



Alexandria Transit Company Board of Directors Meeting



Wednesday, November 13th, 2019
5:30 p.m.
Alexandria City Hall, 301 King Street

Meeting Agenda

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| #1 Alexandria Transit Vision Plan Public Hearing | |
| a) ATV Update and Presentation | Martin Barna |
| b) Public Hearing | All |
| c) Public Comment (Non-ATV Matters) | All |
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- | | |
|---|-----|
| #2 Consideration of Meeting Minutes Approval | |
| a) October 23 rd , 2019 | All |
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- | | |
|--|-----------------------------|
| #3 Board Member Announcements & Presentations | |
| a) Chairman's Report | Chairman &
Board Members |
| b) T&ES Directors Report | |
| c) Any Others | |
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- | | |
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| #4 General Manager's Report | |
| a) Management Report | Josh Baker |
| b) Performance Report | |
| c) Operating Report | |
| d) Quarterly Deep Dive Ridership by Route Analysis | |
| e) GM's Summary Report | |
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- | | |
|---------------------------------------|------------|
| #5 Financial Report | |
| a) September Financial Update | Evan Davis |
| b) September Balance Sheet | |
| c) September Summary Income Statement | |
| d) August Budget vs. Actual (BVA) | |
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- | | |
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| #6 New Business | |
| a) ATV Final Report Guidance, Budget Scenarios and Considerations Discussion | All/Martin Barna |
| b) First Transit Contract - Safety & Security Manager | Josh Baker |
| c) General Managers Advisory Committee(s) | Josh Baker |
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- | | |
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| #7 Next Meeting Date & Adjournment | |
| The next regular meeting will take place on Wednesday, December 11 th , 2019 at 5:30 p.m., Alexandria City Hall, Council Workroom 2 nd Floor. | |
| | All |
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ATC Board Agenda Detail

Agenda Item #:	2
Item Title:	Meeting Minutes
Contact:	Fatima Ahmed, Clerk to the Board
Attachments:	None
Customer Impact:	None
Board Action:	Consideration of Approval



Alexandria Transit Company (ATC) BOARD OF DIRECTORS MEETING MINUTES OCTOBER 23, 2019

A meeting of the Board of Directors of the Alexandria Transit Company was held on Wednesday, October 23rd, 2019 at the Alexandria City Hall Council Workroom, 301 King Street, Alexandria, VA 22314.

Board members present were David Kaplan, Kerry Donley, Ian Greaves, Matt Harris, Jim Kapsis, Steve Klejst, Yon Lambert and Richard Lawrence.

Staff members and visitors attending were: Josh Baker, Raymond Mui, Fatima Ahmed, Rick Baldwin, Martin Barna, Swinda Carcamo, John Lanocha, Amaha Legesse, Jim Maslanka, Terrence Moorer, Alicia Wright, Nicole Evans and Lisa Henty. There were 3 visitors present.

The board holds meetings every second Wednesday from September to June and all are welcome to attend.

Board Meeting

The Chairman called the meeting to order at 5:32 pm. **Agenda Item #1– Public Comment (5:32 pm)** There were no speakers.

Agenda Item #2 – Consideration of Meeting Minutes Approval (5:33 pm)

Approval of Minutes:

- A Motion by Steve Klejst to amend the minutes as written and add Steve Klejst to the board members excused at the September meeting. The motion was seconded by Kerry Donley, and the motion was made to approve the minutes of the prior meeting as amended.
 - The motion carried unanimously

Agenda Item #3 – Reports, Updates and Other Business Item #3a – Chairman’s Report (5:33 pm)

- The chairman announced that Ms. MacNab will be recognized for her work with the Board, at a future meeting.
- The chairman reported that the board vacancy has been advertised October 10th to November 8th and there have been no applications received.
 - Mr. Donley moved to extend the application period by 3 weeks, to December 2nd. The Board concurred and the extension was approved by consensus.

Item #3b –T&ES Directors Report (5:37 pm)

Yon Lambert provided a brief review of his written report, which was shared with the board in advance and included in the packet.

Item #3c –Other Reports (5:37 pm)

Steve Klejst has determined he will be stepping down as ATC representative on the Transportation Commission. Mr. Klejst asked the Board to consider another designee to serve on the Transportation Commission. Following a brief discussion, the Chairman indicated he will work with Board Members to identify the proper candidate to serve and will return to the Board with a final recommendation.



Staff Reports

Agenda Item #4 – General Manager’s Report (5:42 pm)

The General Manager presented his written report:

- The General Manager announced that orders have been placed for the 6 buses through the VW Mitigation Fund.
 - Two separate companies were each awarded 3 buses each. This strategy allows DASH to effectively evaluate the different technologies and ensure that expansion of the electric fleet is successful.
 - Delivery is anticipated as early as next summer.
- The General Manager announced Virginia Tech has posted a Request for Information (RFI) pertaining to transportation services to and from the Innovation Campus in Alexandria.
 - Staff have met and are intent to respond to RFI. The General Manager will continue to keep the board updated.
 - Kerry Donley stated this is a major opportunity for DASH and should be pursued, it aligns with the partnership already established with Virginia Tech for the Innovation Campus.
 - Mr. Donley stated that this service should be open to the public if possible, the General Manager responded this is a business model VT is considering. Mr. Donley stated that coordination with Arlington Transit (ART) should also be a consideration. Yon Lambert commented that this is a desire as well, however coordination is not required for DASH to operate this service, there are no regulations or laws which prohibit DASH from operating any services in Arlington, the primary concerns raised have been around existing Bus Stop Capacities.
- The General Manager presented a recommendation that the Board consider a of Fare Free Day on Election Day (Nov 5)
 - Following discussion, the group consensus was: this is a great strategy, needs adequate timing to plan and have budget and rearranging assignments.
 - Based on feedback, the General Manager will defer action this year and instead work to setup a plan for consideration by the Board for November 2020.
 - Feedback included considering the following:
 - Extending Peak Service Hours (AM and PM)
 - Consider Fare Free service
 - Consider incentive fares (i.e. no fee if you are traveling to or from voting)

Agenda Item #5 - Financial Report (6:01 pm)

Evan Davis, Director of Finance & Administration presented his financial report as provided.

- It was noted that DASH kept 20 employees from the Summer Shutdown services for additions to AT1+ and AT9.

Agenda Item #6a– First Transit Safety & Security Manager (6:06 pm)

The General Manager presented the First Transit Safety & Security Manager proposal. Larry Morris from First Transit was present and further discussed the benefits of having this position with First Transit.

The board discussed the position and FT letter, ultimately deferring any action.

The board asked the General Manager to return next month with the following information:

- Description of Position and the justification of purpose
- Impacts on the budget, assessment of budget implication
- Implication of Federal Funding, if any. Could this position participate?
- Accountability relationship and the reporting of this position
- Compare the contract extension for First Transit against the current contract/budget

Agenda Item #6b –Planning Updates (6:39 pm)

Martin Barna, Director of Planning presented the Alexandria Transit Vision Plan Draft Recommended Networks to the Board.

- For both the draft recommended bus networks for 2022 and 2030.
- The Public Hearing will take place at the November meeting in Council Chambers.

Agenda Item #6c –Planning Updates (7:55 pm)



Lisa Henty, Director of the Office of Management and Budget (OMB), provided an outline of how the City develops the budget process and answered questions from the Board.

Agenda Item #7 – 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 (8:05 pm).

- Consideration of convening executive session for the purpose of discussing legal and personnel matters, pursuant to Section 202-3711 (A1) of the Code of Virginia, a Motion was offered by Kerry Donley with Second by Yon Lambert to enter closed session to discuss legal and/or personnel matters.
 - The motion was carried all in favor as "aye"
- Exiting Closed Session at 8:02 pm: A Motion was offered by Kerry Donley with Second by Ian Greaves to end the Closed Session and resume open session.
 - The motion was carried all in favor as "aye"
- Certification of Closed Session at 8:03pm: A Motion was offered by Kerry Donley with Second by Matt Harris certifying that all matters discussed in closed session were in accordance with the stated purpose of the session.
 - The motion was carried all in favor as "aye"

Agenda Item #8 – Next Meeting Date & Adjournment (8:04 pm)

- Adjournment at 8:04pm: A Motion was offered by Kerry Donley with Second by Yon Lambert to adjourn the meeting.
 - The motion was carried all in favor as "aye"

The next regular monthly meeting is November 13th at 5:30 pm at the City Council Chambers, 301 King Street, Alexandria, VA 22314



ATC Board Agenda Detail

Agenda Item #: 4
Item Title: DASH General Manager’s Report
Contact: Josh Baker, General Manager
Attachments: None
Customer Impact: None
Board Action: None/FYI

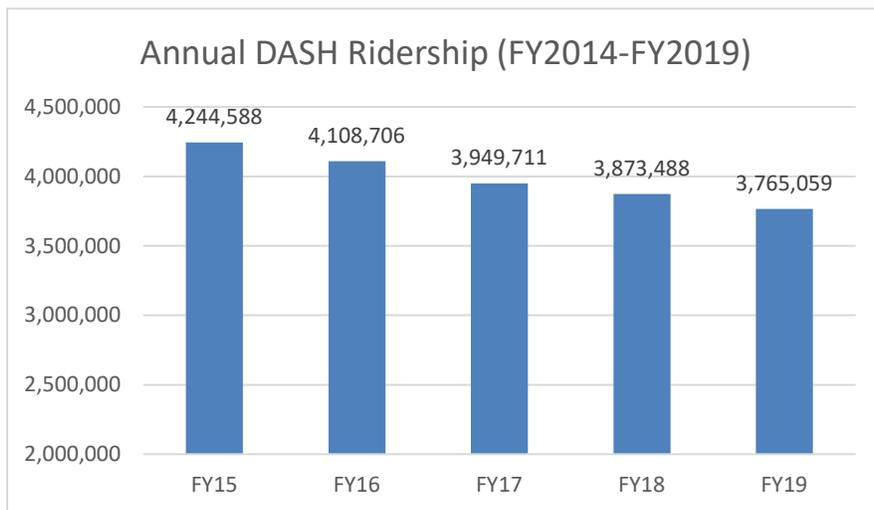
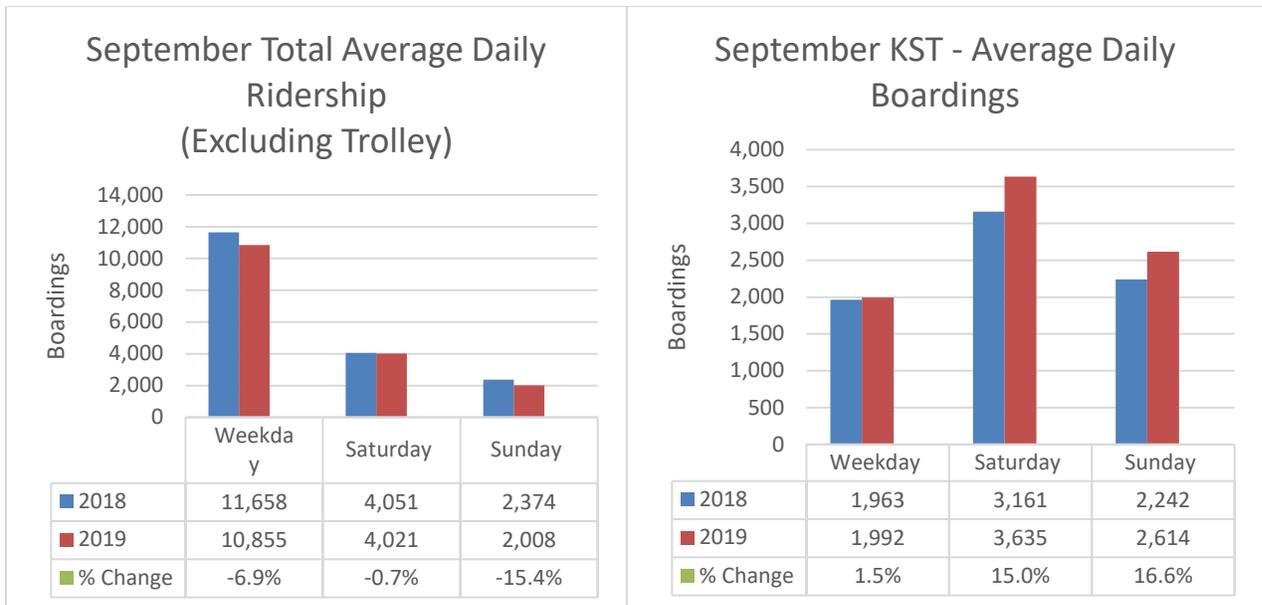


4a Summary: Management Report

FOR THE MONTH OF SEPTEMBER 2019

A. RIDERSHIP:

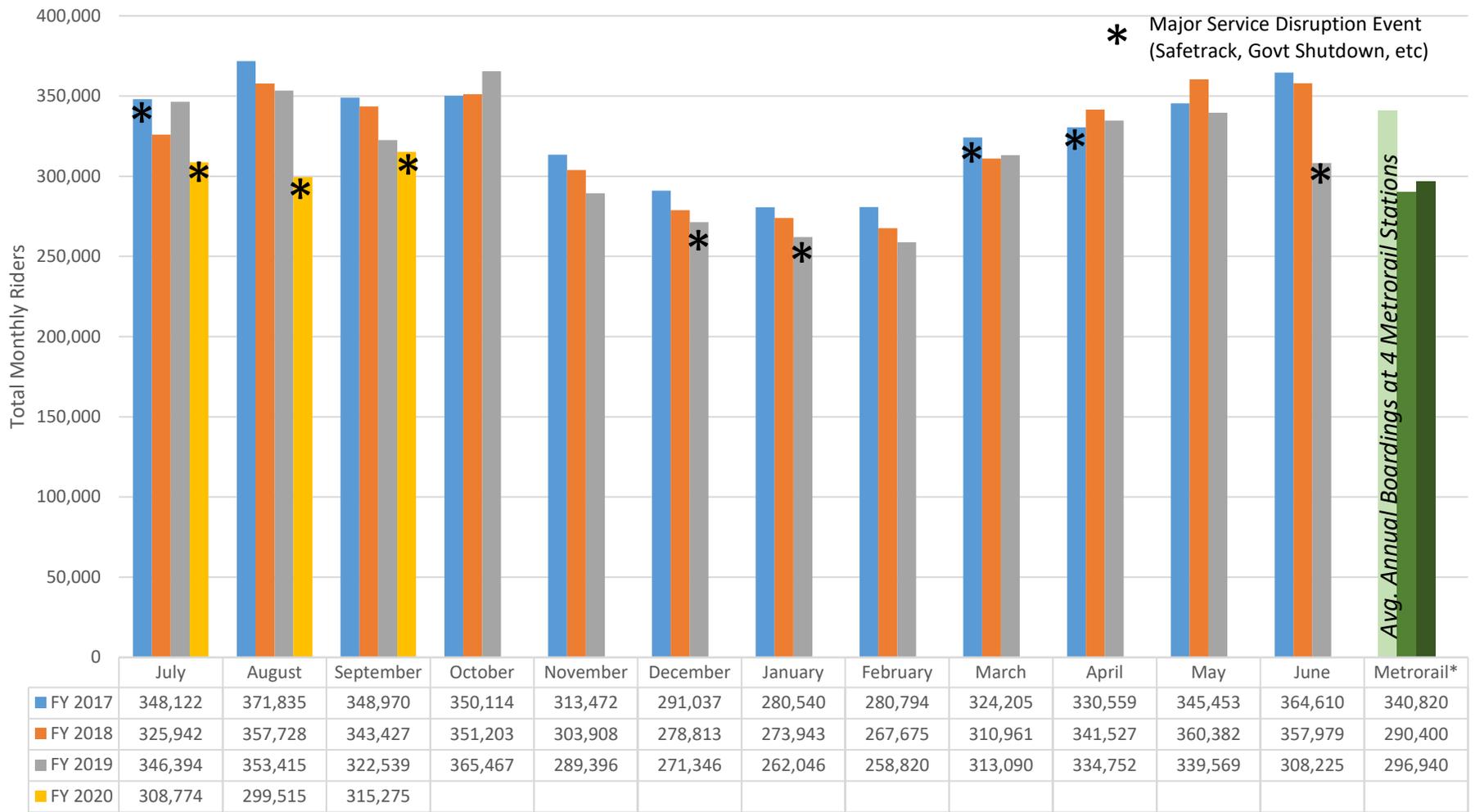
Total system ridership for the month decreased by 2.3% from last September, with 315,275 total passengers. Without the King Street Trolley, total ridership decreased by 4.2% from last September, with 245,221 passengers.



B. SAFETY: DASH experienced no accidents during the month of September.

4b Summary: Performance Report
 (System-Wide Ridership September 2019)

DASH Monthly Systemwide Ridership (FY2017-FY2020)

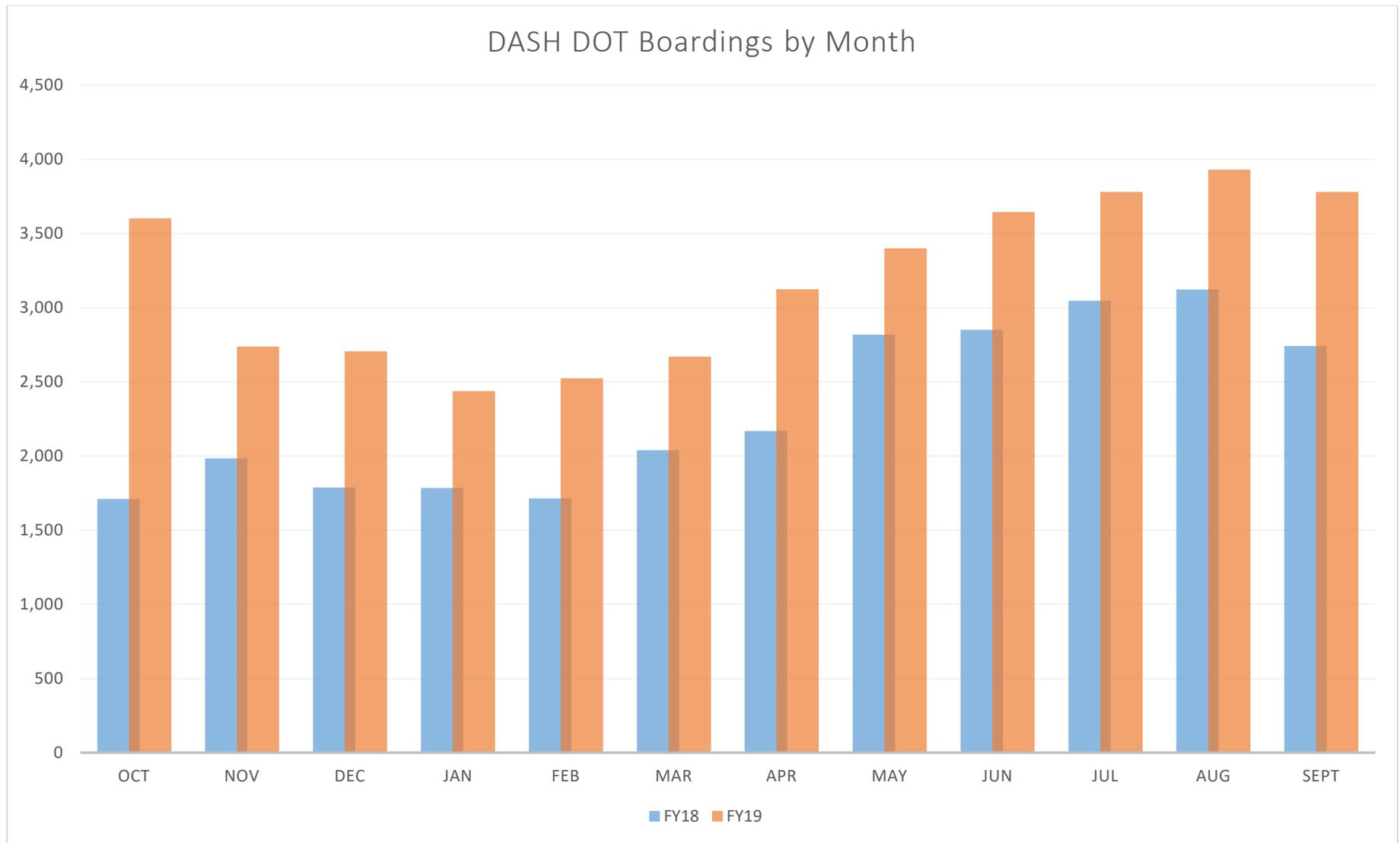


*Metrorail ridership (green columns) represents average daily total boarding's at the City's four Metrorail Stations for FY15-17.

**Totals were multiplied by 20 for comparison of DASH monthly data vs. Metrorail.



4b Summary: Performance Report
(DOT Program Boarding by Month September 2019)



4c Summary: Operating Report

(Operating Report September 2019)

	CURRENT YEAR (SEPTEMBER 2018)	CURRENT YEAR (SEPTEMBER 2019)	PERCENT CHANGE
<u>RIDERSHIP</u>			
Total Monthly Passengers	322,539	315,275	-2.3%
Total Monthly Passengers (Excl.Trolley)	255,995	245,221	-4.2%
Passengers / Revenue Mile	2.2	2.1	-4.5%
Passengers / Revenue Hour	24.3	23.3	-4.3%
<u>SERVICE LEVELS</u>			
Total Miles	161,262	165,138	2.4%
Revenue Miles	146,420	149,723	2.3%
<u>SAFETY</u>			
Accidents - Total	3	0	-100.0%
Accidents - Preventable	1	0	-100.0%
<u>FARES</u>			
Average Fare	\$1.17	1.33	13.6%
ATC DASH Pass	23,920	21,336	-10.8%
"Free Student Rides" Program	19,717	19,438	-1.4%
Regional Bus Transfers	18,842	17,694	-6.1%
Rail-Bus Transfers	33,954	23,745	-30.1%
% Paid by SmarTrip	79.1%	74.6%	-5.7%
<u>FINANCIAL PERFORMANCE</u>			
Operating Expense / Total Mile	\$8.82	\$16.41	86.1%
Operating Expense / Total Platform Hour	\$76.59	\$143.43	87.3%
Total Revenue / Operating Expense Ratio	31.5%	30.5%	-2.9%

<u>SERVICE RELIABILITY</u>	August 2018	August 2019	% Change
On-Time Performance	82.2%	88.2%	6.0%
Missed Trip Percent	0.02%	0.04%	0.0%
Avg. Miles Per Road Call	20,158	8,513	-57.8%
Compliments per 100K pas.	1.21	0	-100.0%
Compliments	2	0	-100.0%



4d Summary: Quarterly Deep Dive Ridership Report
 (Quarterly Report on Ridership by Route July-September 2019)

DASH YEAR-TO-DATE RIDERSHIP TRENDS - (FY2017-FY2020)

Average Daily WEEKDAY Boardings (Q1 FYTD)							
Route	FY17	FY18*	FY19	FY20	% Change (FY19-20)	% Change (FY16-20)	Trend (FY16-20)
AT-1	1,430	1,582	1,599	1,528	➡ -4.4%	★ 6.9%	
AT-2	1,469	1,429	1,437	1,249	➡ -13.0%	★ -15.0%	
AT-3	759	644	665	713	⬆ 7.1%	★ -6.1%	
AT-4	650	544	552	576	➡ 4.5%	★ -11.3%	
AT-5	1,382	1,186	1,298	1,035	⬇ -20.2%	★ -25.1%	
AT-6	758	660	759	556	⬇ -26.7%	★ -26.7%	
AT-7	612	577	666	579	➡ -13.1%	★ -5.4%	
AT-8	2,675	2,503	2,772	2,173	⬇ -21.6%	★ -18.8%	
AT-9	410	369	434	548	⬆ 26.2%	★ 33.7%	
AT-10	545	472	443	396	➡ -10.5%	★ -27.3%	
AT-3/4	45	44	61	41	⬇ -33.5%	★ -10.6%	
AT-2X	183	150	114	136	⬆ 18.7%	★ -25.6%	
KST	2,501	2,352	2,133	2,290	⬆ 7.4%	★ -8.4%	
TOTAL	13,419	12,512	12,932	11,820	-8.6%	-11.9%	
TOT (NO KST)	10,918	10,160	10,799	9,530	-11.8%	-12.7%	

Average Daily SATURDAY Boardings (Q1 FYTD)							
Route	FY17	FY18*	FY19	FY20	% Change (FY19-20)	% Change (FY16-20)	Trend (FY16-20)
AT-1	823	894	979	833	⬇ -14.9%	★ 1.2%	
AT-2	435	385	420	409	⬇ -2.6%	★ -5.9%	
AT-5	1,090	828	873	795	⬇ -9.0%	★ -27.0%	
AT-8	1,280	1,157	1,132	1,131	⬇ -0.1%	★ -11.6%	
AT-9	161	186	193	254	⬆ 31.3%	★ 57.6%	
AT-10	299	289	316	287	⬇ -8.9%	★ -3.9%	
AT-3/4	58	54	52	59	➡ 12.3%	★ 2.0%	
KST	4,159	4,414	3,832	3,979	➡ 3.8%	★ -4.3%	
TOTAL	8,304	8,204	7,798	7,746	-5.0%	-6.7%	
TOT (NO KST)	4,145	3,791	3,965	3,767	4.6%	-9.1%	

Average Daily SUNDAY Boardings (Q1 FYTD)							
Route	FY17	FY18*	FY19	FY20	% Change (FY19-20)	% Change (FY16-20)	Trend (FY16-20)
AT-1	429	379	471	396	⬇ -16.0%	★ -7.7%	
AT-2	366	377	364	384	⬆ -3.6%	★ 4.9%	
AT-5	450	347	340	328	⬆ -2.1%	★ -27.2%	
AT-8	813	775	745	694	⬆ -3.9%	★ -14.7%	
AT-10	141	118	126	128	⬆ 6.4%	★ -9.4%	
AT-3/4	49	52	47	44	➡ -9.4%	★ -10.7%	
KST	2,898	3,604	2,691	2,884	⬇ -25.3%	★ -0.5%	
TOTAL	5,146	5,654	4,783	4,856	-15.4%	-5.6%	
TOT (NO KST)	2,248	2,049	2,092	1,972	2.1%	-12.3%	

Note: FY18 data shown above is lower than actual ridership numbers by 2-4 percent due to farebox configuration error that resulted in underreported ridership data from March - July 2017.

ATC Board Agenda Detail

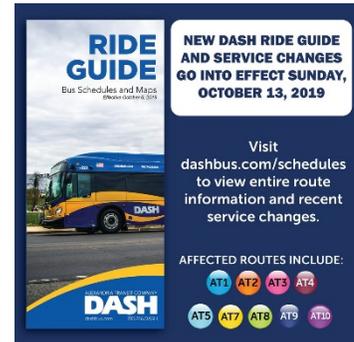
Agenda Item #: 4e
Item Title: DASH General Manager's Summary
Contact: Josh Baker, General Manager
Attachments: None
Customer Impact: None
Board Action: None/FYI



4e Summary: General Manager's Report

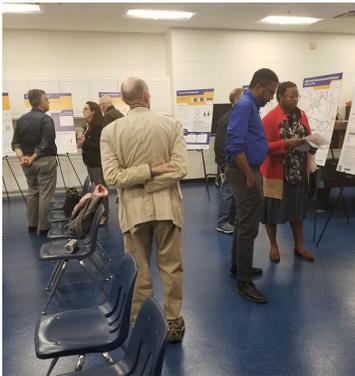
Service Change and Ride Guide Update

On October 13, DASH implemented service changes that affected several DASH routes. To provide riders with details regarding these changes the DASH website was updated, and new ride guides were created and distributed.



Alexandria Transit Vision Public Meetings

On October 15 and October 24, DASH and the City of Alexandria hosted public meetings to provide information and receive community feedback on draft recommended maps for 2022 and 2033 Alexandria bus transit networks. The meetings could be viewed in real-time via DASHbus Facebook Live.



Annual DASH Rodeo

The annual DASH Rodeo was held on October 28 from 8:00 a.m. – noon at the DASH facility. A big thank you to all the operators and staff who participated Rodeo. Also, a special congratulations to Clarence Jackson, Lonnell Glover, Yigereme Belayneh and Everett Warren who will be representing DASH at the 2020 Virginia State Rodeo!



ATC Board Agenda Detail

Agenda Item #: 5a
Item Title: Financial Update
Contact: Evan Davis, Director of Finance & Administration
Attachments: None
Customer Impact: None
Board Action: None/FYI



Alexandria Transit Company (DASH) Financial Update

For the Three Months Ended September 30, 2019

September Results – Budget vs. Actual Report

In September, ATC experienced a monthly deficit of (\$549,282), reflecting only one week of Blue Line Shuttle revenue but two lagging pay periods still containing pay for temporary Shuttle employees. Additionally, ATC has retained about 20 Shuttle Bus Operators in training through September to become regular DASH Bus Operators. These operators entered revenue service in mid-October concurrently with the beginning of expanded service on the AT-1 and AT-9 funded by the I-395 Commuter Choice program. During their training period, these operators' pay was effectively funded by the Shuttle surplus.

Notably, passenger revenue from regular routes was on target for the month despite the Platform Improvement Project continuing through Sunday, September 8.

Significant budget variances and notable accounts in September include:

- The final **Shuttle** expenditures are driving the variances in the following accounts: Operations personnel costs, operating materials and supplies, fuel, repair parts, tires, vehicle maintenance service, and advertising.
- **Building maintenance** costs exceeded monthly budget due to line repainting in the bus garage and parking areas, which was needed for safety purposes.
- Admin **professional services** exceeded the monthly target due to the payment of service and warranty costs for the Clever Devices computer-aided dispatch/automatic vehicle location (CAD/AVL) system, which is the backbone of DASH's real-time bus location and prediction capability. Ongoing annual service and warranty costs are now budgeted for FY20 and future years.
- Admin **postage & office supplies** reflects the purchase of SmarTrip cards for the T.C. Williams student free rides program. We are waiting for reimbursement from ACPS which will be applied to these expenses.



FY 2020 Projection

As discussed at the October Board meeting, we currently project a **budget surplus of \$632,437 for FY20**. This is the result of the excess of revenue over costs on the Blue Line Shuttle contract. The annual surplus from the Shuttle alone would be higher, however it is also funding the training period for new operators needed for the I-395 Commuter Choice-funded service expansions, catching up on annual Clever Devices support, and higher-than-expected benefit enrollments.

The projected surplus could increase further depending on the following:

1. **Overtime:** We are now fully staffed with bus operators; however, we are still catching up on vacations as many employees graciously deferred their time off until after the shutdown. We are closely watching for overtime to stabilize near our 7% target following the high levels experienced during the Shuttle operation.
2. **Hybrid Powertrain Grant:** The amount of hybrid powertrain diagnostic work that will be eligible for reimbursement from the DRPT grant awarded for powertrain component repair and replacement.
3. **Flood Repairs:** We incurred roughly \$30,000 in direct costs due to the flood on July 8. It is still unclear whether these costs will be reimbursed by state disaster recovery funding, if they are it is likely we won't see those funds for months if not years.

For the past several fiscal years, ATC has had a negative cash balance at year end which was made whole by "loans" from the General Fund. This was likely due to various capital projects as well as the FY19 deficit that was caused by the Shuttle. We are in an opportune place to correct this issue to close FY20. **We project that a surplus of approximately \$600,000 will need to be maintained in order to keep ATC's cash above zero at June 30, 2020 and to repay our prior years of "loans" (we will refer to this as the "required surplus").** Essentially this corrects the FY19 deficit. The exact amount is dependent not only on the "bottom line" but also various non-cash accruals.

Should the surplus increase or the required surplus decrease, we intend to invest in the most critical deferred capital replacement items following a needs and cost analysis by the General Manager.

Budget Updates Coming Soon

As reported in previous months, just a reminder: There are three large increases to the FY20 budget as compared to the original budget approved by the Board in the spring:

Project	Amount	When Added to FY20 Budget?
CBA Personnel Cost Increases	\$3.8 million	Appropriated and included now
Blue Line Shuttle – FY20 Impact	\$3.3 million	Nov Supplemental Appropriation
AT-1, AT-9 Increased Service (funded by I-395 Commuter Choice)	\$2.3 million	Advance Funding Authorization, followed by Spring Supplemental Appropriation

Only the CBA personnel cost increases have already been appropriated and included in the budget presented here. Therefore, this report is showing large revenue and expenditure budget variances because the FY20 portion of the Shuttle budget is yet to be added in the November supplemental appropriation ordinance.



ATC Board Agenda Detail

Agenda Item #: 5b
Item Title: Balance Sheet
Contact: Evan Davis, Director of Finance & Administration
Attachments: None
Customer Impact: None
Board Action: None/FYI



ALEXANDRIA TRANSIT COMPANY
Balance Sheet as of September 30, 2019

ASSETS

Cash - City of Alexandria Pooled	\$	-
Cash - Payroll Account		2,374
Receivables		2,260,570
Prepaid Expenditures		343,233
Parts and Supplies Inventory		682,145
Capital Assets		56,574,240
Less: Accumulated Depreciation		(25,453,160)
TOTAL ASSETS	\$	34,409,402

LIABILITIES

Accounts Payable	\$	387,564
Payroll Liabilities		30,864
Accrued Vacation		771,773
Due to Other Funds (Negative Cash Position)		1,278,716
Total Liabilities	\$	2,468,917

NET POSITION

Net Investment in Capital Assets	\$	31,121,080
Unrestricted		819,405
Total Net Position	\$	31,940,485

TOTAL LIABILITIES AND NET POSITION	\$	34,409,402
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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

Agenda Item #: 5c
Item Title: Summary Income Statement
Contact: Evan Davis, Director of Finance & Administration
Attachments: None
Customer Impact: None
Board Action: None/FYI



ALEXANDRIA TRANSIT COMPANY
Summary Income Statement for the Three Months Ended September 30, 2019

	Actual	Budget	Variance
REVENUES:			
City Contribution - King Street Trolley	249,324	249,324	-
DASH Passenger Revenue	869,695	951,957	(82,262)
DASH AT2X Mark Center Charter	202,311	202,311	-
DASH Other Charter Revenue	3,368,507	38,082	3,330,425
Miscellaneous Revenue	4,640	15,000	(10,360)
Total Operating Revenue	4,694,477	1,456,674	3,237,803
City Contribution - Regular Subsidy	3,998,748	3,998,748	-
Total Revenue	8,693,225	5,455,422	3,237,803
EXPENDITURES:			
Operations	4,550,380	3,182,379	(1,368,001)
Maintenance	1,689,934	1,223,217	(466,717)
Administration	1,106,645	1,008,585	(98,060)
Capital Outlay	60,113	41,241	(18,872)
Total Expenditures	7,407,072	5,455,422	(1,951,650)
GRANT ACTIVITY:			
State Grants	-	-	-
Local Match on State Grants	-	-	-
Grant Expenditures	-	-	-
Total Grant Activity	-	-	-
Net Surplus (Deficit)	1,286,153	-	1,286,153

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



ATC Board Agenda Detail

Agenda Item #: 5d
Item Title: Budget vs. Actual Report (End of FY 2019)
Contact: Evan Davis, Director of Finance & Administration
Attachments: None
Customer Impact: None
Board Action: None/FYI



Alexandria Transit Company (DASH)
 Budget vs. Actual Report for the Three Months Ended September 30, 2019

Description	CM Actual	CM Budget	Variance	YTD Actual	YTD Budget	Variance	FY2020 Projected	FY2020 Annual Budget	Projected Year End Variance
REVENUE									
City Contribution - King Street Trolley	83,108	83,108	-	249,324	249,324	-	997,293	997,293	-
DASH Passenger Revenue	317,984	317,319	665	869,695	951,957	(82,262)	3,875,325	3,807,832	67,493
DASH AT2X Mark Center Charter	67,437	67,437	-	202,311	202,311	-	809,241	809,241	-
DASH Other Charter Revenue	356,706	12,694	344,012	3,368,507	38,082	3,330,425	3,404,057	152,329	3,251,728
Miscellaneous Revenue	1,845	5,000	(3,155)	4,640	15,000	(10,360)	140,820	60,000	80,820
TOTAL OPERATING REVENUE	827,080	485,558	341,522	4,694,477	1,456,674	3,237,803	9,226,736	5,826,695	3,400,041
City Contribution - Regular Subsidy	1,332,916	1,332,916	-	3,998,748	3,998,748	-	15,994,985	15,994,985	-
TOTAL REVENUE	2,159,996	1,818,474	341,522	8,693,225	5,455,422	3,237,803	25,221,721	21,821,680	3,400,041
OPERATING EXPENDITURES									
OPERATIONS									
Wages - O	1,378,576	796,042	(582,534)	3,549,597	2,388,126	(1,161,471)	11,254,817	9,552,473	(1,702,344)
Fringe Benefits - O	168,386	127,654	(40,732)	409,893	382,962	(26,931)	1,830,047	1,531,850	(298,197)
Payroll Taxes - O	106,816	63,167	(43,649)	292,450	189,501	(102,949)	895,585	758,000	(137,585)
Retirement Contributions - O	89,219	66,000	(23,219)	229,991	198,000	(31,991)	789,505	792,000	2,495
Total Operations Labor	1,742,997	1,052,863	(690,134)	4,481,931	3,158,589	(1,323,342)	14,769,954	12,634,323	(2,135,631)
Operator Recruitment and Training	3,623	4,833	1,210	10,443	14,499	4,056	37,443	58,000	20,557
Operating Materials and Supplies	13,182	1,709	(11,473)	54,975	5,127	(49,848)	77,475	20,500	(56,975)
Training and Travel - O	1,046	1,388	342	3,031	4,164	1,133	18,031	16,650	(1,381)
TOTAL OPERATIONS EXPENDITURES	1,760,848	1,060,793	(700,055)	4,550,380	3,182,379	(1,368,001)	14,902,903	12,729,473	(2,173,430)
MAINTENANCE									
Wages - M	173,400	172,333	(1,067)	490,753	516,999	26,246	2,158,256	2,068,000	(90,256)
Fringe Benefits - M	34,027	26,833	(7,194)	76,356	80,499	4,143	291,749	322,000	30,251
Payroll Taxes - M	13,051	13,250	199	36,921	39,750	2,829	164,107	159,000	(5,107)
Retirement Contributions - M	12,518	13,750	1,232	34,679	41,250	6,571	167,197	165,000	(2,197)
Total Maintenance Labor	232,996	226,166	(6,830)	638,709	678,498	39,789	2,781,309	2,714,000	(67,309)
Fuel & Lubricants	120,934	102,375	(18,559)	474,759	307,125	(167,634)	1,446,907	1,228,500	(218,407)
Repair Parts	51,041	39,167	(11,874)	222,526	117,501	(105,025)	507,525	470,000	(37,525)
Tires	24,215	8,750	(15,465)	45,790	26,250	(19,540)	141,791	105,000	(36,791)
Vehicle Maintenance Service	55,836	5,833	(50,003)	194,074	17,499	(176,575)	205,825	70,000	(135,825)
Laundry	4,961	2,500	(2,461)	7,859	7,500	(359)	34,146	30,000	(4,146)
Tools and Equipment	1,684	1,250	(434)	1,569	3,750	2,181	8,382	15,000	6,618
Building Maintenance	37,460	21,115	(16,345)	97,186	63,345	(33,841)	295,686	253,400	(42,286)
Training and Travel - M	1,877	583	(1,294)	7,462	1,749	(5,713)	13,062	7,000	(6,062)
TOTAL MAINTENANCE EXPENDITURES	531,004	407,739	(123,265)	1,689,934	1,223,217	(466,717)	5,434,633	4,892,900	(541,733)
ADMINISTRATION									
Wages - A	116,057	130,967	14,910	309,585	392,901	83,316	1,602,125	1,571,600	(30,525)
Fringe Benefits - A	24,021	15,561	(8,460)	50,371	46,683	(3,688)	184,744	186,745	2,001
Payroll Taxes - A	8,842	10,167	1,325	23,606	30,501	6,895	122,486	122,000	(486)
Retirement Contributions - A	8,705	9,459	754	24,352	28,377	4,025	127,756	113,500	(14,256)
Total Administrative Labor	157,625	166,154	8,529	407,914	498,462	90,548	2,037,112	1,993,845	(43,267)
Insurance	62,451	57,667	(4,784)	177,700	173,001	(4,699)	692,000	692,000	-
Professional Services	130,287	63,312	(66,975)	350,698	189,936	(160,762)	697,842	759,740	61,898
Utilities	17,518	24,741	7,223	54,779	74,223	19,444	252,780	296,900	44,120
Printing & Advertising	19,001	5,500	(13,501)	45,349	16,500	(28,849)	88,350	66,000	(22,350)
Telecommunications	8,165	5,833	(2,332)	24,045	17,499	(6,546)	86,906	70,000	(16,906)
Training, Travel, Events - A	7,884	3,501	(4,383)	21,824	10,503	(11,321)	51,494	42,000	(9,494)
Postage and Office Supplies	13,820	2,220	(11,600)	21,210	6,660	(14,550)	32,297	26,620	(5,677)
Dues and Subscriptions	675	1,246	571	3,126	3,738	612	15,602	14,950	(652)
Grant Local Match	-	6,021	6,021	-	18,063	18,063	72,252	72,252	-
TOTAL ADMINISTRATIVE EXPENDITURES	417,426	336,195	(81,231)	1,106,645	1,008,585	(98,060)	4,026,635	4,034,307	7,672
TOTAL OPERATING EXPENDITURES	2,709,278	1,804,727	(904,551)	7,346,959	5,414,181	(1,932,778)	24,364,170	21,656,680	(2,707,490)
CAPITAL OUTLAYS (non-CIP)									
Computer and Office Equipment	-	2,084	2,084	-	6,252	6,252	25,000	25,000	-
Maintenance Equipment	-	11,663	11,663	60,113	34,989	(25,124)	200,114	140,000	(60,114)
Other Equipment Investments	-	-	-	-	-	-	-	-	-
TOTAL CAPITAL OUTLAYS (non-CIP)	-	13,747	13,747	60,113	41,241	(18,872)	225,114	165,000	(60,114)
NET SURPLUS (DEFICIT)	(549,282)	-	(549,282)	1,286,153	-	1,286,153	632,437	-	632,437



ATC Board Agenda Detail

Agenda Item #:	6
Item Title:	New Business
Contacts:	Josh Baker, General Manager
Attachments:	First Transit Proposal
Customer Impact:	6a) Significant ● 6b) Minimal ● 6c) Moderate ●
Board Actions:	6a) Discussion; 6b) Consideration of Approval; 6c) Consideration of Approval



6a) ATV Final Report Guidance, Budget Scenarios and Considerations Discussion

The Alexandria Transit Vision plan is in final draft format as presented to the Board of Directors, there are several other components and Budget actions which must also be considered. Further, in accordance with the ATC Budget Development Timeline, DASH staff must present any Budget Assumptions, Council Priorities and City Manager Instructions/requirements for feedback.

Budget Submissions:

1. The City of Alexandria is requiring a 2.5% budget reduction scenario to be submitted. DASH staff will present scenarios as well as the recommended reduction scenario which will be presented to the Board in December as final for approval.
2. The City of Alexandria requires supplemental submissions (i.e. Capital) requests. DASH staff will present "normal" supplementals which will be for final Board consideration in December.
3. Two separate supplementals will require Board consideration in December, they will be discussed in brief by DASH staff.
 - a. Any supplementals relative to the ATV implementation (based on Board adopted investment percentages)
 - b. Any other supplementals (such as AT2 service provisions or others) which the Board desires staff consider

ATV Direction/Guidance:

The following actions and guidance are required in order for DASH staff to prepare for the December, 2019 Board Meeting ATV action:

- Direction to Staff Regarding any Changes to the Report
- Feedback highlighting areas of benefit and areas of concern
- Requests for additional information (i.e. Data, Financial, Other Service Implications, Etc)
- Consider Funding Scenarios and Levels of investment, identify required data to render decision on level of investment
 - Service increase percentages: 0%, 4%, or 8%
 - Any supplemental requirements: i.e. any supplemental request for restoration of AT2 service at pre-ATV levels, etc.
 - Any other considerations/requirements (for discussion)
- Direction to staff regarding any additions, deletions, or related requirements which are necessary to facilitate a final decision within the deadline of the December 2019 ATC Board Meeting

Board Action: Discussion, Questions, Clarifications, Provide Input
Next Steps: Prepare for Final Decision and Fiscal Investment Direction



6b) First Transit Contract: Safety & Security Manager and Contract Extension

At the October 23rd, 2019 Board of Directors Meeting the General Manager presented a proposal from First Transit for the provision of a Safety and Security Manager at DASH. Following discussion, the Board requested the GM return with supplemental information for consideration of approval of this Contract. This information is provided on the next page.

MEMORANDUM

DATE: 11/13/2019
FROM: JOSH BAKER, GENERAL MANAGER
SUBJECT: SUPPLEMENTAL INFORMATION, FIRST TRANSIT PROPOSAL

ATC Board of Directors: In response to supplemental inquiries regarding the recommended agreement with First Transit to (1) provide a permanent position titled "Safety and Security Manager" and (2) extend the existing Management Services Contract for an additional three years, please find supplemental information for your consideration of approval of this agreement.

1. **Background:** DASH has historically had a position titled "Safety Manager" which had reported to the Director of Safety and Training. This position was vacated three years ago just prior to the change of General Managers, and at the time due to fiscal constraints was frozen until such time that the budget allowed reinstatement.

This position focuses on the following key areas:

- a. Safety Policy, Training and Compliance for all parts of the Company
 - b. Reporting (internal and external) regarding safety performance, trends, issues, and resolutions
 - c. Development of policy/revises policy for all safety and security functions of the system
 - d. Training oversight, development and programs in response to identified trends and outcomes of analysis of the organization's performance
 - e. Coordination of accident and incident review, response and reporting to insurance and other interested parties. Develops responses to legal matters and ensures that all documentation is adequate in response to any suits.
2. **Budget:** This position is included in the current approved DASH Budget as adopted by the Board in June of 2019. Budgeted amount: \$109k fully loaded cost.
 3. **Impacts on Budget:**
The following is a breakdown of the fiscal impacts of this proposal:

Total Cost of New Contract:	\$207,192
Current Management Contract:	(\$75,000)
Budgeted Amount for Position:	(\$109,000)
Net Cost Increase of Contract:	\$23,788

DASH Staff have analyzed these costs in depth with City Budget staff and determined that the difference can adequately be covered through our existing wages and professional services budgets. The office of budget has concurred with these plans and approves.

Further, staff have evaluated the cost and escalations are in line with other organizations which have comparable agreements including the previous DASH agreement, and other comparable systems.

4. **Implication on Federal Funding:** this position satisfies the component requirement of oversight and reporting as provided by the Federal Transit Administration Public Transportation Agency Safety Plan (PTASP) regulation. Should DASH at any point choose to pursue Federal Funding, this position is a requirement of such plans.

5. **Accountability Relationship:** the General Manager has identified this position as the best suited to provide accountability functions for the organization as they relate to safety and security, utilizing First Transit to administer and provide the position and the supporting corporate functions ensures that accountability is lateral and is not subject to organizational impedance in the interest of protecting any individual against adverse action outcomes.
 - a. The position reports to the Director of Safety and Training, has ultimate reporting accountability to the General Manager and if needed the Board of Directors. Through the contractual relationship should performance of the individual be substandard the General Manager can require that First Transit provide an alternate individual for the role.
6. **Contract Extension Comparison:** the current First Transit Contract has 2.5% annual escalations. The proposed extension has 2.4% escalations.
7. **Current Structure:** Currently the DASH organizational structure has a Safety and Training Department, staffed by a Director of Safety and Training, and three (3) training officers. The department is heavily weighted on the training side and spends the overwhelming majority of its time onboarding new staff, conducting trainings, performing re-trainings, managing recruitment, and working with the operations department on service improvements. There is little to no time available to focus on the safety side of the organization as a whole and the Director lacks the time or resources to effectively administer safety and security matters by himself.

Executive Summary:

Comprehensive and effective safety and training programs are the life blood of Public Transportation Services. We know all too well the effects of deferred safety priorities or a lack of oversight have had within our region (*see WMATA*). It is without question one of the most important function within the organization. DASH has a long-standing reputation as a safe and reliable system; however, DASH has grown substantially in recent years and faces more increased services, more buses on the road, and continued pressures to meet progressively tightened public expectations for safety. The reinstatement of this role is a best practice and the timing is right to get it back in place now.

In the Spring of 2019, the Board discussed at length the concerns brought forth by First Transit regarding their oversight responsibilities through their contract. The lack of any First Transit staff on site is highly risky and reduces the oversight capabilities they have maintained since the system was started. The ability of First Transit to implement programs, and to ensure compliance with performance expectations is a primary benefit of the contract relationship. At the time of the discussion about First Transit staffing, the Board agreed that the Safety and Security Manager and/or the Labor Relations Manager positions were equally appropriate to resolve this gap.

Through additional analysis and discussion with existing DASH staff, the General Manager has identified that this position is in fact the best fit to resolve these gaps and is of the most benefit to ATC as a whole.

Overall, while it is possible for us to rest on the reputation of DASH it would potentially set us up for failures and more importantly represent a lessening - not increasing - priority being placed on Safety. Therefore, it is the recommendation and request of the General Manager that the ATC Board consider approval of the proposal as provided.

Board Action: Consideration of Approval
Next Steps: None



6c) General Managers Customer Advisory Committee(s)

At the September 11th, 2019 Board of Directors Meeting the General Manager presented a policy regarding his proposed Customer Advisory Committee(s). Following discussion, the Board instructed the GM to return with a more concise position statement which the Board can adopt which guides these committees or committee to be established and managed by the GM. The following is the GM's recommended position statement for the Board to establish the requirement of such committee(s).

BOARD POSITION STATEMENT RESOLUTION

(for consideration of adoption)

WHEREAS: the General Manager of the Alexandria Transit Company (DASH) seeks to ensure the voices of the riders, residents and other concerned citizens of the City of Alexandria are heard as they pertain to DASH services; and

WHEREAS: the Alexandria Transit Company Board of Directors sees the opportunity to ensure the voices of the riders, residents and other concerned citizens of the City of Alexandria are heard as they pertain to DASH services; and

WHEREAS: these goals align and are well served by the establishment and maintenance of at least one if not multiple advisory committees which has been proposed by the General Manager; therefore

BE IT RESOLVED: the Alexandria Transit Company Board of Directors hereby supports and requires that the General Manager and any of his successors establish and maintain such advisory committee(s) as deemed appropriate and effective at accomplishing these goals; and further

BE IT RESOLVED: that the Alexandria Transit Company Board of Directors establishes this advisory committee (or) committees and directs the General Manager to establish all governance policies, select representatives, and ensure regular meetings of such committee(s) which will serve to advise DASH services on successes, challenges, improvements, and changes which further to advance the high quality, reliable and safe services provided by the Transit System.

This resolution remains effective and is considered a Board Policy Statement until such time it is modified or removed by an action of the majority vote of the Alexandria Transit Company Board of Directors.

Board Action: Consideration of Adoption of Drafted Resolution Provided
Next Steps: None



ATC Board Agenda Detail

Agenda Item #: 7
Item Title: Next Meeting and Adjournment
Contact: All
Attachments: None
Customer Impact: None
Board Action: Motion and Approval of Adjournment



NEXT ATC BOARD MEETING

Wednesday, December 11th, 2019 at 5:30 p.m.
Alexandria City Hall, **Council Workroom**

Consider Adjournment

-- Board Attendance Log on Next Page --



Alexandria Transit Company Board of Directors

ATTENDANCE LOG

2018 - 2019 REGULAR (*and special*) BOARD MEETINGS

("P" present - "A" absent - "E" excused)

Meeting Date	David Kaplan	Kerry Donley	Ian Greaves	Matt Harris	Jim Kapsis	Stephen Klejst	Yon Lambert	Richard Lawrence
09/11/2019	P	P	P	P	E	E	P	E
10/23/2019	P	P	P	P	P	P	P	P
11/13/2019								
12/11/2019								
01/08/2020								
02/12/2020								
03/11/2020								
04/08/2020								
05/13/2020								
06/10/2020								





Alexandria Transit Company Board of Directors Meeting



Meeting Agenda Detail #1a Attachments: ATV Memorandum from the ATV Project Team

MEMORANDUM

DATE: 11/13/2019
FROM: MARTIN BARNA, DIRECTOR OF PLANNING & SCHEDULING
SUBJECT: ATV ADDITIONAL INFORMATION/CONSIDERATIONS/FEEDBACK

Based on extensive community feedback and guidance from the ATC Board of Directors, the Alexandria Transit Vision (ATV) Plan Project Team has developed its 2022 & 2030 Draft Recommended ATV Networks. These plans aim to make transit more useful by creating an extensive network of high-frequency bus routes that stretch across the entire city and operate every 15 minutes or better, all day, seven days a week.

Highlights from the Draft Recommended Networks include:

- The proposed ATV network would triple the number of Alexandria residents with access to frequent, all-day bus service from **40,000 today to 120,000 by 2030**
- The proposed ATV network would triple the number of low-income residents in Alexandria with access to frequent, all-day bus service from **4,000 (29%) today to nearly 13,000 (89%) by 2030**. This means that 9 out of every 10 low income residents in Alexandria would have access to a bus every 15 minutes or less, seven days per week
- The proposed ATV network would nearly quadruple the number of minority residents with access to frequent, all-day bus service from **16,000 today to nearly 63,000 by 2030**.
- The proposed ATV network would greatly increase the usefulness of bus service during middays, evenings and weekends. The total amount of bus service provided on Saturdays and Sundays would **increase by 37% and 71%**, respectively.

The ATV Project Team is collecting public feedback on the plans during October and November. The team is seeking final input from the ATC Board on investment levels and route decisions so that the final ATV Network can be presented for board adoption in December 2019.

Public Outreach

Although the public comment period is still ongoing, the following section is intended to provide an early preview of the feedback that has been received through emails, comments and the online survey. A full compilation of all 73 public comments and emails received to date are included in as an attachment to this packet.

The following common themes have emerged through meetings, comments and emails:

- Generally positive feedback from community members in West End, Arlandria, Potomac Yard and Eisenhower East who will have access to highly frequent transit, all day, seven days per week. Some West End residents have objected to the loss of the AT-1 and AT-2 but then changed their opinion when they understand that their overall travel times will be less due to the frequency improvements, even if they have to make a transfer.
- Support from residents of Parkfairfax and North Ridge for the retention of AT3 and AT4 peak service to the Pentagon in both of the Draft Recommended Networks.
- Major concerns from residents who live along the Seminary Road/Janneys Lane corridor in Central Alexandria about the potential discontinuation of DASH service in that area.
- Additional comments expressing concerns about the removal of the AT-5 service from Duke Street in Old Town, AT-7 service from South Pickett Road, and the AT-3/4 Loop.

Stakeholders and community members are also being asked to fill out a short online survey, which is scheduled to remain open until November 22nd. To date, roughly 400 survey responses have been received. Staff is working extensively to continue to raise awareness of the project and to increase the number of survey responses that are received.

Of the 400 responses that have been received so far, more than half of the responses (220 responses) indicated that they "disagreed" or "strongly disagreed" that the Draft Recommended Networks would be better for the City of

Alexandria than the current system. Of these negative responses, approximately 75 percent were submitted by individuals who were concerned with the potential elimination of bus service in the Seminary Hill neighborhood. Additional details of the survey results will be identified by staff during the November and December board meetings.

Seminary/Janneys Alternatives

In advance of discussion by the Board of Directors, and based on the feedback received, the Project Team has developed the following alternatives that could substantially reduce the negative impacts of the proposed changes on the AT2 segment riders on the Seminary Road and Janneys Lane segment:

1. **AT2X Intermediate Stops.** The current AT2X route provides direct, non-stop service from the King Street Metro to Mark Center during weekday peak periods (6-9am & 3-6pm). The current non-stop service is required by the operating agreement between DASH and the Department of Defense (DOD), which provides 100% of the funding to operate the route. If DASH and the DOD are able to agree on a revised agreement that allows DASH to add three intermediate stops along the Seminary/Janneys corridor, over half of the impacted riders would be able to use the AT2X service to connect to Mark Center, Alexandria Hospital, or the King Street Metro. DASH and DOD are engaged in ongoing discussions and hope to have updates as soon as possible.

Cost Implication – No additional operating costs but could have implications for the DOD contract and the revenue that is generated by that agreement.

2. **Restore Local Service.** Another option is to add a new all-day bus route to the proposed 2022/2030 networks that would provide local service between Mark Center and King Street Metro via the Seminary/Janneys corridor. This route would make all stops, and could operate all-day, seven days a week or just during weekday peaks. The frequency levels would also need to be determined.

Cost Implication – Staff has reviewed multiple scenarios for maintaining local bus service along Seminary/Janneys. The cost would range from a 1 percent budget increase (+\$250,000) to a 5 percent budget increase (+\$1,160,000), depending on days of operation and service levels for the route.

Assuming a 0% growth (no additional funding scenario adoption), it would be necessary to make cuts to other parts of the 2022 Draft Recommended Network. These cuts would likely include reducing off-peak "N1" service to Landmark, Van Dorn and Eisenhower Avenue to Old Town from every 30 minutes to every 60 minutes (+2 percent), and/or similarly reducing the "N10/N11" route combination which connects Southern Towers, Bradlee Shopping Center, Shirlington, Parkfairfax, Arlandria and the Potomac Yard Metro (+2 percent).

These cuts would significantly reduce the effectiveness of the new network by making off-peak transfers much more time-consuming for riders.

3. **On-Demand Mobility.** A third option that has been discussed is "on-demand mobility", whereby customers in certain parts of the City without fixed-route bus service could use their smartphones to request a shared ride to selected destinations. Similar pilots have been implemented by transit agencies across the country, including a recent program in Montgomery County, Maryland. The pilots vary in terms of which trips are eligible, what areas are covered, what types of vehicles are used, and who operates the service (e.g. DASH or a third-party contractor).

Cost Implication – The cost of a mobility on-demand service depends on which operating model is used and the number of vehicles that are deployed. It will also require substantial upfront capital and marketing costs. DASH is in discussion with several mobility on-demand providers to fully understand the cost implications, however, since this type of flexible service would likely require the same number of vehicles as the fixed route alternative, it is unlikely that a substantial cost savings would be realized.

2022 Service Recommendations

The Project Team originally provided two different scenarios for 2022 – one that assumes DASH service would grow by 8 percent over the next two years, and another that assumes no increase in DASH service hours over the same two-year period. The routes are identical in the two scenarios, however, the service hours and span on evenings and weekends is significantly reduced under the zero-growth scenario. To help provide additional options for Board consideration, the Project Team has also identified several intermediate options that represent service growth of two percent, four percent and six percent, respectively:

- **Zero Growth (+\$0 by FY22)**
 - This scenario represents the first phase of implementing the long-term 2030 ATV network, however, the relative low levels of existing service on evenings and weekends are maintained (i.e. most local routes either end by 9pm on weekdays or only run hourly beyond that time; most Saturday service runs every 30 minutes while many Sunday routes only operate once every hour).
- **Four Percent Growth (+\$680,000 by FY22)**
 - This scenario is not fully evaluated in the Draft Recommended Network report, but it could provide frequency improvements on Sundays such that all routes would operate every 30 minutes or better all weekend long. The “N3” and “N4” routes would both operate every 30 minutes until 11:00pm instead of running hourly after 9:00pm as they do under the “zero growth” scenario.
- **Eight Percent Growth (+1,260,000 by FY22)**
 - This is the 2022 Draft Recommended Network that is presented in the main maps, reports and presentations. This network includes the same routes as the 0% and 4% growth scenarios, however, it also includes substantial increases in off-peak service during evenings and weekends.

Although the total service hours operated by WMATA would remain flat in the 2022 Draft Recommended Network, there could be some changes in terms of which agency operates which routes to ensure that the existing service balance can be maintained. DASH and City staff are currently coordinating with WMATA Planning and Finance staff to determine how the changes will be phased and to fully understand the potential impact of any changes on the regional WMATA subsidy.

2030 Service Recommendations

The Project Team developed the long-term vision for the city’s bus network, which represents a 20% increase over existing service levels. It should be noted that the 2030 network includes a 20% increase for both DASH and WMATA service.

DASH and City staff are currently coordinating with WMATA Planning and Finance staff to determine how the changes will be phased and to fully understand the potential impact of any changes on the regional WMATA subsidy.

Board Discussion in New Business

The Board is asked to provide input on this increase in investment any network changes that they deem appropriate based on the feedback that is received so that the final ATV network may be presented to the Board for final adoption at the next meeting on December 11, 2019.



Alexandria Transit Company Board of Directors Meeting



Meeting Agenda Detail #1a Attachments: ATV Survey Feedback Responses

How will the AT9 route be affected, if at all.

"

Good afternoon,

Rather than trying to fit what ended up being quite a lot in to the tiny boxes in the survey, I have enclosed below my comments on the ATV recommendations. These are based on the 2022 draft network, with the thinking that circumstances between now and 2030 are likely to change to an extent that this report will have been superseded by then.

Comments are in the order that I thought of them, not in any sort of prioritization. Apologies that I cannot make the workshops, as I have scheduling commitments on those evenings.

Route-specific:N3 - Consider eliminating service on Whiting St. (run along Van Dorn), as 4 of 5 stops served by this sidetrack will be within steps of the more frequent N7. This would 'streamline' service on Van Dorn St., consistent with the general recommendations of the project.

N3/29KN - I'm somewhat disappointed that the highest-ridership service in the city is not improving in the near term. I'd suggest that peak service should consist of the [limited stop] 29KN on 15-minute intervals (1 29N to Vienna, 1 29K GMU, and 2 29N/ to NVCC); alternating with the [local] ""N3"" on coordinated 15-minute headways, so pax can catch a bus roughly every 7-8 minutes. Off-peak is trickier (because of the local/limited balance) but an upgrade from the current 15-minute headways to 10-minute headways, however achieved, would be nice.

N7 - Appears to be a logical extension/combination of existing WMATA 7A/F, AT1, and AT2. Attention to detail will be key for implementation. For example, the report paints the 7W and N7 as separate buses. But in practice, the 7W and 7A are co-blocked. Since it wouldn't make sense to add deadhead service during PM rush, and adding WMATA mid-day service would be expensive, may I suggest that off-peak, WMATA-operated buses (from Van Dorn to Pentagon, via Southern Towers and Shirlington) run every 20 minutes, and DASH-operated buses (from Van Dorn to Southern Towers) run every 20 minutes (for 10-minute headways from Van Dorn to Southern Towers).

N10 - Curious as to the origins of the deviation from N11 between Shirlington and King St. This seems to create a web of bus routes on adjacent streets, which is contrary to the goals of the strategy.

N10/11 - Consider extending eastern terminus to Crystal City (via MWY routing), especially in light of Amazon stuff. I distantly recall such an extension was proposed for the AT9 some years ago, but quietly disappeared from planning.

KST - I am generally supportive of extension to Eisenhower Ave. station, but only if there's no reduction in headway - this service is already very crowded.

21A - No comments on routing, but I note that the peak period map misrepresents current frequency of service. As a regular rider of this route, I would appreciate a greater span of service, but what's currently running works for me the majority of the time.

25B - I like the re-route to avoid the circuitous, low-ridership tour of Foxchase, which will shorten travel from the lower West End to Ballston (currently taking around an hour for an 8-mile trip). But I'm curious as to how much time (and, therefore, cost) this will save.

25B - I would be interested to see the benefit of the ""swing"" over to N. Pickett via Duke and Homes Run. Is ridership here expected to make up for the additional running time?

NH2 - I think this connection is underappreciated, as the only bus service across the Wilson Bridge. Consider expanding and improving connections on both sides. (I consider that one of my closest friends lives a few feed from the

Eisenhower Ave. metro, and works at the Rivertowne Commons center in Oxon Hill... but he needs to arrive at 6am, and this is not viable currently - even before factoring in lengthy layovers when the connection does exist.)

General:

- Span of service. Considering the metrorail-centric nature of regional transit, first and last buses should be timed so that riders can connect to/from the first and last trains of the day.
 - Schedule coordination. Speaking of connections - please please please coordinate bus schedules. The current network (including DASH and WMATA) is largely a collection of independent bus lines, which is great if your origin and destination happen to be on the same line, and time-consuming if they do not.
 - Regional destinations. The network largely appears to emphasize areas within Alexandria as O&D. Consider that if I (living near Landmark) need to go to Tyson's Corner, the fastest routing is to go south (to Springfield) and then take a Fairfax Connector bus. Ballston and Crystal City are accessible, but it takes awhile to get to either.
 - Landmark Mall. If there will continue to be an insistence on buses diverting in to the Landmark Property, the transit location needs to be somewhere other than hidden in the far back corner of the building. The additional time required to make this diversion dissuades bus ridership in general, and adds operating cost, due to the added running time.
 - Nomenclature/numbering. As the report points out, pax are generally less interested in which operator is running a particular route, than with the actual route itself. To that end, may I suggest DASH adopt a numbering system that demonstrates harmonization with WMATA routes. For example, N3 (current AT8) should have something based on 29, or N5 (current AT10) should have something based on 10.
 - Shoulder periods. It would be nice if there were a ""ramp up"" and ""ramp down"" of peak-only buses to account for greater variability in commuting patterns. Currently, the worst times to commute are the periods 1 hour before and after 6:30-8:30am and 4:00-6:00pm, as rush hour bus service is often limited or even not running, but off-peak service is also not running.
 - Implementation period. Why will this take so long? DASH showed with the ""AT1+"" that it can move quite swiftly; there's no reason this should be any different.
 - Lower West End shuttles. Currently, there are dozens of apartment complex shuttles to the Van Dorn metro station. Is there no way of creating one or two local circulators that would replace all these buses, thus providing more frequent service with lower environmental impact?
- Thank you. Looking forward to an improved network.

Jim"

"

Thank you for the opportunity to provide feedback.

It would be extremely helpful if DASH, ART, and WMATA could coordinate to provide a fast way to travel between the King Street Metro Station and the Shirlington Transit Center.

I live in Arlington and work full time in Old Town

Alexandria. Having an efficient, direct way to travel between these two major transit centers would have made the summer 2019 Blue line closure far more manageable.

Thanks for considering this suggestion.

Stacy Furukawa

"

"When is someone going to talk about rapid transit in the west end./zip 22312? Metro rail? Trams?, trolleys?, dedicated bus lanes like in Crystal City? Buses do nothing to actually solve the main problem..a total lack of rapid mass transit for the entirety west of 395.

"
"

Here are my concerns about your two plans:The 2022 proposal would essentially cut off Park Fairfax-area residents from reasonable access to Old Town. Since the City is increasingly imposing unreasonable restrictions on automobile useage and parking, this will cause us to avoid going to Old Town and redirect us to use commercial districts in Arlington. The 2030 proposal is slightly better. It would provide Park Fairfax-area residents with only limited access to Old Town by requiring multiple bus trips to and fro.

Since the City is increasingly imposing unreasonable restrictions on automobile useage and parking, this will cause us to avoid going to Old Town and redirect us to use commercial districts in Arlington. Please take these comments into account.And thank you for your hard work, Best regards,John Fehrenbach Alexandria City Resident"

"I am at a loss to understand how the leaders of this city want to discourage driving by car while simultaneously taking away a bus route that is critical to our neighborhood. Many of my neighbors, including my spouse, take the AT2 every weekday. One neighbor has a handicap which prevents her from driving. Countless teens also use the bus. I strongly suggest that this route be preserved.

Lisa Montague
Allied Member ASID
Repose"

Mr. Scholly called in to ask about potential changes on Janneys Lane. He lives at 803 Janneys Lane and is concerned about recent changes to lanes on Seminary Rd and now potentially losing bus service.

"To Whom It May Concern:

I live in the Clover-College Park neighborhood (Cambridge Rd) and my daughter attends MacArthur Elementary School. I am what you would describe as ""mixed modal"" for my commute to D.C.: I ride my bike 2-3 times a week, take public transportation 1-2 times per week, and drive only when necessary. I think this gives me a unique perspective on transportation in and out of Alexandria.

The AT2 is a *critical* bus line for several populations:Low income communities in the West End who 1) work in Old Town and 2) may not work 9:00-5:00 jobs for which they commute in rush hour.The line passes TWO schools (MacArthur and Hammond), a public library (Burke Branch), a MAJOR doctor's office complex (Kenmore), and a hospital (INOVA Alexandria). So how is this an unnecessary line at ALL hours? The new transportation maps leave a gaping hole in bus service for Central Alexandria.When I-- a central Alexandrian/MacArthur parent--take the bus from in front of MacArthur School (alternatively, Cloverway Drive), it is almost ALWAYS packed with people from all walks of life: high school students, parents, commuting professionals. Reducing the lines would make this bus more inconvenient. (The same thing happened to the AT8 when Metro made the 29K/N lines express and they did not stop along Duke. The AT8 became nearly impossible to board.)Central Alexandria already battles a cut through traffic problem. Reducing bus service will only force more people into their cars. I know that on my non-bike-commuting

days, I will sadly be in my car. First, the driving lanes on Seminary were reduced. Now you're cutting our bus service? It makes ZERO sense.

Sincerely, Laura Turner O'Hara
Cambridge Road

"
"

To Whom It May Concern:

I live in an area served by the AT2. We live near Janneys Lane, along which the AT2 runs and which was also served by Metrobus 28B until approximately 10 years ago. The loss of the Metrobus resulted in a great change for us...we used to take it to Tysons Corner, and even used it for trips to Dulles Airport. The bus was also useful for going to King Street metro, supplementing service from the AT2. We moved to this house because of its easy access to buses, and through the buses to Metrorail. The 2022 plan will take away ALL peak and non-peak bus service from our area, and it is un-restored by the 2030 plan. In an era where the city says again and again we must encourage alternative forms of transportation, THIS DOES NOT MAKE SENSE. Where we have taken the bus and metro in the past, we may be forced to drive due to the 1-1/4 mile walk (up and down steep hills) to Metro. We are in our 60s now, will be less able to meet this physical burden as we age and are concerned that the lack of transit will force us to move out of the neighborhood prematurely.

Under the new plan, the percentage of citizens lacking non-peak DASH or all DASH service will more than triple from 3 to 10 percent. That is 15,000 citizens of Alexandria, half of whom will have NO DASH BUS SERVICE, the other half of whom will have peak-only DASH service. While the desire to decrease headways on DASH lines such as the AT8 is understandable, it only makes sense if done by adding new resources, not by taking bus service away from thousands of Alexandrians. The AT2 is as well used as all other DASH bus lines in Alexandria except the AT8.

It does not make sense to completely eliminate this one line to enhance service on the AT8 when almost 1500 people daily depend on the AT2. Duke St is not an easy walk for us and it has a lot of accessibility issues that Janneys does not have. Please reconsider this cut of absolutely critical services to the Clover-College Park area.

Sincerely,

Leslie Kostrich

"

"I am unable to make today's Public Meeting but did want to express my concern about the proposed schedule change to the Route 5 bus. I object to the bus being discontinued on Duke Street. This route used to be operated by the AT8 bus which was perfect, but unfortunately last year you cancelled the AT8 from servicing Duke Street . . . I found out too late about your schedule change so I was unable to comment. (Actually what had happened last year is I did see a sign about ""Scheduled Improvements"" on the buses (that is exactly how it was worded) and I did not know that it actually meant Schedule Eliminations -Normally I imagine an improvement as being something positive not negative. . . you guys are so sneaky)) At any rate, now it seems as though you want to stop service altogether on Duke Street which is a primary route for two prominent Black Church's in the city and a very large complex of affordable housing units. Regardless of what you might think, this route is critical to a large population of your riders and should be maintained. Please consider this a formal comment/concern from a community member about your service plan. Your proposal targets a large percentage of your ridership population in a negative way, and I am letting you know that it should not happen. Thank you for your time and consideration to this matter.

Lois Kebe

"

Support for continued improvements on the AT9, with connections to PY Metro
Multiple questions about ridership/coverage and overall process.

"Hello,

Please leave these routes, bus stops, and scheduled runs unchanged. If it ain't broke, and they aren't, don't fix them. If you wish to improve these routes, and you should, add more scheduled runs. Simple. I've been a customer of DASH since July of 1996 so I am familiar with its strengths and weaknesses. And while I find it to be generally reliable it could be better. Cutting back existing service is not how to make DASH better. I speculate that the fix is in and DASH has already decided what it's going to do and that asking for input from the public is just an exercise in going through the motions. I'm 59 and I've spent most of my working life inside bureaucracies. I know how they work. Time will tell if I am right or wrong.

If you respond you'll receive my autoreply but disregard it.

"

"Dear Transit Vision Team -

The 2020 and 2030 Transit Plans leave a gaping public transportation void for residents near/on Janneys Lane and Seminary road. What options will those city residents have without service from the AT2?

Why are these neighborhoods being left out while we are already dealing with regular extreme traffic at Taylor Run & Janneys Lane and Taylor Run and Duke Street? This plan will put more traffic on the road in this neighborhood because no one will be able to access public transportation and these neighbors will be forced to drive now. How will these residents access King Street metro which has gotten rid of all parking and now there will be no bus service?

This neighborhood is already cut off because it is not served by a capital bike share station or other options.

Occasionally scooters show up in the neighborhood but they are a pilot and way more expensive than a bus trip.

They are also not a valid option in freezing temperatures or rainy conditions and the bike lanes on King Street are not continuous so i regularly get beeped at by cars while using the full lane I have a right to while on a scooter or bike.

More traffic = more particulate matter pollution and carbon dioxide pollution directly impacting the many pedestrians and bikers on Janneys Lane.

What ridership numbers are being used to calculate the Transit Vision Plan? I hope recent numbers during the King Street parking lot improvement job and metro shutdown are not the ones being used to make these decisions.

Ridership is currently down due to the extra commute time and unreliability added by rerouting buses at King Street onto roads with more traffic (Duke/Callahan), adding extra time to commutes.

Since the King Street metro parking lot has been under construction a lot of my neighbors in the Taylor Run neighborhood have been riding the AT2 bus less because the buses are currently a lot less reliable and are rarely on time Westbound during rush hour. Since the AT2 Westbound buses have been rerouted onto Duke Street and Callahan they sit in much more traffic every evening and have doubled my bus ride home to Taylor Run each night. I expect to resume using the AT2 more once service is restored at new King Street parking lot bus bays, which should return Dashbus to normal, reliable service.

Additionally, fewer of us were riding the AT2 during the metro shutdown due to lack of service at King street and Braddock.

Please maintain public transportation options for Janneys Ln/Taylor Run/Seminary neighborhoods.

Public transportation is why I live in the City of Alexandria, please maintain it.

Jamie Piziali

"

"Please don't cut back the AT8 or AT7 service.

Thank you.

I am an Alexandria City resident.

Sincerely,

Margaret Braly

"

"Hi, my name is Molly Rufus. I'm writing to you about the plans to remove the existing bus routes along Seminary Road by 2022.

I'm a senior in high school who regularly takes the bus to work, classes, and events in DC, Old Town & Falls Church. I'm very environmentally conscious (something that Alexandria relates to) so, I'm trying to put off driving for quite a bit; however the new plans make this impossible.

I saw that there will eventually be a 25B and 28A at Southern Towers and Seminary Hills, respectively, and I am physically capable of walking that far. But as a woman it would be unsafe to do so, especially coming home at night. I'm extremely confused as to why this removal would even happen, as the past meetings led the board to conclude that ""Approximately 15 percent of service hours should be allocated for coverage type services, with an emphasis on maintaining transit access for areas with significant numbers of seniors and individuals with limited mobility.""

15% is not a fair compromise. More so, we have multiple accounts of limited mobility.

Here are a few examples:

- Numerous military & government folks who take the bus into work, bus system is a must for minimizing time spent in rush hour and maximizing time spent serving our country and their families.
- Numerous people moved into this area because of its fantastic bus system and they are as equally environmentally conscious as Alexandria claims to be. This would push more people into driving and Ubering.
- Numerous college students attending NOVA, people with low income jobs, and families with kids and/or healthcare crises, who simply cannot afford to own a car and drive while inhabiting the expensive area along Seminary Road down to Janneys Lane.

The fact we'd work to increase the peak/regular service for other areas while eliminating service for this one is appalling. It's not a true community effort and it feels rushed and sloppy due to the lack of consideration and the dismissal to these people, including myself, my family and my community.

Thank you for your time.

Molly Rufus

"

"Good Morning,

I've just reviewed the proposed Dash bus plans and am very disappointed at the plan to remove the AT-7 service route from S. Pickett Street. This area is in a process of growth, and needs MORE transit service, not less. In the past few years, the townhomes have replaced the bowling alley, and more condos, townhomes and an assisted living facility have been built here. Not to mention the apartments at the corner of Picket and Van Dorn. This plan is a major deterrent to all of us who live on S. Picket and depend on the Dash bus. I have a monthly dash pass, I do not own a car, and Wmata may be your partner, but they are wholly unreliable. Please reconsider this plan.

Best,

Brian Calvary

"

"I want to say how very opposed I am to the elimination of the AT2 route that goes onto Seminary, Janneys and then onto Old Town.

We live close to MacArthur Elementary school on Janney's Lane, and many parents who drop their kids off in the morning catch the bus to work and the metro. I have two members of my household who work in Old Town and would be stranded without this bus! There were at least 10 people waiting for this bus this morning at 7:50am and every other morning of the week.

Our neighborhood is home to people who cannot afford cars, who are disabled, and many others who rely on this particular bus to get to where they need to go.

The city of Alexandria has many plans to eliminate the use of cars, but now we find ourselves also facing the elimination of public transportation. How are we supposed to get around!? I urge you strongly to keep the AT2 Route during at least rush hour traffic (7-10am and 4-7pm).

Thank you.

"

"To whom it may concern,

You can imagine my dismay when I learned that you are eliminating the AT2 bus route except for express routes with limited stops in the morning and evening.

I use that route to go to the library, the metro, the hospital, the grocery store, and Old Town in the middle of the day. I can always drive, but because parking is so problematic in Old Town and I like to do my small part in preserving the planet, the AT2 is my go-to bus route.

If you look at the map, which you created, you have basically taken an entire pie-shaped slice out of the transit map. Maybe you think people don't use public transportation in this area? I've been led to believe that the City Council wants everyone to use public transportation, ride bicycles, or walk everywhere. Hence the Seminary Road "road diet," which will certainly exacerbate the abysmal traffic situation, since a very low proportion of residents in this area will ride bicycles or scooters. The result of removing the AT2 service as a transportation alternative will certainly push more people into cars and make life pretty miserable for anyone that wants to get anywhere. It's always gridlock in my neighborhood from 3:15 until 7pm.

Shame on you for discounting the needs of those of us who don't drive, can't drive, or choose not to drive.

We are your constituents, too.

Paula Coupe

"

"I am very much opposed to the discontinuation of the AT-2 bus service which is the principal bus I use to get to King Street metro and other outings. It is the most convenient to my home off Janney's Lane and offers me the

opportunity to avoid being hit by poor drivers on King Street who ignore the cross-walk signals as I cross. Please think of another alternative. Every schedule change you have made in the last few years has made it more inconvenient to take the DASH and force me into a car. That seems to be in opposition to your overall strategy. Instead of bikes and scooters, think of the seniors needs as well for convenient and accessible transportation.

Ross B. Simons

With all due respect, the maps and explanations of route changes provided are inadequate in detail for any regular rider to evaluate the changes. For this kind of drastic change to bus service you've got to do better to provide better details/contrasts and maps.

- "• When I was discussing the improvements for frequency, and people within 1 / 4 mile of a frequent route, one person noted that many older people can't walk even 1 / 4 mile.
- Someone noted that most of the routes seem to go in an east-west configuration, and not good service to Shirlington. I did show them some of the routes off Duke that would go north, such as the 28A and the 8Z; I also discussed how transfers would work better under the proposed network
- Discussed lack of service in the Seminary Hills area – they noted the City seems to promote transit to all residents, but then takes routes away – I discussed the generally low density nature of the area, and trade-offs, and what we heard from other rounds of engagement and policy direction. Also told them we want to hear their comments and concerns, and that if there is strong direction to add service in this area, we may need to look at how we provide that, meaning we may need to reduce service in other areas
- Discussed need for better service to Shirlington during the non-peak. I noted the improved frequencies along the Van Dorn Beauregard corridor (N9), and that there may be need for transfers, but they would be more efficient
- One person suggested restructuring the N11 to go down Quaker rather than turn up Seminary, and use the N10 only to go up Seminary
- One person asked why we aren't showing Microtransit as part of our recommendations – I noted that we were responding to policy direction and use of our service level growth (20%), but that microtransit is something we could continue to look at in the future
- When I explained the difference between the 2022 0% and 8% growth (mainly reduced service in evenings and weekends), one person noted that for the 2022 0% growth, evening service is still important. I told them we wouldn't be completely taking away evening service, just reducing it

"I cannot attend tonight's meeting.

However, I suggest that DASH have a bus that goes directly to the National Airport from King Street Station on a regular basis.

Jeanne Gardner

How many elementary schools are being cut from service? Concerned over loss of service to schools.

General feeling that there is too much of a focus on revenue being the most important consideration

General sentiment that it is unfair that other areas in the city are getting a lot more service and the Seminary/Janneys area is losing all service

Confusion about how to understand the split between ridership and coverage

Feeling that it was not fair that the road diet for Seminary Road was approved and it was conveyed that one of the options was to use public transportation and now that transportation is going away

Access to jobs and residents is important, but is there data to show that people will use the new service?

Questions regarding the best ways to voice opinions and concerns over proposal.

Request that there is a dialogue with DOD regarding the AT2X potentially stopping at the stops that would be removed

Concern that the bus is needed and they moved to that area because of public transportation

Request that buses are not removed from Duke Street in Old Town due to people, especially seniors, that use that bus to go to church

Note that the AT2 is used to go to services at Beth El Synagogue (seniors as well)

With the High-school and middle-school free passes - is that impacting the network redesign?

Is the walkshed analysis prepared using "as the crow flies" or using the sidewalk network?

Questions regarding what and when the DASH Board will receive in November

Concern that survey was driving people to be in favor of ridership based on the questions

Noted that it is unlikely that there will be tax increases to fund additional service since school age population is increasing

Question of if demand-responsive service is still on the table for areas with reduced coverage

Question of whether the road diet was considered when proposing this loss of service

"The Greater Washington Partnership (the Partnership) is a team of civic-minded CEOs, drawing from leading employers and entrepreneurs, who are committed to making the Capital Region of Baltimore, Washington, and Richmond one of the world's best places to live, work and build a business. The Partnership strongly supports the Alexandria Transit Vision Plan, led by the City of Alexandria and DASH, to create a more useful and competitive bus network. The draft 2022 and 2030 recommended networks proposed by the Alexandria Transit Vision (ATV) project would greatly expand access to frequent bus service. Frequent bus service is key to improving the customer experience and creating a better, more equitable transit system.

Frequent service was a top-line recommendation of the WMATA-backed Bus Transformation Project and was included in the Partnership's 2018 Rethinking the Bus issue brief. Creating a fast, reliable, and equitable bus system for the entire Capital Region will require improved coordination between providers and more jurisdictions need to take the kind of bold action and leadership shown by the City of Alexandria. We commend the City of Alexandria and DASH for their forward thinking vision and recommend that you move to advance both the 2022 and the 2030 visions as expeditiously as possible.

Keep up the great work!

- Joe

"

Mr. DeLiso represents the 400-unit Park Place Condo building on Van Dorn Street. He is supportive of the overall objectives of the plans, and supports the new "N10" route that would provide new all-day service along Van Dorn Street. He recommends keeping the connection from N10 to Potomac Yard that is proposed in 2022 in 2030 as well. He also had some concerns about the assumed 2030 spans for the 22F and other peak WMATA routes, which appear to be decreasing between 2022 and 2030.

"Dear Mr. Sindiong and Mr. Barna,

As a regular user of the DASH bus system, I am very concerned by the maps that I see (although they do not enlarge to allow you to see in greater detail exactly where things are going) as the proposed changes and have several questions. I am still hoping to talk to one of you but thought that I would also lay out some of my concerns in a email so that we could perhaps have a more fruitful conversation. It does not appear that I will be able to make one of the meetings and so was hoping to talk to one of you briefly.

1.) Elimination of Buses serving Powhattan within a block or two. It appears as though my neighborhood is losing all of its buses (the AT 2, 5, and 8). I live on Second Street right off of Powhattan.

I use the AT 8 almost daily to go from my home out towards the West end of Alexandria to (Duke and Dove Street) and back. I do this at off peak hours and frequently am taking the bus back towards my house in the evening at 8:30 or 9pm at night. This is my commute. Currently going to Duke and Dove street is fairly direct - I only have to walk 2-3 blocks in the morning to Madison street where I can catch the bus and in the evening I pick it up within a half block of where I am at Duke and Dove street and it safely conveys me to within a block of my home - which as a single female I value.

2.) It appears based on the map that you are basically going to be putting into place a ""spoke and hub"" system - u.e. the old town circulator will run between 2 metro stations around and through Old Town but then to get out of Old Town you will have to take a different bus from King street - i.e. get off one thing, stand outside in the cold or wet or dark, waiting for something else instead of being able to take the bus that currently serves your needs. It also appears that nothing will run within a block or so of my house anymore. Is this the plan? Again - the maps do not enlarge so that you can see the details

3.) Off ""Peak Hours"" - I don't see any hours posted for the new routes- One of the biggest problems is evening and nights. I used to be able to go out with my DC friends in DC, taking a bus to the metro early on Saturday evening and then on Friday and Sat evenings until 2am be able to take the 9A metrobus from the Pentagon safely back to Powhatan street. IN large part I did this route because there are NO BUSES that run on a regular frequent schedule from Braddock Road to my neighborhood at night - any night but especially not after 9pm.

I am not sure that I see any remedy for this because nothing tells me what hours things would be running. As it is for my ""regular commute"" from Duke and Dove street back to my home directly off of Powhattan and Second street I frequently am coming back towards my house at 8:30pm or 9pm at night and have been immensely grateful that the AT8 picks me up where I am and drives me back to within a block of my house - where it is safe to get off and walk alone at night. I have also been very thankful for the frequently with which the 8 runs later in the evening.

In short I fear based on what I see that my neighborhood is going to lose service that allows us to move beyond the boundaries of Old Town on one bus without changing buses and that we are not going to get the service that we need nights and weekends. As I said - since the maps that are provided do not seem to allow you to enlarge them so you can better see exactly where the new routes run - it is hard to know for sure which is in part why I would like to speak to one or both of you.

I look forward to hearing from you.

Thank you,
Nancy Meyers

"I am a resident on north end of W Taylor Run Pkwy and use the #2 bus to commute to the VRE morning and evening during rush hours. Losing this bus would create a hardship for me as I have committed to commuting by public transit. After seeing the presentation at the Library (off Seminary) last week I was dismayed at the prospect that "coverage" is being sacrificed for increased service in other areas (more frequency). While I understand the impulse by DASH to maximize "ridership" it should not do so at the expense of providing all residence a base line of service. I question the value of providing high frequency on so many other lines, including off peak and weekends, while completely abandoning base line service to the seminary and Janney lane corridor.

Dash is a public service to which we all contribute tax dollars. I pay very high property taxes for the convenience of living in Alexandria, close to DC, and the opportunity to participate in and benefit from a sustainable commute system. In recent years I have been frustrated by the traffic lane reductions (calming/diet) put in place along Janney's lane to encourage less personal vehicles and increase mass transit, but it seems like our city transit planning officials do not have a clear vision for our neighborhood, when they now support removal of the very transit we were urged to use.

Running public services is inherently costly and usually comes with inefficiencies. Democracy, equal access, and fairness requires that we be careful about using business models that focus on capital priorities while eroding social values and commitments. This is a fundamental question of equity on the continuum of "ridership versus coverage". I get that it's a tricky balance but I disagree that remove a base layer of coverage for our portion of the system is equitable.

Your team placed great emphasis on the fact that better service meant higher frequency of buses throughout the system. You are proposing to redistribute the assets and service to give most of the city this excellent experience while abandoning our sector.

I would argue that the #2 bus as it works today is a baseline service that should be preserved. The city of Alexandria is not a dense urban city like DC where one expects to have a bus pull up every 10 minutes. I track the Dash bus on the Dash app and walk out to my nearest stop when I know the bus is actually coming. I also generally know the schedule. This is an accommodation I am use to and feel is reasonable given the density of ridership along Seminary and Janney's. I suspect that if you recalibrated other bus lines to have a 12, 15 or 17 minute frequency or less frequency on the weekends, in other areas you could easily recapture resources to run the #2 bus.

Compromise is needed.

Andrew E. Scott | Deputy Chief of Engineering & Design

"

"Mr Sindiong and Mr Barna,

I've lived in Alexandria for most of my more than 60+ years. For my whole working career I caught buses and the subway to my places of work in DC, Crystal City, and the Pentagon. In retirement, and even when I worked, I frequently use the buses and/or subway to get downtown to DC and into Old Town, as well as TRYING to get to other places in the city such as Bradlee, the medical bldg at Seminary/395, and other locations in Old Town.

I've attended a presentation given to my neighborhood association and a public meeting held at the Burke Library, and submitted comments via the online survey form. I would like to also submit the following comments.

Overall, all of the plans drastically underserve residents during the day - especially if they're trying to go North-South or vice versa practically anywhere in the city. Not all those lovely houses in the enter of the city are filled with people who commute to work every day and back. There are many people, including college students, who NEED to get places in the city during non-peak hours. Currently, and in almost all your proposals, people can't get where they want to at all, OR it takes them so long to do it - because they have to go all the way to King Street or Southern Towers or Shirlington and then back the other way to get where they need to - that they simply DON'T ride the buses at all. If the city truly believes in, and wants to achieve, the goals of less cars and more use of transit, then you need to provide people with a way to get around the city that does not take 1 1/2 hours each way. It's no wonder ridership is down.

Peak Services currently, in 2022, and in 2030 - generally seem to provide the minimal necessary coverage.

Current mid-day service - is not great and could be improved - there is nothing going N-S except the 10A toward Crystal City, the AT2 does go E-W along Seminary and Janney's in what i call the no-man's land of mass transit. However, vast parts of the city are devoid of mass transit of any kind.

Mid-Day 2022 - the addition of the 28A between Duke and Seminary is a nice addition. The deletion of the AT2 along Seminary is deplorable and should NOT happen.

Mid-Day 2030 - the addition of the 22A is a nice addition, but there is NO AT2 route or anything even close; AND, although the Eisenhower corridor is, regrettably, one of the fastest growing areas of the city, there is only one route, every 30 minutes along Eisenhower. Seriously?

A faulty assumption the proposals make is that people are all willing to walk at least 1/4 mile to get to a bus stop. However, older or less fit patrons, people carrying groceries or children, etc. are much less willing or able to go that distance. And none of those folks are going to use a scooter or bike.

I realize designing routes is a thankless task; however, if you want people to actually use the system, you need to make it more available and less painful to use.

Thank you for your consideration.

Amy Breedlove

"

"Dear Messrs. Barna and Sindiong,

Thank you and the entire Alexandria Transit Vision (ATV) project team for your desire to improve the DASH service. I am writing to request the DASH AT2 service be maintained and I oppose the elimination proposed in the current Alexandria Transit Vision Plan.

The stated purpose of the ATV project is to "[encourage] more people to get to more places using transit", although the elimination of the AT2 would remove transit options for an entire corridor that relies on it. I am a regular AT2 rider. While the density of ridership along Janneys Lane and Seminary road from Howard to North Quaker may not be the highest in the city, the AT2 is the only service within at least a mile to most of this area. Virtually every morning that I ride the AT2 starting near Fort Williams Parkway, the bus is full by the time it reaches King Street station and the afternoons heading west are a similar situation.

I am the immediate past PTA President for Douglas MacArthur Elementary School and I am aware of many in the school community that rely on the AT2 service. Nearly every time I ride the bus, I see other MacArthur parents who I know and there are always people getting on or off at the MacArthur stop. Beyond just the students' families, MacArthur staff members also ride the AT2. In fact, individuals from all five of the schools and preschools along this corridor rely on AT2 service.

Within a week of asking my neighbors for feedback on the proposed AT2 elimination, I heard from dozens of people who rely on this bus route. Many concerns were what I expected with people concerned about their work commutes. However, I also heard many personal stories I wasn't expecting. To name a few: students relying on AT2 to get to their schools (including St. Stephens and St. Agnes and TC Williams and satellite campuses); retirees getting to medical appointments at the hospital or Southern Towers; physically disabled individuals getting to work; and families with one car taking their children shopping or to Old Town while their spouses were at work. Nearly every day, I learn of new individuals who would be negatively impacted by the proposed AT2 elimination.

As an advocate for safer roads and increased reliance on public transit, I believe it is necessary to maintain the AT2 service. Given the significant effort the entire community endeavoured with the redesign of this portion of Seminary Road, it would be prudent to wait at least some time to study the effects of the redesign. After all, the Seminary Road redesign was intended to increase safety for all modes of transportation and to increase transit use. If DASH eliminates the AT2 service as currently proposed, the decision would be made within weeks of installing new crosswalks intended to provide safe access to AT2 bus stops.

In closing, I ask again that you maintain the AT2 service, which is relied on by so many.

Sincerely,

Bill Pfister

"

"Dear Mr. Barna...

Bus service is supposed to be about service. The new schedule basically laughs in the face of climate change-minded - senior and minority passengers... as it takes away - for instance all AT3-4 midday service...

states passengers can simply wait another half hour or more to connect to Old Town at Braddock... just to name a few. Your plan is very short-sighted — and totally serves Dash coffers rather than its passengers.

Barbara A Kusak

Sent from my iPhone

"

"HI all: Please reconsider your recommendation to eliminate the Dash 2 bus.

I take the bus to and from the VRE to get to work a few times a week. I live near the corner of Seminary Road and Fort Williams Parkway. I take the Dash near the Seminary around 7:15 AM. The bus is generally packed. I pick up the bus at the King Street metro around 4:45. Again the bus is full.

I moved to my current house about 6 months ago. One of my criteria for buying a house was being on the bus line!! Also with changing Seminary Road from 4 lanes to two with a turn lane the last thing Seminary Road needs is more cars.

Please reconsider your decision,

Lisa Soronen

"

Phone call with Mr. Sterling. He was interested in the proposed changes for the AT2. He is retired and lives along Janneys, rides the bus occasionally. He supports the option for the AT2X to make intermediate stops, but he pointed out that service on King and Duke would be improved and he could also walk to those buses, especially if they are coming more frequently. Had some other other questions about the AT2X and ridership, asking why we need to run big, noisy buses through the neighborhood when so few people ride them.

"Hello,

I have a question about the Alexandria Vision Plan that I am unable to find the answer to when looking through the materials. I live in Del Ray, east of Russel Road and work in Old Town, so I take the AT3 to/from work. I see that with the new plan, to commute between home and work I will have to take the N23 to Braddock Rd metro station then the OTC to old town. My question is, would I have to change busses to do so, or would the N23 continue to follow the OTC route in order to loop back around?

Thank you,

Tara King

"

"Dear Messrs. Barna and Sindiog,

Thank you and the entire Alexandria Transit Vision (ATV) project team for your desire to improve the DASH service. I am writing to request the DASH AT2 service be maintained and I oppose the elimination proposed in the current Alexandria Transit Vision Plan.

We bought our home because of the excellent public transportation nearby and quick access to Metro. My wife and I take the AT2 at various times during the day and at various times throughout the year for both business and pleasure when it is advantageous to use metro. We utilize the Cloverway stop. For instance, just last week on 28, 29, and 30 October, I had to attend a conference in Washington at the Convention Center. By taking the AT2 (at 7:00AM) to the King Street metro station, I got on the yellow line right to the Convention Center. Door to door, the trip was 40 minutes and total cost \$5.25 (one-way). Without the AT2, I would have had to drive my own car and spend at least \$25.00 per day to park. Ride sharing or taxi could have been used to get to King Street, but that would still be more expensive than the AT2 fare of \$1.70. On the mornings of the 28th, 29th and 30th, I rode on the bus with my neighbor. He utilizes this bus every day as he works in Washington where there is no parking near his office. Without the service, many people like him (I saw the same people every day that week on the bus) will be greatly impacted. Alexandria has eliminated a Metro parking lot, so we cannot park at the Metro Station either. Either way, whether using our own automobile or paying to use a taxi or a ride sharing service, the lack of the AT2 line will increase the number of motor vehicles on Seminary Road, Janney's Lane and King Street and down to Old Town.

There are other impacts to the general community. For example, the Seminary Road re-design increases pedestrian access to AT2 bus stops that will now be eliminated. Additionally, the Seminary Road re-design highlighted the intense neighborhood concern of congestion on Seminary/Janney's; eliminating a bus route along these roads will now increase congestion during rush hours as residents still have to travel that route. Given the significant effort the entire community endeavored with the re-design of this portion of Seminary Road, it would be prudent to wait at least some time to study the effects of the redesign.

The Alexandria City Government terms Alexandria an "ECO City." On 22 October, the City Council declared a "climate emergency." Eliminating a bus line is clearly counter to the City Government's way of thinking about the environment. Without doubt, more cars will be added to the road (personal or ride share) adding to the CO2 levels, which concerns the City Council. Eliminating the bus will also have an impact at INOVA hospital and its nearby Medical building at Kenmore and Seminary Road. I often run past the INOVA bus stops on my exercise route three

to four times per week. Each time I see hospital and medical staff and patients waiting for the bus near each facility. The AT2 may be vital to them.

As a final note, there some who seem to think the new "bike lane" will increase bicycle usage as a means of primary transportation. This is primarily a family residential area. Transporting groceries and children is not feasible by bike usage. Nor is bike usage feasible for the elderly, those needing medical care, and for those who are not able to pump up and down the steep hills and inclines of the natural terrain travelling on the route and in the heat and humidity, rain, snow and other environmental realities of Alexandria weather. Also, most people need to arrive at their destination dressed appropriately and not in biking attire and sweating and in need of a shower, hair appointment and dressing area with advance storage for their attire upon arrival.

In closing, I ask again that you maintain the AT2 service, which is relied on by so many. Please be realistic, in light of the many concerns noted in this letter. This is a major city transportation artery.

Sincerely,

Joseph and Catherine A. Genovese

"
"

I have followed the City's various transit/driving/parking plans closely and do not understand the logic of any of it.

Earlier this week, there was a hearing about sharply restricting parking in Old Town to two hours, making it impossible to, for example, have lunch AND go shopping, or have dinner AND see a show at the Little Theatre. We are encouraged instead to take public transit, which you are now taking away as an option.

The AT3 bus is now to end at Braddock Station, forcing riders to transfer to another bus that does not follow the same route and does not take us where we need to go. Then, you are eliminating the AT3-4 loop bus in the middle of the day, forcing us to drive. Please see the above paragraph.

I am strongly opposed to both of these changes as they represent the majority of my transit trips, and exacerbate the parking issue. Scooters and bikes are not the answer for a trip of that distance, nor do they address the needs of any except very young very fit people who have no mobility issues.

Apparently, the City does not want anyone to work in or visit Old Town and is encouraging me to take my shopping and entertainment dollars to Arlington.

Susan Boyd

W Glebe Rd

"

"To whom it may concern:

I have recently become aware of the proposal to cut bus lines AT2/ AT5/AT6 I strongly oppose the cuts to these bus lines.

The AT2 specifically is vital to the Seminary Hill Community. Residents of the community along with students, staff and faculty, of Virginia Theological Seminary rely on this bus route, to get to work and for leisure activities. I used the AT2 as my sole mode of transportation for nearly 7 years, when I did not have a car, it was helpful to have such a convenient route.

Please reconsider this decision, the service is necessary and relied on by many in the community.

Thank you,

Vannessa McCormick

"

"I write to protest the elimination of the At2. I am a senior living on Janneys Lane. I use the AT2 to get to Amtrak, Metro and Old Town. My husband and I rely on this bus.

We were "road dieted" to encourage us to use public transportation. Now you propose to remove that as an option.

I am past the age where biking and scootering to get around are feasible options. I need the bus.

Please, please don't take away our only remaining means of transportation.

"

"My name is Justina Moffett and I am a current resident in Alexandria. With the changes being made to the city, how are you informing residents of the plan?

Justina Moffett| Business Development Representative | Adobe Government | Adobe | c: 202-894-1359 |

moffett@adobe.com

"

- "• Many complaints about overall reliability, timeliness, and missed trips on the 10B, 10E, and 11Y. This made it a harder sell that the Metrobus service will still be there when the AT3 goes away.
- Only 30 min frequency on the 10B, which will be the only one that goes to Braddock.
- Some riders prefer the AT3 because it doesn't take Washington St, therefore moves faster especially in the afternoons.
- Riders of 10B, 10E, and AT3 upset about new stop locations on Braddock Rd. They say it's dark, unsafe, and dirty. A rider named Sy was leading the charge on this, and I think she's spoken to us before. Concerned about crossing Braddock Rd as well.

"

Pop up event - several riders said they appreciate better service on Beauregard but the longer walk will make it harder for them.

"There are a dozen driveways for all the high-density condos and apartments on a very short crowded street with parking on each side and barely enough room for one lane of traffic each way.

In addition to all the car traffic, several school buses come through each morning and afternoon during the school year. The 25B and the 21A metrobuses have routes on the street. The Brent Place apartments attract a lot of law enforcement and emergency vehicles. DC taxicabs and vehicles with Maryland plates take up valuable and sparse street parking. Commercial vehicles frequently rumble through.

And there are lots of kids and older people.

Please help ease congestion on the street by at least changing the route slightly so that metrobuses don't roll through the super-congested, relatively short street.

Gerri Tucker

"

I am a user of this bus route as I do not have a car. Without such a direct route to Alexandria Hospital, the Seminary Medical Building, and the Mark Ctr Medical Building, I cannot make my appts with my doctors for my endoscopies and colonoscopies, my mammograms, my annual checkups and internist issues, and my urology implant issues, and my same day surgeries for cataracts, knee implant, and hand surgery.. Great Scott, how am I to get around? Uber, taxi...too expensive!!! Can't walk that far. And, isn't this why we have bus services in America??? By the way, I repeat I do not own a car. You see I thought I was ok with city transportation...you sure as hell pulled the rug out from my life. Who gave you this right but yourselves!!!

"Hello,

I am a private citizen living in the Cameron Station neighborhood and wanted to provide feedback on the proposed ATV plan.

As a new homeowner in the community, it pleases me so much to see the city's commitment to improving public transport in our city. Encouraging use of public transport and making our city more walkable improves the quality of life for all us. I hope the city remains resolved to achieve these goals.

I would like to provide some specific feedback on the plan. I realize your office must receive a lot of comments (I hope mostly positive, but I fear most negative), so I provide this only as a data point for your planning use rather than criticism. For context, I use the 8Z route for commuting in the morning and evenings, and my wife and I make extensive use of the AT8/29N/29K/KST routes on weekends and evenings to access the Old Town or connect to the Metro via King Street Station to reach downtown DC for leisure.

- I think the city could vastly improve bus reliability and timeliness through the use of bus-only lanes during peak times, especially on Duke Street. It seems the section of Duke Street between Quaker Ln and Callahan Dr becomes very congested during rush hour, and a bus-only lane would serve to limit the delays I've experienced on this route during peak times. It would also serve as an additional incentive to use public transport as it would be quicker than using a private automobile. According to some Google searches, and it seems this technique has worked in other cities. London, for example (https://nacto.org/wp-content/uploads/2015/04/effective_bus_only_lanes_kiesling.pdf), and very recently in DC itself by painting the lanes red (<https://usa.streetsblog.org/2019/06/07/the-magic-of-red-painted-bus-lanes/>). I would also encourage the use of techniques to give buses priority over other traffic, e.g. bus-only signals at intersections, which I believe are already in use in some parts of Alexandria and is included in your concepts.

- I see from your webpage that the new N3 route will replace the existing AT8 route with expanded hours and more frequent service. This is great for us in Cameron Station and I welcome the change.

- I'm sure there is a question of funding for the proposals. I encourage the city to minimize the cost to actual bus riders (in the form of increased fares) as we want to incentivize the use of public transport and dis-incentivize private auto use.

Thanks for hearing my feedback and thank you for all your hard work improving the city.

Regards,
Harry Starnes

"

"I am writing on behalf of Ms. Lois Kebe, myself, a host of senior citizens and church members who sometimes need the service of the East Bound A5 Bus from King Street Metro (BY WAY OF DUKE STREET) to Washington Street. I am speaking of those of us such as Ms. Kebe who attends the Alfred Street Baptist Church (ASBC), and need this service as it conveniently stops directly across from the ASBC. Many times we (ASBC) are using this particular bus/transit route to help with the church's community activities, which are strictly geared to help those in our community who need our help the most. Such programs as Feed the Five Thousands, Brothers Keepers, Easter Basket Project, Thanksgiving Basket Project, Christmas Tree Project and many more are critical to uplifting and improving the lives of our citizens. Changing this route would greatly hamper our ability to get to the church to volunteer in our various community service projects, and senior citizens should not have to walk on feet several blocks to get to their destination.

We simply want to impress upon you and your office that this bus service/route, East Bound from King Street Metro, BY WAY OF DUKE STREET is indeed an essential route for us to continue to serve our community as well as undertake our christian duty.

Thank you for your favorable consideration of this request.

Sincerely,
Hattie Higgins-Greene

"

"Dear Transit Vision,

Please do not cancel the East Bound A5 Bus service from King Street Metro to Washington Street, by way of Duke Street. Many Alexandria residents, especially senior citizens, in inclement weather, depend upon having access to the A5, to take care of business in this vicinity.

Sincerely,
RM Free

"

Just to let you know that I tried to provide survey feedback, but the maps provided on the survey are too hyper complex (and hard to view) to provide you any useful feedback. I'm left with just trusting that the changes will in fact lead to what are laudatory goals.

"Please do not cancel service on Duke St from Kings St Station to Washington St. (East bound at 5). This service is necessary for members of our church that sits on the corner of Duke and Alfred St.

Sandra L. Barrett

"

"Hello Transit Vision Team!

My name is Max, and I recently had the opportunity to read the Alexandria Transit Vision Plan in full. I wanted to reach out with what I think might be a valuable idea for a way to improve the plan as you consider your options.

I'm a resident in the Seminary Road/Janney's Lane corridor that currently benefits from the local AT2 bus service between the Mark Center and King Street Station. In reviewing the full plan I noticed the below heat maps that indicate that that particular corridor appears to be the only place in the city where the new plan actually reduces residents' access to jobs as opposed to increasing it as is the case across the rest of the city:

Based on what I'm reading in the plan, it would appear that the reason for that decline is the elimination of the AT2 local route.

I think I may have an idea that gets you a win/win and can eliminate (or at least mitigate) those unfortunate red areas of the maps above without compromising the gains earned around the rest of the city by keeping the local AT2 route in its current form:

It appears that there are plans to maintain the AT2 Express route in the form of the new N22 route, which is a good thing in my opinion. So, with that said, my idea is to add a few stops to the new N22 route so that instead of

running nonstop between Mark Center and King Street Station (and essentially blowing past residents along that corridor without stopping), it could make limited stops at a select few of the major landmarks or high traffic intersections in the neighborhood along the way. Specifically, five logical stops come to mind for me, and I've listed them below.

- 1) Francis C. Hammond Middle School/Burke Branch Library
- 2) Inova Alexandria Hospital
- 3) Intersection of Seminary Road/Janney's Lane and Quaker Lane
- 4) Douglas MacArthur Elementary School
- 5) Taylor Run

Simply adding these five quick stops along the new N22 route during peak hours would allow for the express line to continue to move quickly and act as an express route (albeit slightly slower than it would otherwise be) while also mitigating the adverse effect of complete elimination of service along the current local AT2 route. This would allow residents along its old route at least some access to the new N22 express bus, and hopefully eliminate that last little bit of red on those maps above.

Thank you for putting so much thought into this project, and I hope you're willing to consider my idea. I do think the plan as its laid out is the best thing for the city, but I strongly believe there is an opportunity to mitigate the loss of service in the red zones by tweaking the express line.

All the best,

Max Tedford

"

"By way of Duke St. please do not cancel service on Duke St. from Kings St. Station to Washington St.

Desire' Barrett

"

"Please do not cancel bus service (east bound) from King Street Metro to Washington Street via Duke Street. The stop near Duke and Alfred Streets serves a large number of senior citizens who have no other transportation means. Removing this route/stop would place an enormous hardship on Alexandria citizens, particularly seniors.

Your prompt attention to this matter is appreciated.

Carleen Talley

"

"At St. Stephen's and St. Agnes School we believe strongly in environmental stewardship and reducing our carbon footprint. We encourage carpooling, using public transportation, and bicycling and walking to school. The recent redesign of Seminary Road established crosswalks and bike paths to support alternative transportation options besides vehicles. We appreciate the Transit Vision Study team's goal of developing a modern DASH bus network which makes transit more useful and productive.

We want to share with you the concerns that we have about eliminating the DASH AT2 bus route. Currently the school has close to a dozen students, employees, and outside contractors who utilize that bus service daily. The elimination of the AT2 route will force the regular ridership to move to the 28A bus route. The AT2 bus route bus stop is located at the corner of Seminary Road and Saint Stephen's road, while the nearest bus stop on the 28A bus route is located at Howard Street and Seminary Road. Being dropped at Howard Street instead of Saint Stephen's Road doubles the distance that our students and employees will need to walk to get to the campus. We are concerned that this change will make it less desirable to take public transit and may result in less bus ridership and more vehicles on Seminary Road. We ask that the Transit Vision Study team consider the impact that eliminating this route will have on ridership and street congestion.

"

I am a faculty member at EHS who commutes from Old Town to the Seminary and High School by the AT2. The elimination of this line would make the public connection of Old Town and these academic centers more problematic. My advise is to think again!!!

" Hello,

I use AT3 or AT7 from Franklin St&South Royals to reach the metro station to go to work. From the 2 proposed routes, I see the stop at Franklin & south royal has been eliminated, am I correct?

I bought a house last year on Franklin st and part of my reasoning was easy access to the bus to get to metro. I would like to understand if what I think is correct, and if, as a citizen, I have a way to express my concern in a meaningful way.

Kind regards,
Fanny Carlet

"

"Dear, Dash Planning Committee:

I am writing to express my concern that the Alexandria Transit Company is considering the elimination of the AT5 buses traveling East, down Duke Street towards the river via the King Street Metro station. About a year ago I was very disheartened to learn that Dash had changed the route of the AT8 bus whereas the bus no longer traveled from the King Street Station down Duke Street in the direction towards the river but traveled down King Street. This caused me personally, the need to transfer from the AT8 to the AT5 bus at King Street station to get to 301 South Alfred Street. I must say that this was and has been a inconvenience for me since my trip begins in the West End of Alexandria at Edsall Road and I had become used to dismounting the bust at the location that I needed to reach. Now, I understand that Dash is yet again making changes to the routes whereas I will need to transfer and then travel down King Street and dismount on King Street and walk to my destination of 301 South Alfred Street. It seems to me that there are already copious options already available to and for those patrons wishing to travel King Street, to include the trolley.

I am writing to urge you to reconsider this change at least and or go back to the early route where the AT8 traveled Duke Street East From the King Street metro station. To provide more options for Alexandria commuter's. Respectfully,

Kenneth Banks

"

"Hello

I am reaching out because I am concerned about the proposed elimination of the AT2 bus route that runs along Seminary Rd/Janney Lane. I live at the intersection of Janneys Lane and West Taylor Run Pkwy where we have problems with cut through traffic and car buildup during rush hour traffic.

A recent unpopular road diet was applied to Seminary Rd, which has already resulted in local traffic backups. I understood that part of the road diet was to make the road safer for cyclers and to also encourage the use of public transportation, which I support. I don't know how this is possible then if the AT2 is eliminated along this road.

From what I can anecdotally see from my house and personal experience using the bus, is that it has robust ridership and helps to reduce the use of cars along this crowded cross street through Alexandria. I would strongly be in favor of maintaining this bus route, since there is no proposed replacement and I think we should be doing all we can to encourage more use of public transportation as our local area continues to increase in population.

Thanks for your consideration.

Jessica O'Hara

"



Alexandria Transit Company Board of Directors Meeting



Meeting Agenda Detail #6b Attachments:

1. Current First Transit Contract w/addendums and amendments
 2. FT Safety & Security Manager Proposal
 3. DASH/FT Agreed Upon Job Description
-

TRANSIT MANAGEMENT SERVICES AGREEMENT

This Agreement made and entered into this 30 day of DECEMBER, 2013, by and between the Alexandria Transit Company, a Virginia corporation (hereinafter referred to as "ATC"), and First Transit, Inc., a Delaware corporation (hereinafter referred to as "First Transit").

NOW, THEREFORE, in consideration of mutual promises hereinafter given, it is agreed by and between ATC and First Transit as follows:

1. EMPLOYMENT AND ACCEPTANCE

The ATC hereby engages First Transit as an independent contractor to provide management services for the transit system now or hereafter owned by the ATC. First Transit agrees to supply such services.

2. DESIRED RESULT

The desired result to be achieved is the provision of transit management services of the transit system by First Transit under the ATC policies and in a way as will provide the quality and quantity of services as determined from time to time by ATC. First Transit will not however be expected to achieve results beyond the funding and other resources available.

3. SCOPE OF SERVICES OF FIRST TRANSIT

For and in consideration of the compensation hereinafter specified, First Transit agrees to furnish management services as reasonably required by the ATC and necessary for the efficient operation of the transit system and facilities under policies, standards and procedures established by ATC.

The management services to be furnished include, but shall not be limited to, those related to advising the ATC and carrying out the functions of transit planning, operations, marketing, equipment and building utilization and maintenance, security, routes, schedules, fares, service standards, purchasing, accounting, budgeting, safety, insurance and claims, employee selection and training, employee relations, labor negotiations (excluding interest arbitration), public relations, coordination with paratransit agencies and the operators of special transit services, equipment selection, grant applications and other managerial functions reasonably required in the operation of the transit system.

At the request of ATC and by separate contract, First Transit will supply "Special Project Assistance." Such "Special Project Assistance" is defined as the performance of projects that are normally outside the scope of the management contract and include such special projects as Bus Line Inspections (BLI), Comprehensive Operational Analyses (COA), Transit Development Plans (TDP) (excluding normal planning requirements of the system), covert monitoring of bus operators or any other "Special Projects" requested of First Transit during the term of this Agreement as defined herein. Such "Special

Projects" are not within the scope of the management services provided for herein. For each "Special Project" the parties shall mutually agree upon the cost, scope of work, the worktask plan, deliverables plan, assignment of responsibility, the phasing plan, the budget and the tracking and reporting plan.

The term "Special Project Assistance" shall not include the following items, which are included in the fees provided for in Section 7, below:

- (a.) Participation in First Transit's Corporate Purchasing Agreements (CPA's).
- (b.) Participation in First Transit's Tire Purchasing Program.
- (c.) Participation in First Transit's Fuel Purchasing Plan.
- (d.) Other resources and programs that are generally available without additional cost to First Transit managed transit systems.

4. COMMENCEMENT, TERM AND TERMINATION

This Agreement will have an initial term of three (3) years which will become effective, regardless of when the Agreement is signed, on January 1, 2014 and will end on December 31, 2016. The Agreement may be continued for an additional three (3) year term, at the mutual agreement of the parties. Should circumstances require continuation beyond the last option, the parties may agree to extend this contract for a term and cost upon which they mutually agree.

Either party may terminate this Agreement for cause upon one-hundred twenty (120) days written notice to the alleged defaulting party. The written notice shall state the reasons for the termination and provide the other party a reasonable opportunity to remedy or cure any defects, cause or failure in order to prevent termination.

Either party may at any time terminate this Agreement, without cause and for convenience only, provided it gives the other party written notice at least one-hundred twenty (120) days prior to the expiration of the current term.

5. FIRST TRANSIT PERSONNEL

First Transit will no longer engage a General Manager ("GM") to service ATC. Instead, ATC will engage and provide its own GM. First Transit grants ATC and Sandy Modell a one year waiver of her employment agreement with First Transit, which is limited in scope, as to purpose and time, to ATC's hiring of First Transit employee Sandy Modell as the GM for ATC. Such waiver is only to the extent and time during which Sandy Modell is in the full time employ of ATC, and does not include a waiver to divulge confidential or proprietary information. Such waiver may not be assigned. If Sandy Modell is not hired by ATC, or at any time leaves the full time employ of ATC, the terms of her employment agreement with First Transit will be in full force and effect for a full year following the termination of Sandy Modell's employment with First Transit.

First Transit will engage an Assistant General Manager ("AGM") who, at the expense of First Transit, shall provide the cooperative management of the transit system for and on behalf of ATC and in cooperation with and under the direction of the ATC GM. Management of the transit system shall be the AGM's full time responsibility. This individual shall be selected and serve in this capacity with the approval of ATC, which approval shall not be unreasonably withheld. The GM's appraisal of the AGM's performance, as well as any ATC Board input, shall be considered in First Transit's employment evaluation of the AGM.

6. ADVISORY AND TECHNICAL ASSISTANCE

First Transit will furnish at no additional cost to ATC up to eighty hours of corporate on-site advisory, customer support services and technical assistance per contract year at the transit system, or elsewhere, as may be reasonably required to assist ATC's GM and the resident First Transit AGM in the management of the transit system. Such advisory and technical assistance shall include, but will not be limited to, those relating to the management services identified in Section 3 above. The term "advisory and technical assistance" shall not be construed to include periodic visits of the First Transit Senior Management Executives, including the Region Vice President and the First Transit Senior Vice President. First Transit will document ATC's use of customer support staff projects and hours.

In the event that the ATC requires additional on-site advisory or technical assistance, over and above the eighty hours, the ATC will be responsible for only the travel and living expenses of non-resident First Transit personnel and not the cost of their labor or overhead, while providing advisory and technical assistance services away from their headquarters, as provided above as follows:

Travel:

- (a.) Actual coach (if available) air fare.
- (b.) Automobile rental costs.
- (c.) Airport parking fees and related ground transportation costs.
- (d.) Actual costs incurred for lodging, plus per diem to cover food and miscellaneous expenses. The per diem amount will follow the City of Alexandria's per diem amount guidelines.

7. COMPENSATION

First Transit's fee for the services to be rendered pursuant to this Agreement will be as follows:

<u>PERIOD</u>	<u>MONTHLY FEE</u>
January 1, 2014 - March 31, 2014	\$ 14,960
April 1, 2014 - March 31, 2015	\$ 15,334
April 1, 2015 - March 31, 2016	\$ 15,717
April 1, 2016 - December 31, 2016	\$ 16,110

Option Period

January 1, 2017 – March 31, 2017	\$ 16,110
April 1, 2017 – March 31, 2018	\$ 16,513
April 1, 2018 – March 31, 2019	\$ 16,925
April 1, 2019 – December 31, 2019	\$ 17,349

Payment will be made by the ATC to First Transit on or before the last day of each month for that month's management fee. In the event this Agreement becomes effective or terminates during a calendar month, the fee due First Transit will be prorated on a daily basis. The Client will pay interest on any balance outstanding beyond the last day of the month noted in this section at the legal rate in the Commonwealth of Virginia.

8. EMPLOYEE DISHONESTY BOND

First Transit shall supply to ATC a corporate surety bond issued by an insurance company licensed to do business in Virginia to protect ATC and the transit system against dishonesty or fraudulent acts of employees of First Transit in the amount of \$1,000,000. Such bond shall be subject to the approval of ATC's General Counsel and shall remain in full force throughout the term of this Agreement.

9. WORKING FUNDS

In accordance with its approved operating budget and approved revisions thereof, the ATC shall provide the transit system with adequate working funds which shall be deposited in appropriate accounts as designated by the ATC, and shall be used to pay all payroll expenses and "other operating expenses" of the transit system under procedures and controls adopted by ATC.

As used herein, the term "operating expenses" of the transit system shall mean and include, but not be limited to, all wages and compensation of all personnel excluding the Assistant General Manager of the transit system, all payroll, social security, unemployment taxes, property and all other taxes pertaining to the operation of the transit system, all rentals, utilities, association fees, insurance premiums, cost of fuel, supplies and parts, repairs, uninsured losses, judgments, settlements, awards, and all other charges, costs and expenses incident to the operation of the transit system. It is understood and agreed that, in the event a pension or profit sharing program is provided for the "employees" identified below in Section 11, the term "operating expenses" shall include all past, present and future liability of the employer for such "employees" including the employer's liability for the vested, but unfunded or under-funded, benefits payable by it to such "employees."

10. EQUIPMENT, FACILITIES AND SERVICES SUPPLIED BY ATC

ATC agrees to furnish at its expense and without cost to First Transit the use of all necessary office space, utilities, furniture, equipment, supplies, materials, communication

services, legal services, postage, secretarial and clerical help and such automobile transportation and related parking as may be reasonably necessary for the management of its transit system.

11. TRANSIT MANAGEMENT OF ALEXANDRIA, INC.

First Transit, subject to the laws of the Commonwealth of Virginia, has caused to be formed a separate corporation named Transit Management of Alexandria, Inc., hereinafter called "TMA," which by assignment shall assume the rights and obligations of First Transit under this Agreement as provided in Section 28, which rights and obligations will be retained by First Transit.

TMA shall be the employer of all employees necessary for the operation of the transit system, provided however, that the number of persons employed by TMA shall at all times be subject to the budgetary control of ATC. The provisions of this paragraph do not apply to the AGM personnel referred to in Section 5 above.

TMA will carry out all contractual obligations incident to the operation of the transit system to the extent that ATC has become so obligated.

Any contractual obligations entered into in accordance with an ATC-approved Transit Development Program or liabilities assumed by TMA in connection with the operation of the transit system will be binding upon TMA only for the term of this Agreement and as same may be extended. In the event this Agreement is terminated or expires, ATC shall thenceforth assume all future obligations and liabilities under those contracts either on behalf of itself or of any successor to TMA. ATC agrees to indemnify TMA and First Transit and hold them harmless from all liability and costs arising out of the operation of the transit system, whether or not caused, in whole or in part, by the negligence of First Transit or TMA or their agents, servants or employees including any liability associated with or related to the administration of, or acting as trustee for, any presently existing or future retirement benefit plan including without limitation, liability for vested, but unfunded or underfunded, benefits for the employees of TMA, provided the management provided by First Transit of such operation and administration is carried out in a reasonably prudent manner, with the following exceptions:

- a. Salaries and benefits of First Transit resident and non-resident personnel and First Transit management personnel referred to in Sections 5 and 6, above.
- b. Claims based upon the failure of the First Transit manage/mentor any persons employed or paid by First Transit to carry out the management services provided herein or to perform such services in a reasonably prudent manner, except to the extent such are based upon First Transit's good faith adherence to ATC's or the GM's directions, policies or procedures.
- c. Claims based upon any dishonesty, fraudulent misconduct, gross negligence, recklessness or intentional tort committed or directed by any officer or

employee of First Transit, including but not limited to any such conduct committed or directed in relation to or as part of the administration of any existing or future retirement plan for TMA employees.

- d. The cost of the fidelity bond covering First Transit resident and non-resident personnel.
- e. Criminal fines or penalties.

Amendments, modifications, changes, extensions and renewals of existing contracts and any new agreements or other contractual arrangements proposed to be entered into by TMA shall require the prior approval of ATC.

In the event this Agreement is terminated or expires, ATC may, at its sole option, purchase all of the stock of TMA, the purchase price being the exact cost expended by First Transit in causing the formation of TMA and all such stock shall be forthwith transferred, assigned and conveyed to ATC, its assignee or designees.

12. REVENUE

Revenue derived from the operation of the transit system managed by First Transit under this Agreement, whether from passengers or from other sources, shall be and remain from the initial receipt thereof the absolute property of ATC and the treatment of such including the banking thereof, and the accounting thereof, shall be as directed by ATC. First Transit on behalf of ATC shall receive, collect and deposit all of the aforesaid revenue collected in its operations in the manner directed by ATC and First Transit shall keep and maintain the books and records reflecting the operation of the transit system in conformity with the requirements of ATC and at the direction of ATC and shall render and certify to ATC such full and complete monthly or other operating reports and financial statements as the ATC shall require.

13. TITLE TO PROPERTY

All real estate, buildings, buses, motor vehicles and all materials, supplies, tools and equipment reasonably necessary for the operation of the transit system shall be furnished by ATC and shall remain the property of ATC.

14. PURCHASING OF EQUIPMENT AND SUPPLIES

First Transit shall notify ATC from time to time regarding the types and amounts of materials, supplies, tools and equipment, including buses, needed for use in the operation or maintenance of any of the transit system or systems managed by it. First Transit shall make recommendations as to type, quantity and amount of materials, supplies, tools and equipment to be purchased, and such purchases shall be made pursuant to ATC's purchasing procedures and within its budgetary limitations.

15. AUDIT AND INSPECTION OF RECORDS

First Transit shall permit the authorized representative of ATC to inspect and audit all data and records of First Transit relating to its performance under this Agreement. To the extent that federal or state funds are involved, the right to inspection and audit shall extend to authorized representatives of the United States Department of Transportation, the Comptroller General of the United States and the applicable state offices, if any.

16. BUDGETS AND PROJECTIONS

First Transit shall participate in the preparation of annual budgets and projections as required by ATC and agrees to furnish periodic reports and recommendations to ATC relating to fare structure, routes, schedules and standards of service.

17. FIRST TRANSIT EMPLOYEES

First Transit retains the right to exercise full control and supervision over its employees, their compensation and discharge, and agrees to be solely responsible for all matters relating to payment of its employees, including compliance with social security, withholding and all other regulations governing such matters. The ATC General Manager shall assign duties and provide direction to the Assistant General Manager, and shall provide input to First Transit in any performance appraisal of the AGM.

18. INSURANCE

- A. ATC shall furnish and maintain, at its sole cost and expense, at all times during the term of this Agreement and any continuation or extension thereof: (i) a standard policy of automobile liability insurance having a combined single limit of not less than \$ 5,000,000 per occurrence insuring TMA and First Transit and their agents, servants and employees for the ownership, maintenance, use or operation of the buses and other vehicles used in connection with the management and operation of the transit system, (ii) a standard policy of general liability insurance having a combined single limit of not less than \$5,000,000 per occurrence insuring TMA and First Transit and their agents, servants and employees for their acts and omissions in connection with the management and operation of the transit system pursuant to this Agreement and (iii) a standard policy of workers' compensation insurance insuring TMA and First Transit and providing all employer's liability coverage of not less than \$ 500,000 per employee per accident and \$ 500,000 per employee for disease.

Each such policy (a) shall be written by an insurer reasonably acceptable to First Transit, (b) shall be endorsed to name TMA and First Transit as an additional insured, (c) shall provide that the coverage afforded thereby is primary as to TMA and First Transit and not excess and (d) shall provide that it cannot be cancelled or materially altered without thirty (30) days prior written notice.

ATC shall provide First Transit with certification evidencing compliance with the provisions of this Section 18.

It is agreed upon and understood that the provisions of this section shall not preclude ATC from obtaining all or any part of the insurance coverage required by this section through a self-insurance program or pool which is authorized by the Commonwealth of Virginia and whose members include other transit systems or political subdivisions of Virginia.

- B. If ATC fails to furnish or maintain the insurance coverage required by subsection (A) above, ATC shall, with the exception of the claims and other matters described in subparagraphs (a through e) of Section 11, indemnify and hold TMA and its agents, servants and employees harmless from and against any and all loss, liability, claims, damage and expense (including without limitation, attorney's fees) which could have been covered by one or more of such policies had they been maintained by ATC. In the event that ATC fails to obtain any such coverage, First Transit, may at its sole option and without the prior approval of ATC, obtain such coverage without prejudice to any other remedy which First Transit may have, and the cost and expense of furnishing and maintaining the coverage shall be deemed an operating expense of the transit system payable in accordance with the provisions of Section 9 above. ATC shall not unreasonably withhold its approval of any insurance coverage obtained by First Transit pursuant to this subsection.

19. WAIVER OF SUBROGATION

ATC hereby releases and agrees to hold TMA and First Transit harmless from and against any and all liability for loss of or damage of the buses or other properties of ATC during the term of this Agreement or any renewal or extension thereof and ATC hereby waives on behalf of itself and its insureds, if any, any and all rights of subrogation against First Transit and TMA and its agents, servants and employees. The provisions of this Section shall not apply in the event any property loss or damage is caused by, arises from or is based upon any conduct, action or omission by First Transit or any of its officers, employees or agents which is set forth and described in subparagraphs (b) and (c) of Section 11 or which forms or may form the basis for a fine or penalty under subparagraph (e) of Section 11.

20. LEGAL COUNSEL

It shall be the responsibility of ATC to provide legal counsel and to handle all legal matters pertaining to the management and operation of the transit system not otherwise covered by insurance, except that if a legitimate conflict of interest arises between ATC and First Transit, First Transit shall have the right to retain its own counsel subject to the prior approval of ATC, and to charge the cost thereof as an operating expense of the transit system. The foregoing provisions of this Section shall not apply in the case of any legal dispute arising between ATC and First Transit or involving a claim arising from or based upon any conduct, actions or omissions by First Transit or any of its officers.

employees or agents which is set forth and described in subparagraphs (b) and (c) of section 11 or which forms or may form the basis for a fine or penalty under subparagraph (e) of Section 11.

21. FORCE MAJEURE

First Transit shall not be liable to ATC for any failure, delay or interruption of service or for any failure or delay in the performance of any obligation under this Agreement due to strikes, walkouts, acts of God, governmental restrictions, enemy action, civil commotion, unavoidable casualty, unavailability of fuel or parts, or other similar acts beyond the reasonable control of First Transit.

22. NO PERSONAL LIABILITY

No officer, director or employee of ATC or First Transit shall be personally liable for the fulfillment of the conditions of this Agreement.

23. DEFAULT

In case of any substantial default hereunder claimed to exist by either party, such party shall give the other party prompt written notice of such default, setting forth the facts in reasonable detail, and in the event that the allegedly defaulting party has not remedied such default within thirty (30) days after such notice (or in case of defaults which require a longer period to remedy has failed to commence upon such remedy within said period and thereafter to diligently proceed with the same to completion), the non-defaulting party shall have the right to terminate this Agreement for cause. This Agreement shall also be terminable for cause at the option of the other party if either party is adjudicated as bankrupt, is subjected to the appointment of a receiver and fails to have such receiver removed within sixty (60) days, becomes insolvent for a period of sixty (60) days or is unable to pay its debts as the same become due, upon sixty (60) days' notice.

24. INTEREST OF PUBLIC OFFICIALS

No member, officer or employee of any public body, and no member, officer or employee of ATC during his/her tenure, or for one year thereafter, shall have any interest direct or indirect in this Agreement or the benefits thereof.

25. INTERESTS OF MEMBERS OF CONGRESS

No member of or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or to any benefit arising therefrom.

26. NON-DISCRIMINATION

In connection with the carrying out of this Agreement, First Transit shall not discriminate against any employee or applicant for employment because of race, creed, color, sex, age,

sexual preference, disability or national origin. TMA and First Transit will take affirmative action to insure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color, sex, age, sexual preference, disability or national origin. Such action shall include, but not be limited to the following: employment upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay, other forms of compensation and selection or training including apprenticeship. The applicable provisions of the Presidential Executive Order 11246, as amended, relating to Equal Employment Opportunity are incorporated by reference herein. Notwithstanding any contrary provision in this Agreement ATC agrees that, in the event First Transit and/or TMA are charged with or sued for any alleged discriminatory practices, insofar as the alleged practices occurred at the direction of ATC or were done in accordance with the policies of ATC, ATC will indemnify TMA and First Transit against any liability or expenses involved in the defense of such claims or lawsuits.

27. SEVERABILITY AND INTENT

Should any part of this Agreement be declared to be unconstitutional, invalid or beyond the authority of either party to enter into or carry out, such decision will not affect the validity of the remainder of this Agreement, which will continue in full force and effect.

This Agreement is not intended to be a third party beneficiary contract and confers no rights on anyone other than ATC, First Transit and TMA.

28. ASSIGNMENT

- A. This Agreement shall not be assigned, transferred, hypothecated or pledged by either party without the prior written consent of the other party. This Agreement shall be binding upon the successors or assigns of the respective parties. ATC agrees that this Agreement will be assigned to TMA by First Transit under the terms herein described.
- B. By the aforementioned written assignment, TMA shall assume and perform all services and obligations, and be entitled to all rights and benefits of First Transit under this Agreement, except those rights and/or benefits provided in Section 5 (FIRST TRANSIT PERSONNEL), Section 6 (ADVISORY AND TECHNICAL ASSISTANCE), Section 7 (COMPENSATION), Section 8 (EMPLOYEE DISHONESTY BOND) and Section 17 (FIRST TRANSIT EMPLOYEES); provided, however, that despite such an assignment, First Transit shall continue to be responsible for the performance of this Agreement by TMA and shall remain equally entitled to any benefits assigned to TMA.
- C. In the event this Agreement is amended, renewed or extended (whether or not the terms are modified), it shall not be necessary for First Transit to reassign to TMA, but the previous written assignment shall automatically apply to the amended,

renewed or extended Agreement under the terms setout in subsection 28(B) above.

29. NOTICE

Notice to First Transit means notice in writing addressed to:

Senior Vice President
Transit Management Services Division
First Transit, Inc.
600 Vine Street
Suite 1400
Cincinnati, OH 45202

Notice to ATC means notice in writing addressed to:

Chairman of the Board of Directors
Alexandria Transit Company
3000 Business Center Drive
Alexandria, Virginia 22314

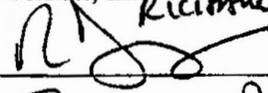
Either party may change its address of record for receipt of official notice by giving the other written notice of such change and any necessary mailing instructions.

30. CONFLICT OF LAW

This Agreement shall be construed, interpreted and enforced according to the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, the parties hereto have executed the Agreement the day and year first hereinabove written, by their duly authorized officers.



First Transit, Inc. Ricimmo A. Dunning
By: 

Title: Senior Vice President, 1/10/14



Alexandria Transit Company
By: Paul R. ABRAMSON

Title: Chairman ATC

WITNESS:
By: 

Title: REGION VICE PRESIDENT

WITNESS:
By: 

Title: Director T+ES

**FIRST AMENDMENT AND EXTENSION TO TRANSIT MANAGEMENT SERVICES
AGREEMENT BETWEEN ALEXANDRIA TRANSIT COMPANY AND FIRST TRANSIT, INC.**

THIS AMENDMENT is made and entered into as of the ___ day of August, 20__ by and between Alexandria Transit Company with principle offices at 3000 Business Center Drive, Alexandria, VA 22314("ATC") and First Transit, Inc. with its national headquarters at 600 Vine Street, Suite 1400, Cincinnati, OH 45202 and local business offices for purposes of this Agreement located at _____("First Transit" and, collectively, the "Parties").

WHEREAS, the parties entered into that certain Transit Management Agreement dated December 30, 2013, effective as of January 1, 2014 (hereinafter the "Agreement"); and

WHEREAS, the parties desire to amend certain portions thereof;

NOW, THEREFORE, the parties mutually agree as follows:

1. **FIRST TRANSIT PERSONNEL.**

Section 5 of the Agreement shall be deleted and replaced with the following:

"[THIS SECTION WAS INTENTIONALLY DELTED.]"

2. **COMMENCEMENT, TERM AND TERMINATION**

Section 4 shall be revised as follows:

~~"The Agreement may be continued for an additional three (3) year term, at the mutual agreement of the parties. This Agreement may be extended by mutual written agreement of the parties for three (3) additional one year periods."~~

3. **COMPENSATION**

Section 7 of the Agreement shall be deleted and replaced with the following:

"First Transit's fee for the service to be rendered pursuant to this Agreement will be as follows:

<u>Period</u>	<u>Monthly Fee</u>
July 1, 2016 – June 30, 2018	\$6,000
<u>Optional Extension Periods</u>	<u>Monthly Fee</u>
July 1, 2018 – June 30, 2019	2% increase
July 1, 2019 – June 30, 2020	2% increase
July 1, 2020 – June 30, 2021	2% increase"

4. **NOTICE TO PARTIES** All notices to be given by the parties to this Agreement shall be in writing and serviced by depositing same in the United States Mail, certified mail.

Notices to ATC shall be addressed to:

Chairman of the Board of Directors
Alexandria Transit Company
3000 Business Center Drive
Alexandria, VA 22314

Notices to FIRST TRANSIT shall be addressed to:

Senior Vice President
Transit Management Services Division
First Transit, Inc.

600 Vine Street, Suite 1400
Cincinnati, OH 45202

With a copy to:

General Counsel
FirstGroup America, Inc.
600 Vine Street
Suite 1400
Cincinnati, OH 45202

Except as amended herein, all other terms and conditions of the Agreement shall remain in full force and effect.

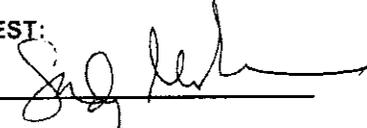
IN WITNESS WHEREOF, this Agreement has been signed and executed in duplicate on behalf of the parties hereto by persons duly authorized on the day and year first written above.

ALEXANDRIA TRANSIT COMPANY

By:  11/18/16

Title: CHAIRMAN,
ATC BOARD OF DIRECTORS

ATTEST:

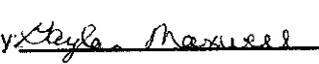
By:  11/18/16

FIRST TRANSIT, INC.

By: 
Bradley A. Thomas

Title: President

ATTEST:

By: 

October 14, 2019

Mr. Joshua Baker,
Alexandria Transit Company
3000 Business Center Drive
Alexandria, VA 22314

Dear Mr. Baker,

Over the past few months, we have discussed the need for a full-time safety and security transit professional at DASH and have jointly prepared the attached job description for this new position. Based on these efforts, First Transit requests that the Alexandria Transit Company consider an amendment to our Management Services Agreement to include the following:

- Add a Safety and Security Manager position to oversee safety and security at DASH. This will be a First Transit employee who will also serve as our local on-site Company representative. The and Safety Security Manager will have access to First Transit's extensive resources in the area of safety and security. This will include our Be Safe Safety Leadership Program, standard operating procedures to enhance safety and security, assistance in reviewing and revising training programs, and on-site assistance of our Regional Safety Director, as needed.
- Extend the agreement for two additional years through June 30, 2023. This will help us to recruit a qualified candidate for the Safety and Security Manager position. Our current Agreement expires on June 30, 2021.
- Adjust the monthly fee to account for the cost of the Safety and Security Manager.

Be Safe Safety Leadership Program

We propose to implement our Be Safe Safety Leadership training program at DASH. This program focuses on changing the compliance culture through engagement to tap into employees' discretionary effort. The program design focuses on use of positive reinforcement to build safe operational practices. To do that, we improve the knowledge, foresight, awareness, judgment, and skills of employees to encourage preventative approaches to safety.

Typically, at-risk behaviors lead to negative consequences (e.g. reprimands). Safe behaviors only result in avoiding negative consequences. There are side effects of negative reinforcement and punishment include low morale, low productivity, decreased volunteerism, increased turnover, and suppressed reporting of incidents and near misses. The positive reinforcement approach recognizes safe behaviors through catching people doing it right. Positive reinforcement strengthens behavior so safe behaviors will happen more often. As momentum builds, so does the discretionary effort employees put into their jobs. Safety performance improves as does the passenger experience overall.

The Be Safe Program is incorporated into manager and supervisor training through hands-on, interactive training by certified Performance Management Consultants and further supported by additional e-learning modules. The training helps managers identify how their own everyday behaviors, and those of their team, influence safe behaviors and overall safety.

Led by local managers and supervisors, Be Safe encourages safety conversations to promote employee accountability to achieve safety. As frontline leaders, the managers and supervisors implement skills-based training to shape, promote, and maintain positive safety behaviors. Be Safe reinforces our group-wide safety goal of First to Zero – this means zero accidents, zero injuries, and zero fatalities.

The Be Safe Program ensures employees:

- Understand the behavioral causes of safe and at-risk behavior and how to create the optimal conditions for safety;
- Develop proactive safety practices, measure performance, and improve safety behaviors;
- Are confident in their skills to have consistent and quality safety conversations;
- Uphold a measurable three-point framework for safety conversations – plan, touch-point, review; and,
- Use the insight and data from safety conversations to make and influence better safety decisions.

The Program focuses beyond simply changing our safety processes and systems toward fundamentally changing our day-to-day safety habits and behaviors. As leaders, managers play a critical part in this process through daily interactions with employees to encourage, reinforce, and influence good safety behaviors.

Safety and Security Manager Candidate

During our discussions, we also identified a potential candidate for the Safety and Security Management position who we agreed would be an ideal addition to the local DASH management team. First Transit has made a formal offer of employment to this individual contingent upon the approval of our proposed amendment of the Management Services Agreement. Our goal will be to have the Safety and Security Manager on site as soon as possible.

Price Proposal

First Transit proposes the following monthly management fees:

Period	Monthly Fee
Safety & Security Manager Start Date - June 30, 2020	\$ 17,266
July 1, 2020 - June 30, 2021	\$ 17,682
July 1, 2021 - June 30, 2022	\$ 18,111
July 1, 2022 - June 30, 2023	\$ 18,552

The above fee will replace the monthly fees in our current Agreement, as amended. If the Safety and Security Manager begins work on other than the first of the month the monthly fee will be prorated.

I will be attending the Board Meeting on October 23, 2019 and will be prepared to present our proposal and answer questions. Please contact me at larry.morris@firstgroup.com or 724-689-6041 to discuss this proposal prior to the Board Meeting.

Sincerely,

A handwritten signature in blue ink, appearing to read "Larry J. Morris", is displayed on a light-colored rectangular background.

Larry J. Morris
Region Vice President

Cc: Nick Promponas, Senior Vice President



Job Description

Job Title:	Safety & Security Manager
FLSA Status:	Exempt
Supervisor:	General Manager
Positions Supervised:	None
Weather Code Level:	2

General Description:

The Safety Manager is responsible for full oversight and management of the Company's health and safety programs. Ensuring compliance with all Federal, State, and Local Laws as well as the application of best practices and corporate procedures as provided by First Transit. Ensures the proper development of, implementation and application of industry accepted safety practices and accountability procedures.

Serves as the eyes, ears and voice of safety as it relates to all functions of the organization ensuring that the highest quality of services, with the lowest experience of incidents/accidents and exposures are attained. Broadly responsible for programs that ensure proper data collection, analysis and reporting are accomplished and that no corners are cut when it comes to safety and compliance. Highly responsible for the accountability of individuals, managers and Directors in the promotion and application of a "safety first" culture. Rapid and effective at identifying and addressing trends as they relate to risk and safety practices.

Autonomous and capable of whistle blowing to the highest levels of the organization inclusive of the General Manager and the Board of Directors.

Responsibilities/Essential Functions:

1. Administers and oversees all safety programs and inspection practices related to Operations, Maintenance and Administration.
2. Provides direction, guidance and training resources to all areas of the organization with a specific focus on Operations and Maintenance as the highest risk areas related to health and safety.
3. Develops and recommends safety policies, procedures and practices to the Director of Safety and Training, Assistant General Manager, and General Manager.
4. Develops and monitors classroom programs and trainings/certifications which include but are not limited to:
 - a. Driver Training/Safety Training
 - b. Maintenance Training/Safety Training
 - c. Administration Training/Safety Training
 - d. First Aid/CPR
 - e. Bloodborne Pathogens
 - f. Automated External Defibrillators (AED's)
 - g. OSHA
 - h. Workplace Health and Safety Programs
5. Develops, Conducts and Maintains Facility and Bus Stop safety inspection programs, with reporting to the appropriate department Directors and to the General Manager on a routine monthly basis with regular unannounced inspections.
6. Manages the Company Health & Safety Program, setting up and administering the Health and Safety Committee, conducting drills and developing evacuation plans.

7. Assists the Operations and Maintenance Departments with the development and implementation of emergency response plans, incident response plans and facility threat/evacuation plans.
8. Works with community organizations and City Departments to coordinate disaster response, emergency response and community response training as it specifically relates to DASH services.
 - a. Examples include but are not limited to:
 - i. Police, Fire and Ambulance training on response to emergencies involving Transit Vehicles
 - ii. Training programs which serve to assist community services inclusive of those listed above in how DASH operates and the threats posed to such services
9. Maintains the Facility Safety and Security inspection processes, reporting on and providing accountability analysis' to the General Manager on threats and issues involving facility systems, inclusive of but not limited to:
 - a. Fire Alarm Systems
 - b. Smoke and Toxic Fume Detection Systems
 - c. Emergency Ventilation Systems
 - d. Surveillance Systems
 - e. Access Control and Visitor Management Systems
 - f. Evacuation Systems
 - g. Emergency Call Box Systems
 - h. Public Address/Emergency Address Systems
10. Develops, Implements and Audits Compliance with workplace threat programs and response drills. Inclusive of but not limited to:
 - a. Workplace Violence/Attack
 - b. Active Shooter
 - c. Bomb Threats
 - d. Chemical/Biological Attacks
 - e. Suspicious Package Response
 - f. Hostage/Bus Attack
11. Performs driver road checks of driver performance (e.g., pre-trip checks-lot-to-school and back; post-trip checks).
12. Prepares and submits accident-related compliance forms, maintains files, and enters in DMO, or otherwise submits data to appropriate person or organization.
13. Monitors and evaluates accident response procedures, participates in Accident Reviews, and assists in the determination of preventability of Accidents.
14. Implements procedures in response to Accidents or Incidents and reduce or eliminate the risk of future occurrences.
15. Reports non-compliance and/or refusal to address identified problem areas to the General Manager and if necessary, the Board of Directors.
16. Provides various reports and analyzes, including safety trends. Develops cost saving recommendations.
17. Cooperatively and efficiently performs other duties and projects as assigned.

Knowledge, Skills and Abilities:

- Experience in the development, implementation and management of comprehensive corporate safety programs with specific knowledge or training in the field of Transit Safety.
- Must have a keen eye for details, pays careful attention to all elements of safety and fully understands all of the components of a comprehensive fleet and facility safety program.
- Skilled at training others in safety and compliance matters, excellent communication skills and ability to relate to others.
- Thorough working knowledge of computers, Microsoft Office suite (Word, Excel, PowerPoint, and Outlook), and standard web-based systems.
- Thorough working knowledge of general office machines (i.e. fax, copier, printers, postage machine).
- Ability to operate independently and highly self-motivated.
- Strong negotiation and conflict resolution skills.
- Excellent organization and ability to track compliance, generate reports on compliance and report on compliance issues.
- Effective problem solver with the ability to generate recommendations for improvement.
- Ability to collect and analyze data sets, maintain complex records, and use them to prepare accurate, clear, complete, and concise reports.
- Highly effective communicator both orally and in writing.

Emotional, Psychological and Physical Requirements:

Ability to:

- Make independent decisions within scope of responsibility.
- Manage emotional and stressful customers with care, respect, and professionalism.
- Establish and maintain effective working relationships with various levels of staff and management.
- Concentrate on priority tasks in a fast-paced environment despite frequent interruptions.
- Deal with occasional long inconsistent hours and high levels of stress.
- Maintain confidentiality and discretion.

Physically:

- Extended periods of sitting in an office environment.
- Lift light loads at times (<50 lbs.)
- Attendance at meetings throughout the Metropolitan Washington, D.C. region, often during evenings and occasionally on weekends.

Education and Experience:

- Bachelor's degree in Business, Management, Administration, Communication, Analytics or a related field required.
- Certification as a Safety Officer or other related Federal, State or APTA/CTAA Certification in Transit Safety and Compliance preferred
- A minimum of three years of experience in progressively responsible positions involving safety, training, compliance, management or a similar field.
- A combination of relevant experience and education may be considered in lieu of these requirements.

AMERICANS WITH DISABILITIES ACT COMPLIANCE

Transit Management of Alexandria (TMA) is an Equal Opportunity Employer. The ADA requires TMA to provide adequate accommodations to qualified persons with disabilities. Prospective and current employees are encouraged to discuss ADA accommodations with management.

Original Effective Date: 8/14/2019
Review/Revision Date(s):

Approval by General Manager: _____ Approved Review Date: _____

EMPLOYEE REVIEW AND ACKNOWLEDGEMENT

As an employee of TMA you have a right to an up to date copy of your Job Description. This document may be revised at any time by management, in the event of a revision you will be provided with a new copy which represents the new job description/duties. Only copies signed as approved by the General Manager are considered official. Employees must understand that Job Descriptions may be used as a basis for annual performance reviews.

Employee Signature

Printed Name

Date Signed