverse outcomes resulting from the increased risk posed to our employees and passengers.

- Any such revenue losses can be accounted for using more of the remaining CARES Act Funding in FY 2021 and accounting for additional cuts in FY 2022 absent of a second relief package.
- Favorably, vaccine development has exceeded expectations. It is now anticipated that DASH staff will have access to the vaccine by March/April 2021.
 - The Advisory Committee on Immunization Practices (ACIP) has classified Transit Workers as PHASE 1B – “Essential Workers”.
 - PHASE 1A consists of healthcare workers and high-risk individuals in group living facilities, anticipated to begin later this month.
 - PHASE 1B consists of all essential workers inclusive of transit employees, anticipated within the next 2-3 months; or earlier.
- Notably, favorable progress continues between Democrats and Republicans on a forthcoming bi-partisan relief package. It is anticipated that if the bill passes in its current form, this would provide an immediate influx of additional financial support to the City of Alexandria and to DASH.
- Conversations with our Labor Union leadership show strong support in favor of this recommendation, and the Union shares our concerns for the safety of bus operators. A letter supporting this position is included as attached.
- Regionally, other providers including WMATA continue to plan for a January reinstatement of fares. While WMATA is arguably unable to defer fare collection further, we are in discussion with other regional providers including Arlington and Fairfax to determine their position, any resulting actions, or potential deferrals of fare collection as well.
- The in-person DASH Rider Survey results (below) show that more than half of all respondents would prefer to see long term service cuts (if necessary) in order to maintain fare free service in the short term.

Further details and a broader discussion of this recommendation will take place during the Board Meeting. DASH staff will be available and prepared to answer questions, provide additional information, and discuss scenarios pertaining to this decision point.

Thank you for your time and consideration of this matter.

Josh Baker
General Manager
Alexandria Transit Company

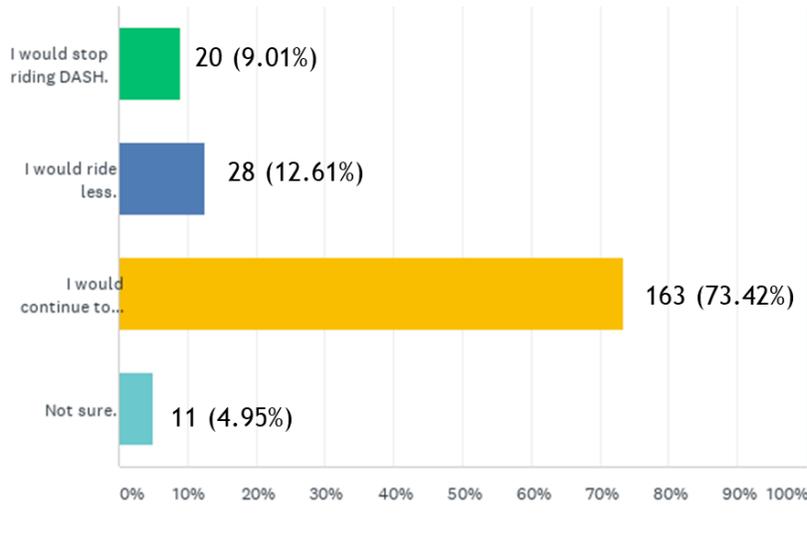
Attachments: (1) Service/Fare Trade-Off Customer Survey
(2) Fare Collection Deferral Letter from ATU

Cc: Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director of Transportation and Environmental Services
Hillary Orr, Deputy Director of Transportation and Environmental Services
Raymond Jackson, President ATU Local 689

Attachment 1: Service/Fare Trade-Off Customer Survey

Survey Respondents: 222
 Survey Method: Direct sample, in person at DASH Bus Stops
 Survey Time Period: 11/12/2020 – 12/4/2020

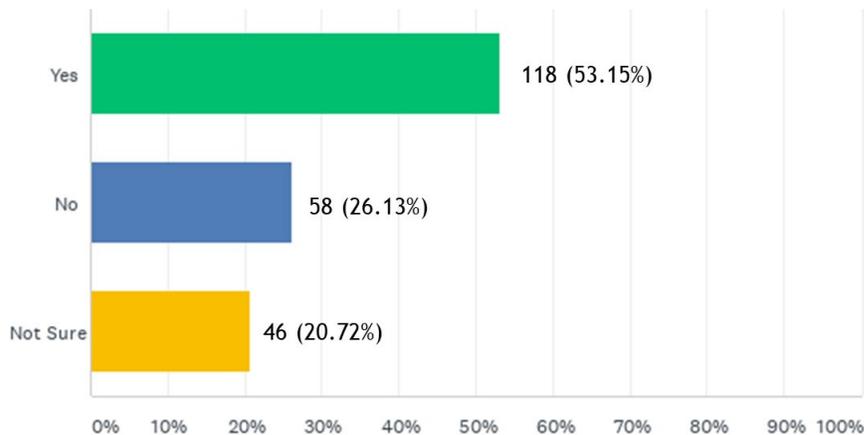
Question 1: How would your DASH usage change if we began collecting fares again?



Question 2: If DASH had to reduce service on **some** routes in order to continue allowing all passengers to ride free, would you support that decision?

ANSWER CHOICES	RESPONSES	
Yes	68.92%	153
No	14.86%	33
Not Sure	16.22%	36
TOTAL		222

Question 3: If DASH had to reduce service on **your** route and you had to wait longer to catch a bus in order to continue free fares, would you support that decision?



AMALGAMATED TRANSIT UNION LOCAL 689

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Telephone 301-568-6899 Facsimile 301-568-0692
www.atulocal689.org



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2nd Vice President

December 8, 2020

Josh Baker, General Manager
Alexandria Transit Company (DASH)
3000 Business Center Drive
Alexandria, VA 22312

RE: Fare Collection Deferral

Dear Josh,

It was an absolute pleasure to speak with you today regarding the deferral of fair collections at this time.

As the Business Agent for Local Union 689, I could not agree more with DASH's decision to defer fare collections. As the current state of our COVID-19 pandemic appears to be on an incline, safety for our operators over at DASH as well as the passengers they carry is of grave concern for me and my leaders.

Deferral of the fare allows our essential workers the ability to provide the public transit service communities require with little interruptions to service as possible. Protecting our members from the spread of COVID-19 allows DASH and other public transit companies the ability to provide continuous service in and around the DMV that helps keep the city moving.

Again, without rebuttal, we confer with DASH's position to defer fare collections until a time when it is safe and does not put essential workers in the pathway of the current climate of the COVID-19 virus.

Cordially,

Raymond Jackson
President & Business Agent

Alexandria Transit Company Board of Directors Meeting

Zoom Webinar/Facebook Live
December 9, 2020

Those wishing to give public comment must join via Zoom and may submit a Q&A/Chat request through the Zoom System.

Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the December 9, 2020 meeting of the Alexandria Transit Company Board of Directors is being held electronically 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 Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289), to undertake essential business.

All of the members of the Board and staff are participating from remote locations through a Zoom meeting. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person at the Alexandria Transit Company Board Room, 3000 Business Center Drive, Alexandria, VA.

Electronic access will be provided in either event. The meeting can be accessed by the public via Zoom and Facebook. Public comment may be made if participating via Zoom. A Zoom registration link is available on the DASH website and requests for public comment can be made using the Q&A or Chat feature.

This meeting is being recorded.

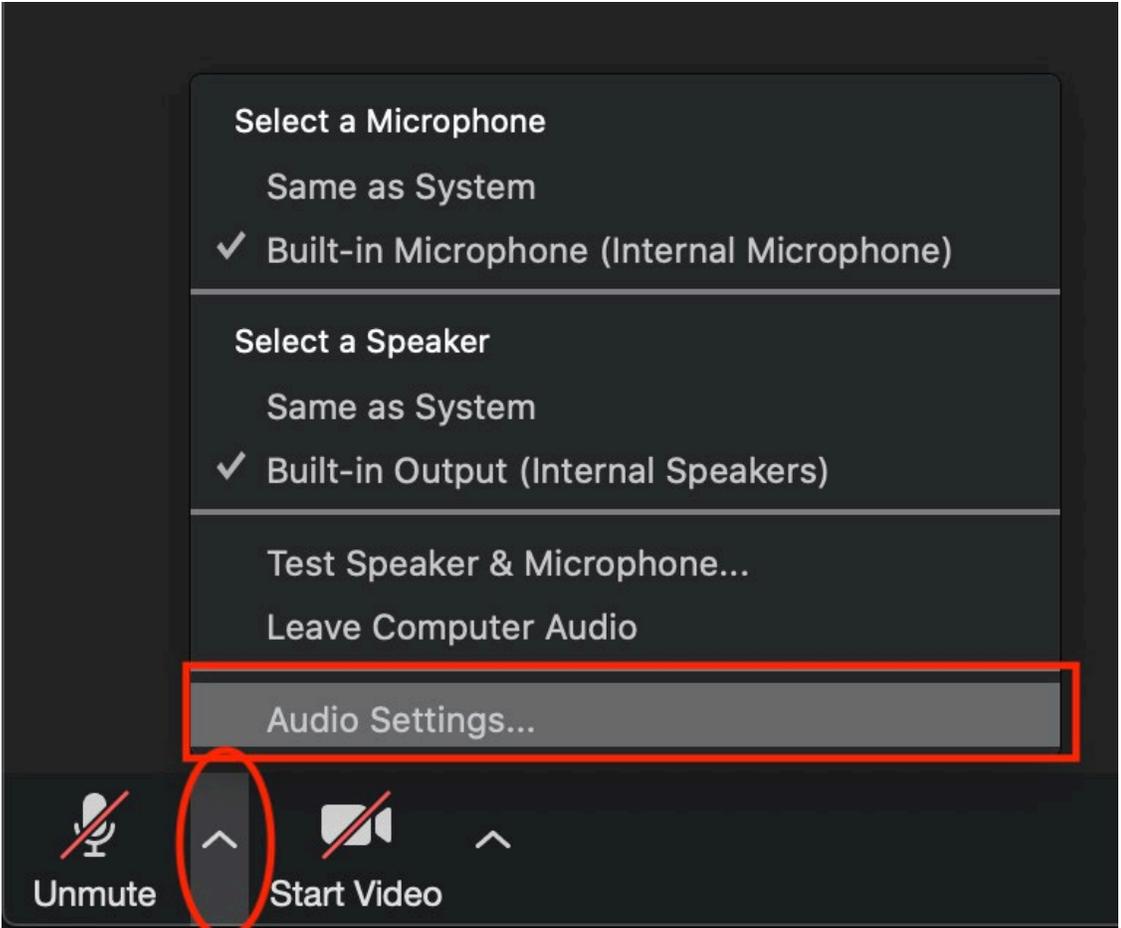
Special Briefing: Electronic Meeting Requirements

Josh Baker, GM

Special Briefing: Electronic Meeting Requirements

- Operate the same as if meeting is in person
- Remember meeting is broadcasted and recorded
- Avoid distractions or any other activities
- Ensure you have adequate lighting behind your camera
- Verify Audio/Video at the start of each meeting
- MUTE microphone when not speaking
- State Law requires that Cameras be kept on while you are present in the meeting:
 - Ensures Chairman can recognize you during deliberations
 - A quorum is only considered for those members with audio and video
 - If you need to step away, please inform the Chairman of your absence first
 - If your camera is off you are assumed to be absent from the discussion at hand
- Quorum for ATC Board Meetings is a minimum of six (6) members

Board Briefing: Zoom Audio Adjustments



Board Briefing: Zoom Audio Adjustments

Speaker

Test Speaker

Headset Earphone (Sennheiser SC70 U)

Output Level:



Volume:



Microphone

Test Mic

Headset Microphone (Sennheiser SC70

Input Level:



Volume:



Automatically adjust volume

If you are not loud enough to others, try turning this off

Manually slide this up, note this may increase pickup of background noise

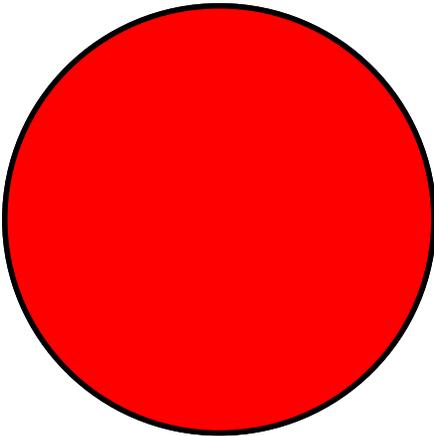


Public Comments

- 3 minutes per speaker
- Must connect via Zoom
- You may use the Q&A Feature to request to speak

3 Minute Timer

Announcement will sound automatically when time is up



Review and Consideration of Approval: Meeting Minutes

November 11, 2020 Minutes

Chairman's Report and Announcements

T&ES Report

WMATA Budget

The General Manager's proposed budget was presented at the Finance Committee of the WMATA board on Thursday, December 4, 2020. The operating deficit is projected to be \$495 million due to low ridership projections and uncertainty around further federal aid and a vaccine. In order to accommodate this deficit WMATA is proposing the following:

- Deferring wage increases
- A mass lay-off (2,400 employees)
- Transfer funds for \$160 million for preventative maintenance from the capital budget to the operating budget.
- Restricted Metrorail operations:
 - Monday – Friday 5:00 AM-9:00 PM ONLY
 - No weekend rail service
 - 30-minute headways on all lines
 - Turnbacks on the Yellow line (Mt. Vernon Sq.), Red line and Silver line
 - All trains 8-cars
 - 19 Stations closed including Van Dorn and Eisenhower
- Reduction to 41 bus lines of service
 - Fully or partially covering 60 existing lines to provide for essential travel and basic travel needs
 - Alexandria Metrobus service – modified 7A/F, 10B, and 28A only

T&ES Report

WMATA Blue Line Repairs

On November 13, WMATA announced plans to accelerate work on signal upgrades at the Alexandria Rail Yard between the King Street and Van Dorn Metrorail stations. The work will take place over 10 weekends beginning Friday, November 27 and ending Sunday, March 14. In addition, WMATA will close Van Dorn and Franconia-Springfield Stations on weekdays from December 21 – 25 and December 28 – January 1 to leverage lower ridership. WMATA will use free local and express shuttle bus service to replace train service at Franconia-Springfield and Van Dorn St. Blue Line trains will operate between Huntington and Largo Town Center. WMATA estimates that closing the stations along with weekend track work will cut the project's completion time by half.

T&ES Report

Transit Ridership Incentive Program (TRIP) Program

The TRIP program was created during the 2020 General Assembly Session and is designed to improve transit service in urbanized areas of the Commonwealth with a population in excess of 100,000 and reduce barriers to transit use for low-income individuals. DRPT issued a Request for Ideas (RFI) and submissions due on December 15. The City and DASH will be submitting responses related to Implementation of the ATV potential low-income fare programs. The current Low-Income fare policy study will help inform the future application. The program provides \$25 million annually with \$5 million dedicated to operating costs to reduce congestion in urban areas.

The funding is designed to aid two distinct efforts:

1. Enhancing the regional connectivity by supporting regional transit of urban areas with population excess of 100,000 (75%) and
2. Increasing the equity and accessibility of transit systems statewide by supporting zero fare and low-income pilot programs (25%).

DRPT intends to issue a call for TRIP project applications next year.

Low-Income Fare Policy Study

Earlier this year, Alexandria was awarded \$40,000 to study the feasibility and mechanics of a low-income fare program. Foursquare consulting was selected and has started working with staff from the City and DASH. The draft final report is expected by April 2021.

T&ES Report

The Virginia Rail Passenger Authority Initiated

The Virginia Passenger Rail Authority (VPRA), which is responsible for promoting, sustaining and expanding the availability of passenger and commuter rail service in the Commonwealth, met for the first time in November. Once fully operational, the new authority will assume all administrative and fiduciary responsibilities for Virginia's state-supported passenger rail services, including the current six daily round trip Amtrak Northeast Regional. Moving forward, the VPRA will also administer all capital expansion projects, infrastructure and land acquisitions related to Gov. Ralph Northam's \$3.7 billion Transforming Rail in Virginia initiative, which will double Amtrak and VRE service in Virginia over the next decade. The initial meeting included an overview of the VPRA's duties and the need for more rail capacity.

Other Board Member Announcements & Reports



General Manager's Reports

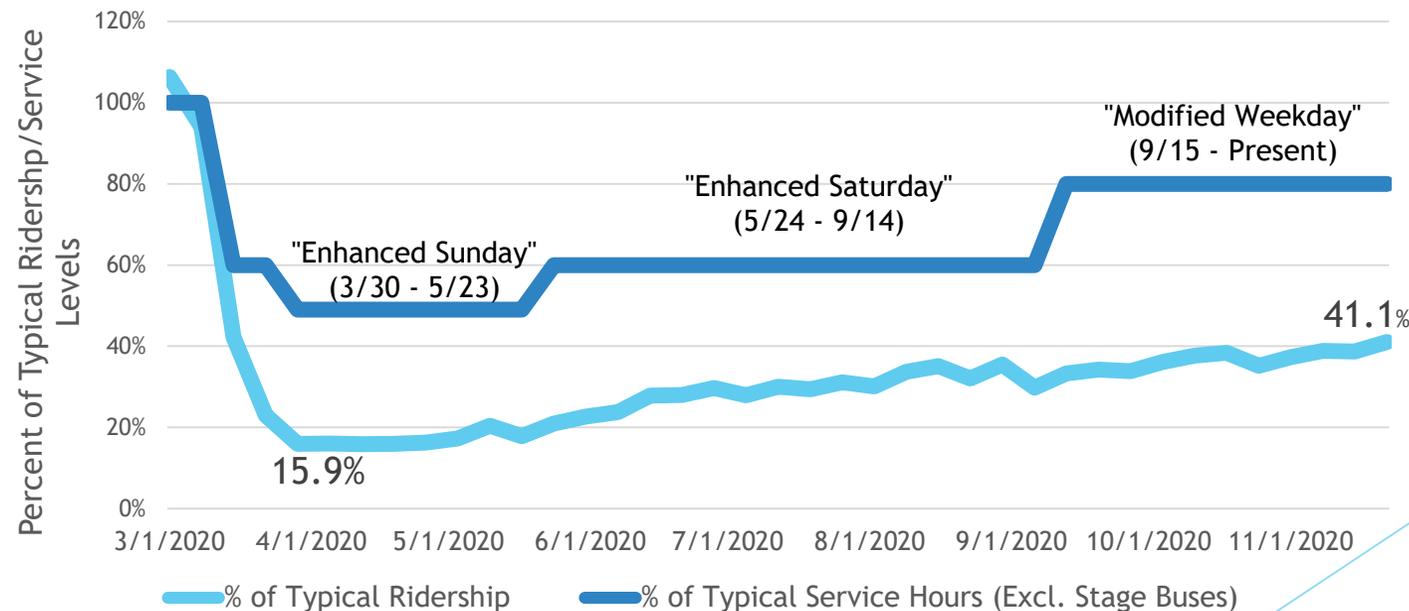
Josh Baker, General Manager

General Manager's Reports

COVID-19 Service Update

DASH continues to operate with all COVID-19 precautions in place in accordance with our DROP (DASH Recovery of Operations Plan). As of November 30th, DASH has confirmed a total of 13 employee COVID-19 cases since the start of the pandemic. Notably there has been a slight uptick in cases within the workforce aligning with the regional case increases. To date no case has been traced to spread at work or within the workforce, all cases have been contracted outside of work.

DASH Weekly Boardings & Service Comparison
(% of Regular Pre-COVID Levels)



General Manager's Reports

Fare Collection Reimplementation Recommendation



1. Review of Customer Fare Survey
2. Review of Memorandum of recommendation
3. Discussion/ Q&A
4. Consideration of Deferral of Action

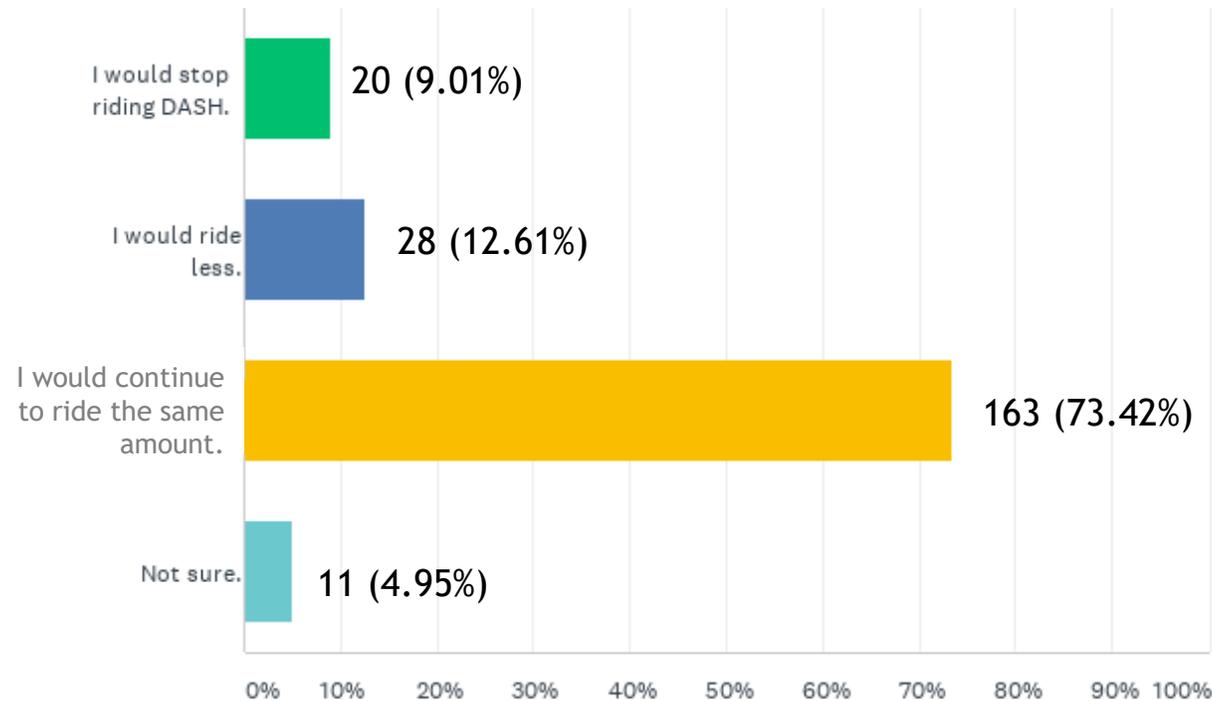
Service/Fare Trade-Off Customer Survey

Alexandria Transit Company (DASH)

222 Total Responses

Service/Fare Trade-Off Customer Survey

Q1: How would your DASH usage change if we began collecting fares again?



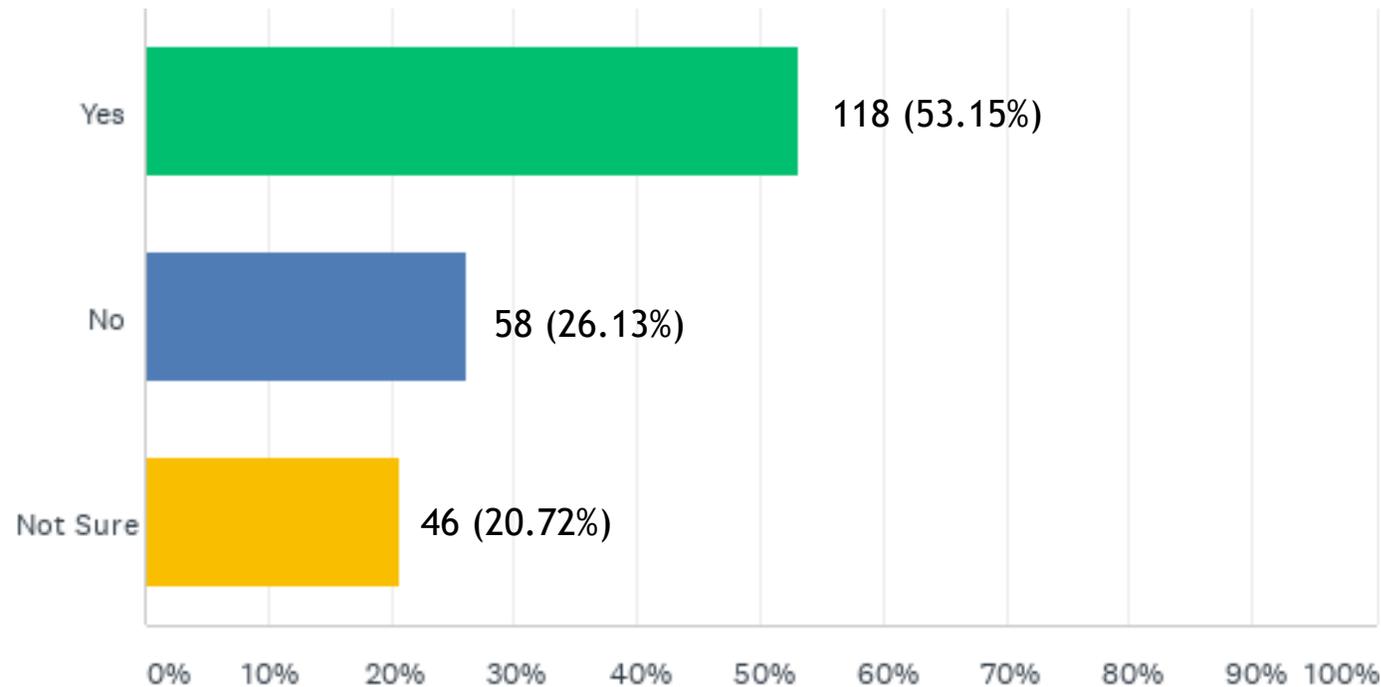
Service/Fare Trade-Off Customer Survey

Q2: If DASH had to reduce service on SOME routes in order to continue allowing all passengers to ride for free, would you support that decision?

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Service/Fare Trade-Off Customer Survey

Q3: If DASH had to reduce service on YOUR route and you had to wait longer to catch a bus in order to continue free fares, would you support that decision?



General Manager's Reports

Fare Collection Reimplementation Recommendation GM's Formal Opinion and Recommendation

RECOMMENDATION: GM recommends deferral until at least March.
Recommends Board consider action at February Meeting.

Factors:

- Reinstatement of fare collection and front door boarding conflicts with public health officials' recommendations; more social distancing is now recommended, not less.
- With COVID-19 cases at an all-time high collecting fares further encourages interactions between passengers and bus operators.
- Any increased bus operator exposure to COVID-19 and subsequent absences could adversely affect DASH's ability to maintain reliable service levels.
- Driver barriers are arriving at a slower pace than anticipated, unable to guarantee installations will be completed in January.

General Manager's Reports

Fare Collection Reimplementation Recommendation GM's Formal Opinion and Recommendation

Factors (Continued):

- Farebox revenue losses resulting from this deferral are estimated not to exceed \$280,000
- Such revenue losses can be accounted for using more of the remaining CARES Act Funding in FY 2021 and accounting for additional cuts in FY 2022 absent of a second relief package.
- Vaccine development has exceeded expectations. It is now anticipated that DASH staff will have access to the vaccine by March/April 2021.
- Advisory Committee on Immunization Practices (ACIP) has classified Transit Workers as PHASE 1B - "Essential Workers".
 - PHASE 1A consists of healthcare workers and high-risk individuals in group living facilities, anticipated to begin later this month.
 - PHASE 1B consists of all essential workers inclusive of transit employees, anticipated within the next 2-3 months or earlier.

General Manager's Reports

Fare Collection Reimplementation Recommendation GM's Formal Opinion and Recommendation

Factors (Continued):

- Favorable progress continues between Democrats and Republicans on a forthcoming bi-partisan relief package. If the bill passes in its current form, this would provide an immediate influx of additional financial support to the City and to DASH.
- Labor Union leadership expressing strong support in favor of this recommendation, Union shares our concerns for the safety of bus operators.
- Although not completely in alignment with all regional providers, it is clear that not everyone is restoring fare collection in January. WMATA cannot defer any further, and while DASH typically follows WMATA it is not a requirement to do so.
- In-person DASH Rider Survey results show that more than half of all respondents would prefer to see longer term service cuts (*if necessary*) in order to maintain fare free service in the short term.

General Manager's Reports

Fare Collection Reimplementation Recommendation - Status of Regional Partners

- **Loudoun County:** Fare-free for both local/express services until May.
- **PRTC/Omniride:** Local service fare-free for the remainder of the pandemic and possibly longer. Express services collecting fares (SmarTrip Only)
- **Arlington Transit:** Resuming fare collection first week of January.
- **Fairfax CUE:** Resuming fare collection first week of January.
- **Fairfax County:** Anticipated to follow WMATA resuming January.
- **DC Circulator:** Contingent upon driver barriers, pending a date to resume fare collection.
- **Montgomery County Ride-On:** Contingent upon driver barriers, target is early February.
- **WMATA:** January 3 resuming fare collection.

General Manager's Reports

Other DASH Updates

DASH VIRTUAL EMPLOYEE TOWN HALL

On November 10, DASH hosted a virtual employee town hall accessible via Facebook Live and Zoom. The town hall, made available to the public, was conducted to inform employees and answer questions during this unprecedented time.

DASH PARTNERS WITH VOLUNTEER ALEXANDRIA FOR HOLIDAY SHARING 2020

Since DASH is unable to offer its Stuff the Bus program this year due to public health concerns over increasing COVID-19 cases, the agency is partnering with Volunteer Alexandria to support the Holiday Sharing Program. Holiday Sharing benefits the Fund for Alexandria's Child and the Alexandria Department of Community and Human Services (DCHS) Senior Fund. Visit <https://www.dashbus.com/holiday2020> to donate.



Financial Reports

Evan Davis, Director of Finance

FY 2021 Projections

- **ATC is on track through one-third of FY21.** The deficit on the books will become a surplus once CARES Act transfers and I-395 Commuter Choice grant reimbursements are processed.
- **GM now recommending return to fare collection in March 2021.** Dependent upon Board action, up to \$280,000 of additional CARES Act funds could be used in FY21 vs. FY22.
- **CARES Act will ensure we end the year even at our current reduced service pattern.**

Planning Reports

Martin Barna,
Director of Planning & Scheduling

Agenda Items:

- A. ATV Review
- B. DASH Service Planning Decision-Making Criteria & Budget Development,
Route Structure, and Major Decisions Timeline
- C. I-395 Commuter Choice Program
- D. Memorandum: I395 Commuter Choice Program
- E. I-395 Commuter Choice Program RESOLUTION #1
- F. I-395 Commuter Choice Program RESOLUTION #2

Alexandria Transit Vision (ATV) Plan Review

December 9, 2020



What is the Alexandria Transit Vision Plan?

- ▶ Joint project by City & DASH staff to redesign Alexandria's bus network
- ▶ Design vision for 2030 ATV Network, and short-term 2022 network
 - ▶ Started with a blank slate and no preconceived bias
 - ▶ Determine existing & future bus transit needs
 - ▶ Identify community priorities/values based on “Key Choices” discussion
- ▶ Improve overall mobility for city residents, workers and visitors by creating a more useful transit network that encourages more people to go more places at more times of day using transit.
- ▶ **Make the city's transit network more relevant for more people.**

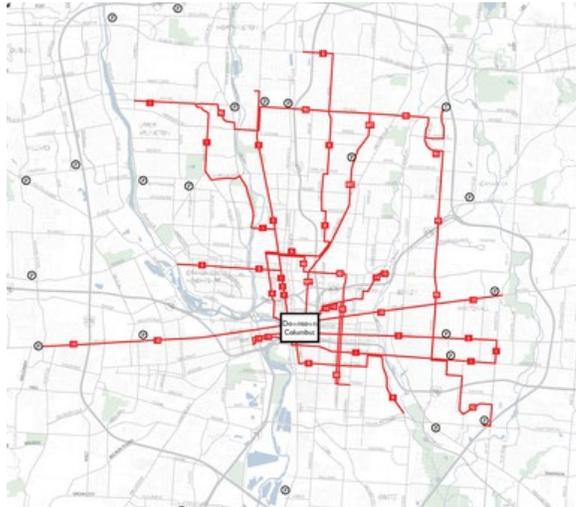
Why are we doing the ATV in the first place?

- ▶ Bus ridership declining, even before COVID-19 pandemic
- ▶ Travel behaviors are changing
- ▶ New mobility-related technologies are emerging.
- ▶ Alexandria is growing with major new developments
- ▶ New Metrorail station at Potomac Yard (2022/2023)
- ▶ Need for a DASH bus network that is more aligned with current/future travel demand (current network has not been reviewed holistically since its inception in 1984)

Other Successful Network Redesigns

Columbus, OH

Significant increase in ridership since 2017 implementation



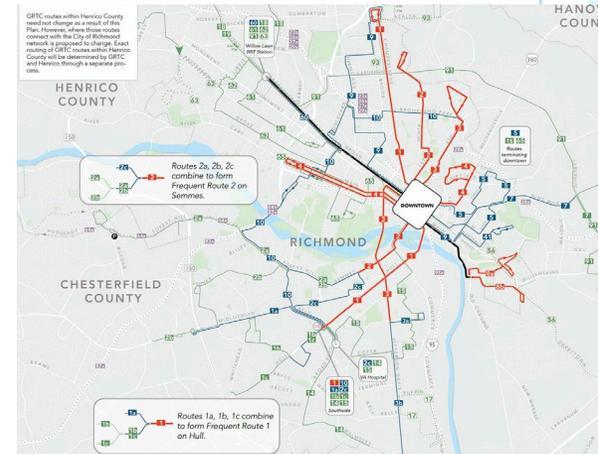
Houston, TX

Ridership steady despite economic downturn



Richmond, VA

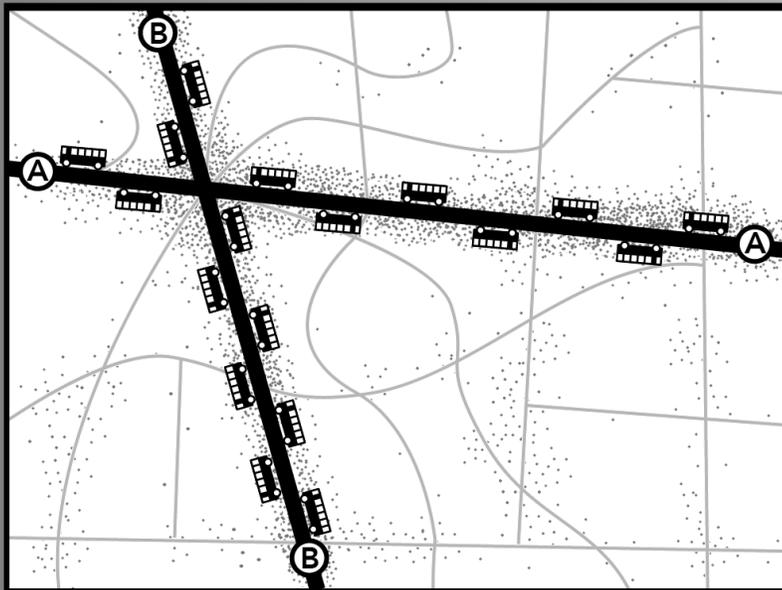
Increase in ridership in first 6 months since implementation



Key Tradeoff - **Ridership (Frequency)** or **Coverage?**

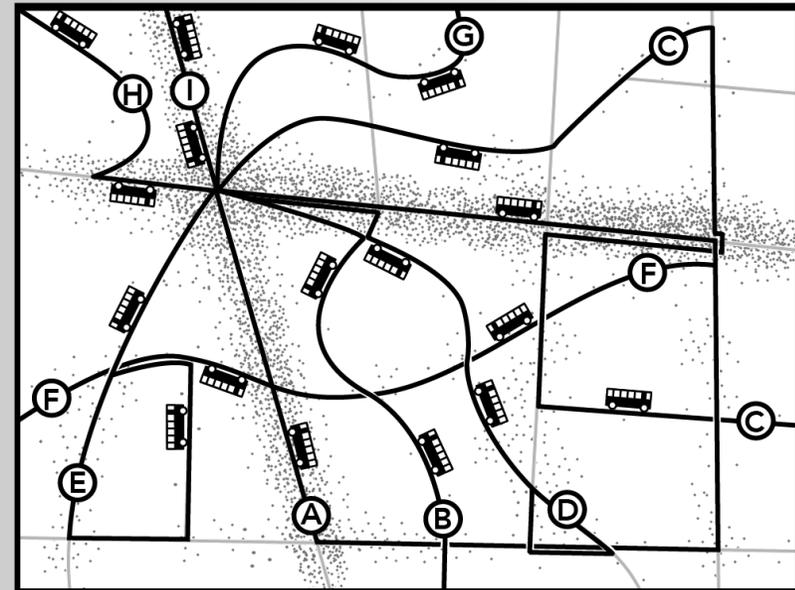
More ridership

"Think like a business"



More coverage

"Access for all"



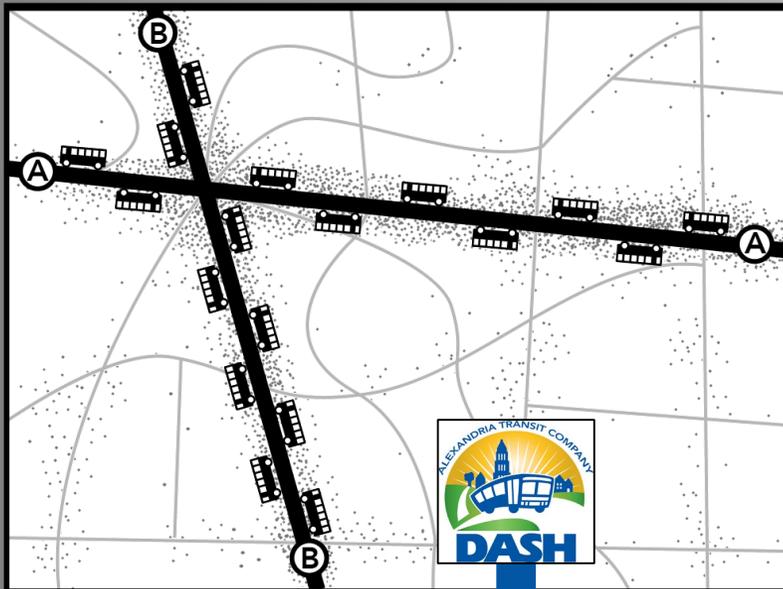
Existing Network
(50%/50%)



Key Tradeoff - **Ridership (Frequency)** or **Coverage?**

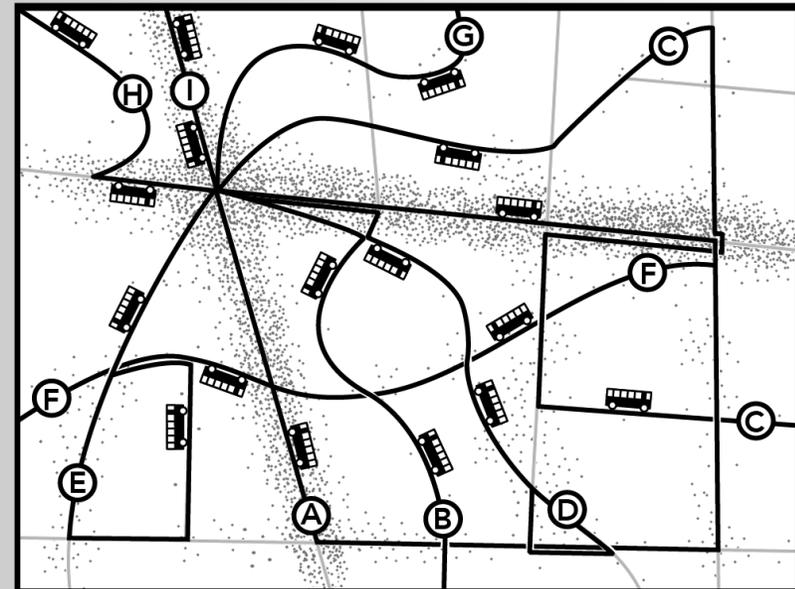
More ridership

"Think like a business"



More coverage

"Access for all"



2030 ATV Plan
(85%/15%)

Key ATV Guidance from ATC Board of Directors (2019)

- ▶ Network design policy should reflect 85% ridership-oriented service, and 15% coverage-oriented service.
- ▶ Coverage service should focus on areas with higher percentages of seniors & persons with disabilities
- ▶ Productive peak services should be maintained, to the extent possible (AT3 & AT4)
- ▶ Despite low ridership, maintain AT2 on Seminary Road conditional upon ridership monitoring and service utilization improvements
- ▶ Strong emphasis on serving low income & minority riders.

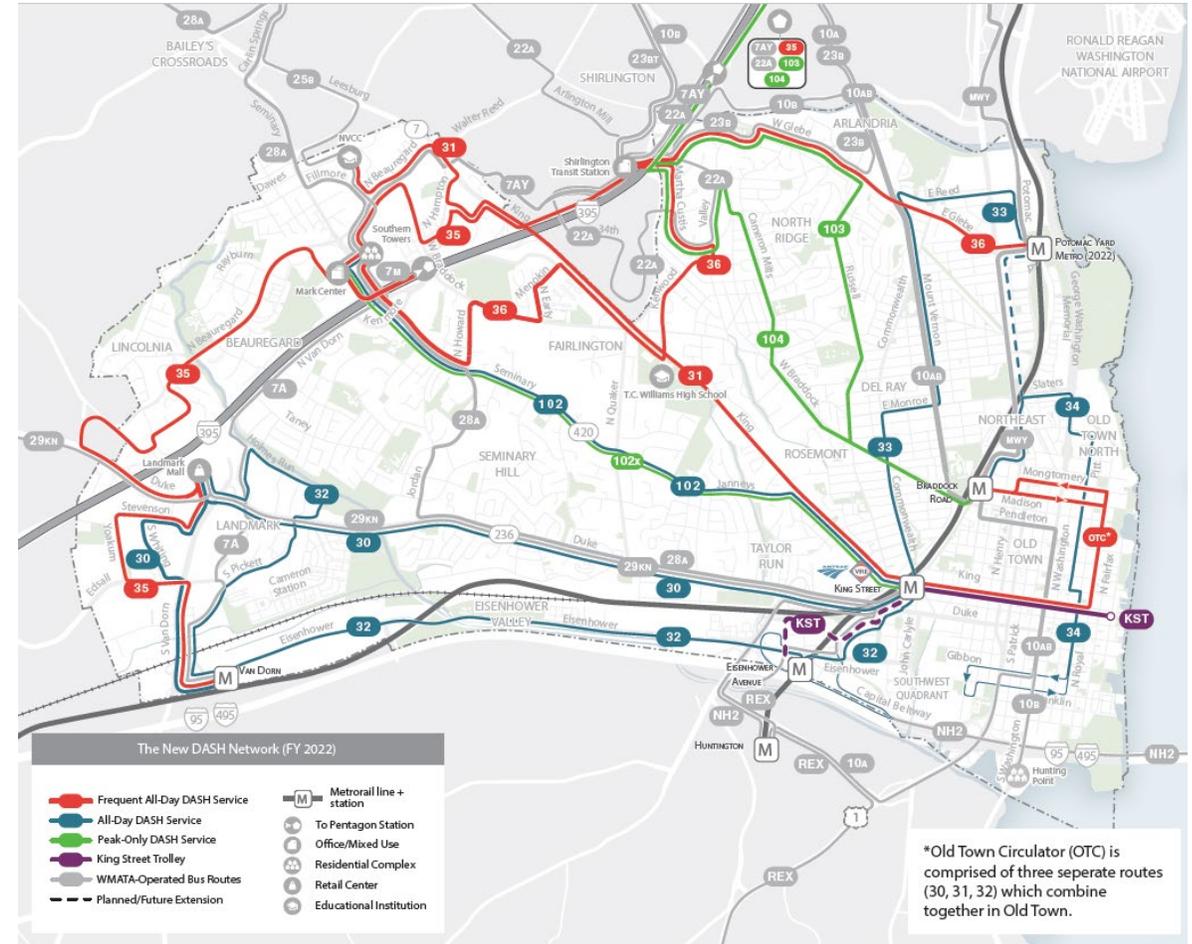
Post-COVID-19 Benefits of 2022 ATV Plan

- ▶ 2022 ATV shifts focus from peak-heavy service profile to an extensive network of frequent, all-day routes.
 - ▶ 2X increase in residents with access to frequent, all-day service
 - ▶ 2-3X increase for low income, minority & senior residents.
 - ▶ Major improvements to weekend service (+50-100%)
- ▶ 99% of existing boardings are still within 1/8 mile of stop
- ▶ Reduced ATV Scenarios favor all-day service over peaks
- ▶ 2022 ATV Plans will help mitigate impact of proposed FY22 Metrobus/Metrorail service reductions.

2022 ATV Network = “New DASH Network”

- ✓ No more “AT” or “N” routes
- ✓ “Lines” not “Routes”
- ✓ Core network = Lines 30 - 36
- ✓ Weekday-Only Services = Lines 102/102X, 103, 104

Coming June 27, 2021

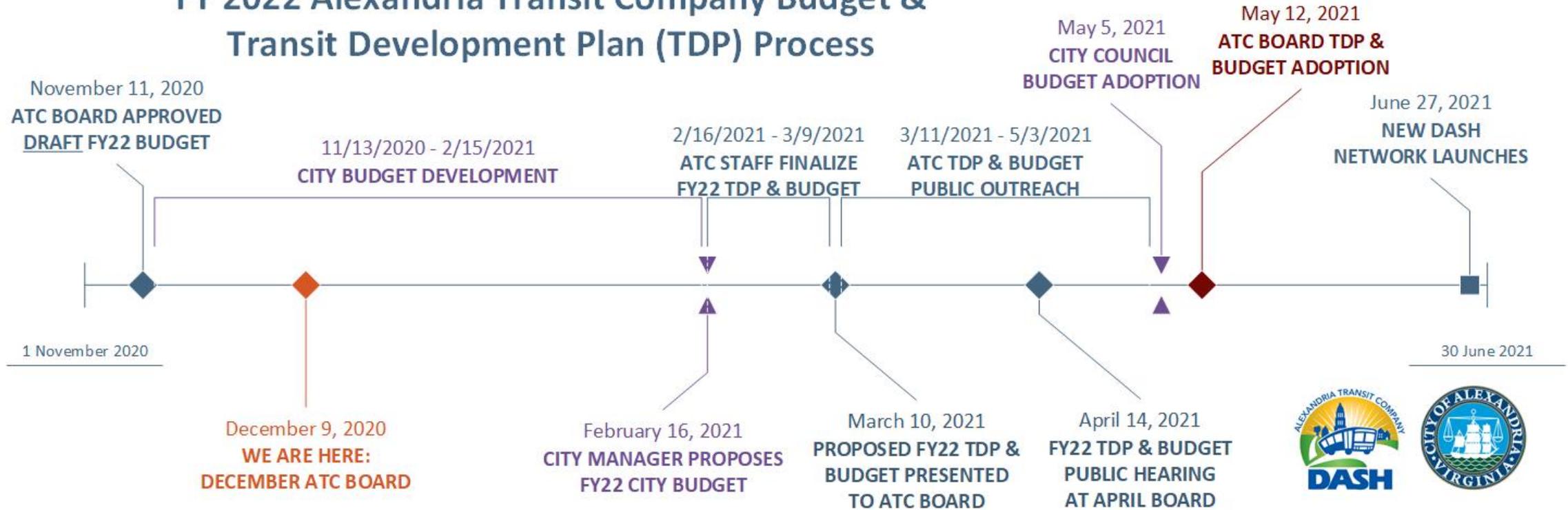


Service Planning Decision-Making Policy

- 1. Ridership:** Magnitude of impact (# of riders, extent)
- 2. Equity:** Impact on low income and minority areas?
- 3. Transit Alternatives:** What other options exist?
- 4. Cost Efficiency:** Net cost/savings per rider
- 5. Coverage:** Does DASH need to serve the area?
- 6. Customer Feedback**
- 7. Staff Judgment**

FY 2022 Budget/TDP Timeline

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



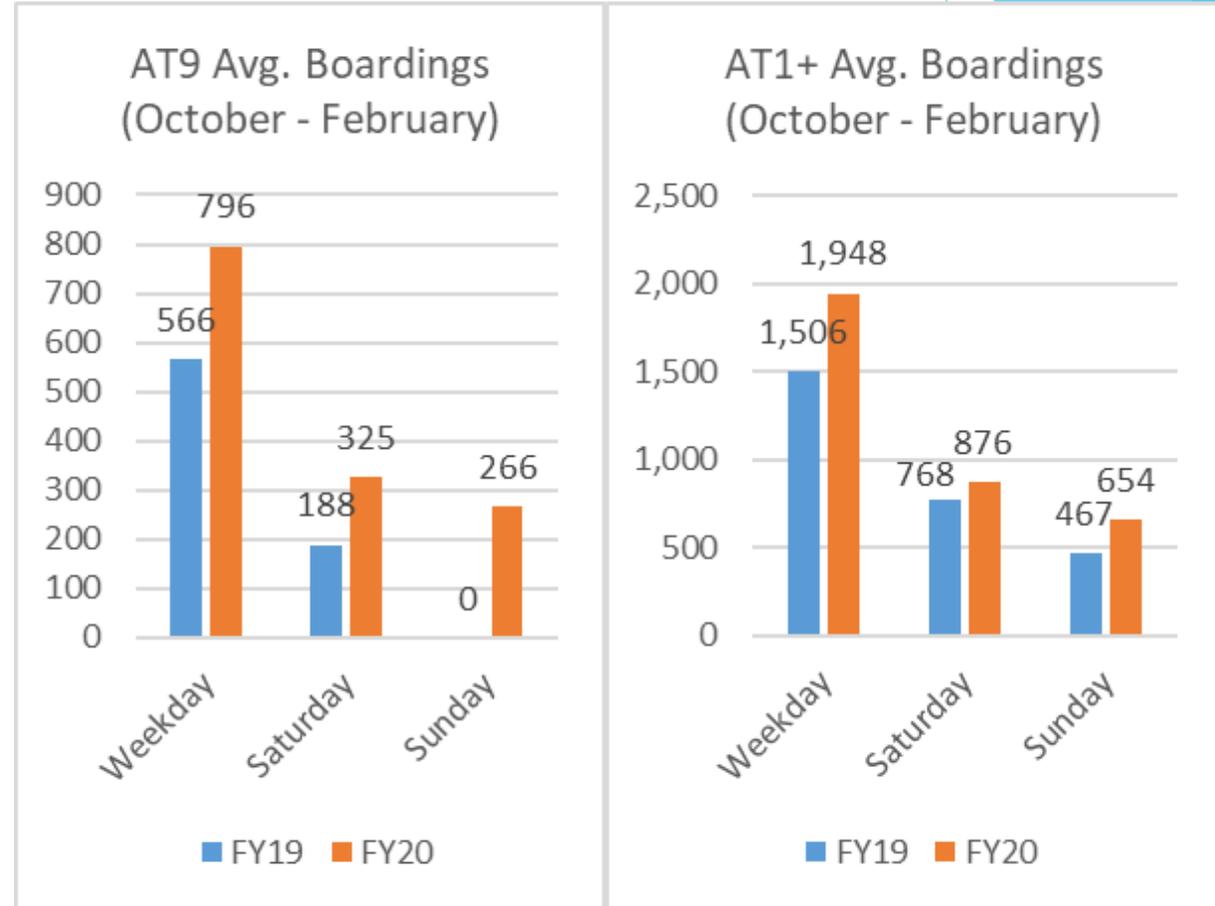
I-395/95 Commuter Choice Grant Applications (Round Two)



*photo taken 1/16/2020

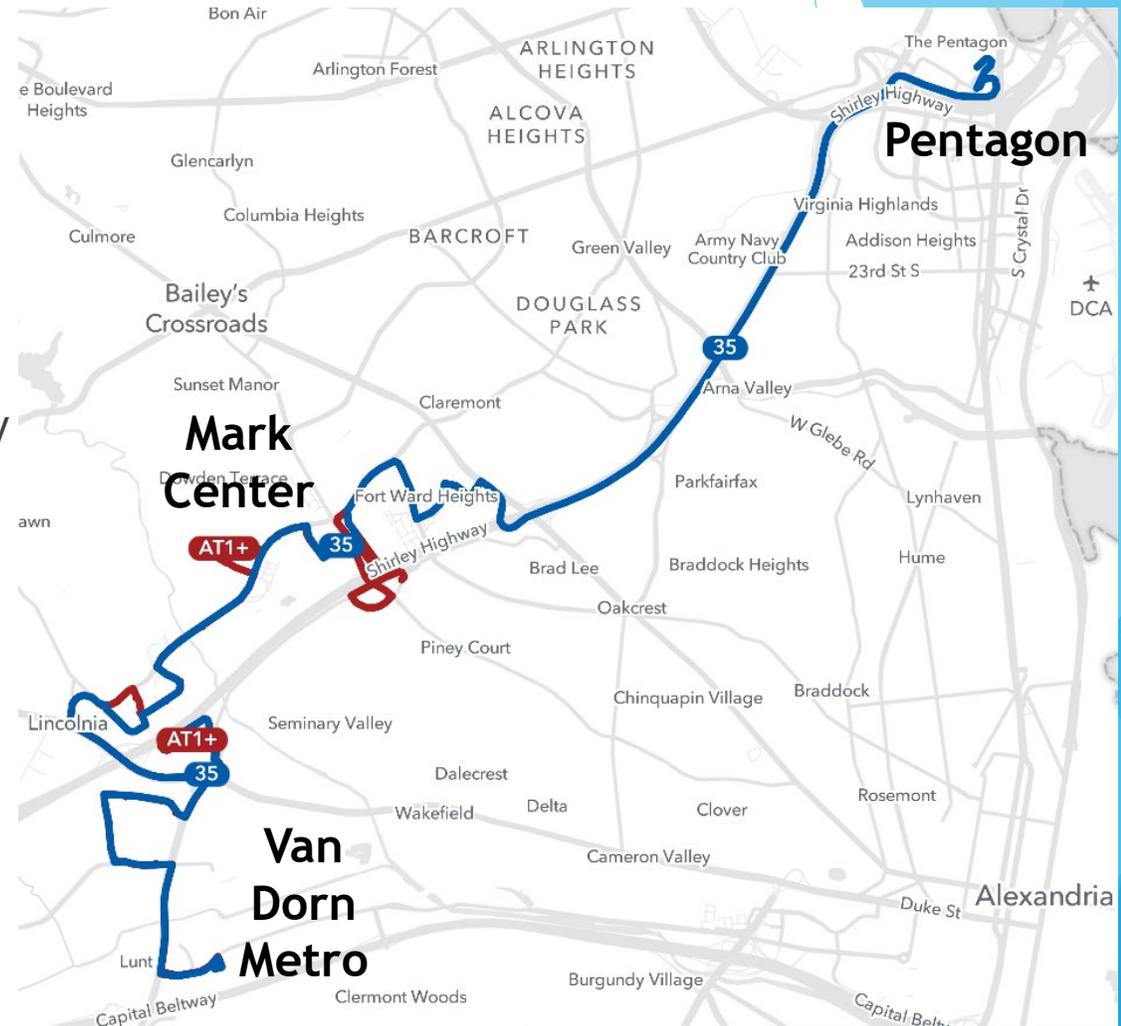
Current FY20-21 I-395/95 Commuter Choice Grants

- DASH was awarded funding two projects service enhancements on AT1+ and AT9.
- Service implemented Oct. 2019
- Prior to COVID-19, AT1+ total monthly ridership increased by 25% YOY.
- Prior to COVID-19, AT9 total monthly ridership increased by 45% YOY.
- Total funding = \$5M (20 months)



#1 / West End - Pentagon (Line 35) DASH Service Enhancements

- Build on recent ridership growth along I-395 & future West End Transitway
- Replaces existing AT1 Plus routing (shown in red, at right) with new extension to Pentagon via I-395
- Runs every 10 minutes, all-day on weekdays; every 15 on weekends.
- Consistent with 2022 Alexandria Transit Vision (Summer 2021)
- Net Cost: \$6.81 million (24 months)



#2 / West End - Potomac Yard (Line 36) DASH Service Enhancements

- Line 36 connects Mark Center, Southern Towers, Arlandria & future Potomac Yard Metro)
- Replaces existing AT9 (orange) with 15 min. all-day service, 7 days/week
- Consistent with 2022 Alexandria Transit Vision (Summer 2021)
- **Net Cost: \$4.18 million (24 months)**



Resolutions for Consideration

Board Action Required:

1. I-395 Commuter Choice Program RESOLUTION 1 - #20-0004
2. I-395 Commuter Choice Program RESOLUTION 2 - #20-0005

Wrap-Up & Consideration of Adjournment

Next ATC Board of Directors Meeting:
Wednesday, January 13, 2020 @ 5:30pm