

## BUS SHELTER MAINTENANCE

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1  
 ESTIMATE USEFUL LIFE: Varies

Bus Shelter Maintenance													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>1,447,600</b>	<b>113,000</b>	<b>116,400</b>	<b>119,900</b>	<b>123,500</b>	<b>127,200</b>	<b>131,000</b>	<b>135,000</b>	<b>139,000</b>	<b>143,200</b>	<b>147,500</b>	<b>151,900</b>	<b>1,334,600</b>
Financing Plan													
TIP	1,447,600	113,000	116,400	119,900	123,500	127,200	131,000	135,000	139,000	143,200	147,500	151,900	1,334,600
<b>Financing Plan Total</b>	<b>1,447,600</b>	<b>113,000</b>	<b>116,400</b>	<b>119,900</b>	<b>123,500</b>	<b>127,200</b>	<b>131,000</b>	<b>135,000</b>	<b>139,000</b>	<b>143,200</b>	<b>147,500</b>	<b>151,900</b>	<b>1,334,600</b>

### CHANGES FROM PRIOR YEAR CIP

Funding added for FY 2033.

### PROJECT DESCRIPTION & JUSTIFICATION

This project supports the ongoing maintenance, cleaning, repairs, and reconstruction of bus shelters within the city of Alexandria. With free fares on DASH and the expansion of both DASH and WMATA bus routes, more people will be encouraged to use transit and utilize bus shelters. Bus shelters are a vital visual indicator and provide shelter during inclement weather, and the greater use will require additional maintenance.

Being able to properly maintain the bus shelter is the critical first impression between the customer and the transit service. Performance of the transit service and the bus shelter maintenance is often factored into the rider's satisfaction with the overall service.

#### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan

#### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time

## DASH BUS FLEET REPLACEMENTS

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1  
 ESTIMATE USEFUL LIFE: 11 - 15 Years

DASH Bus Fleet Replacements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>135,367,028</b>	<b>30,251,328</b>	<b>4,798,900</b>	<b>6,068,100</b>	<b>10,668,600</b>	<b>18,468,400</b>	<b>163,900</b>	<b>8,409,400</b>	<b>19,978,000</b>	<b>28,950,400</b>	<b>1,610,000</b>	<b>6,000,000</b>	<b>105,115,700</b>
<b>Financing Plan</b>													
Cash Capital	19,721,606	6,439,606	152,000	154,000	1,694,500	859,300	-	-	2,270,700	5,151,500	-	3,000,000	13,282,000
GO Bonds	12,973,600	810,000	-	-	596,100	3,482,350	-	2,108,400	2,547,850	2,219,900	-	1,209,000	12,163,600
NVTA 30% Funds	35,550,900	18,739,000	1,642,000	164,000	4,092,000	1,791,000	163,900	1,851,000	1,883,000	1,824,000	1,610,000	1,791,000	16,811,900
Other City Sources	500,000	500,000	-	-	-	-	-	-	-	-	-	-	-
PY Special Tax District Revenue	607,994	607,994	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	3,154,728	3,154,728	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Unsecured)	59,853,300	-	-	5,750,100	4,286,000	12,335,750	-	4,450,000	13,276,450	19,755,000	-	-	59,853,300
Use of CIP Designated Fund Balance	3,004,900	-	3,004,900	-	-	-	-	-	-	-	-	-	3,004,900
<b>Financing Plan Total</b>	<b>135,367,028</b>	<b>30,251,328</b>	<b>4,798,900</b>	<b>6,068,100</b>	<b>10,668,600</b>	<b>18,468,400</b>	<b>163,900</b>	<b>8,409,400</b>	<b>19,978,000</b>	<b>28,950,400</b>	<b>1,610,000</b>	<b>6,000,000</b>	<b>105,115,700</b>

### CHANGES FROM PRIOR YEAR CIP

Funding reduced in FY 2024 due to not securing grants the project was planning for. The \$5,750,100 in unsecured grants was moved out one year to FY 2025. Funding added for FY 2033.

### PROJECT DESCRIPTION & JUSTIFICATION

This project provides for the replacement of buses and trolleys in the DASH fleet. DASH develops an annual Transit Development Program which indicates the number of buses needed to replace aging vehicles in the fleet, maintain state of good repair, and an adequate spare ratio.

DASH Powertrain/Hybrid Battery Replacements, which was previously a separate CIP project, is now included in the DASH Fleet Replacement CIP project. From FY 2011 through FY 2017, DASH purchased buses and trolleys with hybrid-propulsion technology that have both vehicle battery packs and smaller diesel engines that work together to power the bus. DASH will continue repairing or replacing hybrid powertrain components as needed to ensure each bus reaches its 12-year expected lifespan. Battery packs cost approximately \$50,000 each and diesel engine rehabilitation or replacement cost about \$25,000 each.

In FY 2018, DASH began purchasing clean diesel rather than hybrid buses to reduce costs and improve fleet reliability. With the switch to clean diesel buses, DASH has been able to pursue a more aggressive fleet replacement schedule to meet its State of Good-Repair (SOGR) requirements and reduce the number of older, more heavily polluting vehicles that were operated beyond their 12-year useful life as defined by the Federal Transit Administration (FTA). These bus purchases align with the City's Eco-City Action Plan to reduce vehicle emissions and will provide a more reliable fleet as DASH continues its transition toward a zero-emission fleet. In FY 2023, ten buses were replaced with new clean diesel vehicles.

DASH is pursuing a transition (depending on cost feasibility, range progress, and reliability) from clean diesel to a 100% electric bus fleet over the next 15 years. DASH currently has 14 100% electric buses. In FY 2022, DASH completed its Zero Emissions Bus (ZEB) Feasibility Study and Phase I of its ZEB Implementation Study, which guided the current deployment of electric buses and depot chargers. In FY 2023, DASH completed Phase II of the ZEB Implementation Study, which will provide further infrastructure and utility roadmaps for the build-out of the DASH Facility Expansion project, serve as an Electric Bus Charging yard, and full fleet conversion.

For FY 2024, ten buses and five trolleys will have reached end of useful life and need to be replaced, five of which were already deferred from FY 2023 due to funding constraints. Seven bus replacements are funded in FY 2024. DASH and City Staff will pursue Federal and State funding opportunities to fund the remainder of the bus replacement needs, as well as convert as many of these buses to battery electric as possible, but deployment may also be contingent on the availability of charging infrastructure.

(continued on next page)

#### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Eco-City Charter, Alexandria Mobility Plan

#### ADDITIONAL OPERATING IMPACTS

The Zero Emission Bus Implementation Study will help determine the cost of related operating impacts such as the transition from diesel fuel to electricity as the primary energy source for the DASH fleet.

## DASH Bus Fleet Replacements (continued)

Funding of rolling stock as well as capital infrastructure are the most significant constraint on the pace of transition. Since the up-front cost of an electric bus is twice that of a clean diesel, these buses will require a higher up-front capital investment. Significant state, federal, or regional grant support will need to be identified and secured to fully fund electrification of the DASH bus fleet in the next 15 years. While it is possible that some of the increased up-front investment may be recovered through lower lifecycle maintenance costs, this cannot yet be accurately determined.

### DASH FACILITY EXPANSION

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: 3000 Business Center Drive  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: 20-30 years

DASH Facility Expansion													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>11,958,154</b>	<b>7,749,154</b>	<b>4,209,000</b>	-	-	-	-	-	-	-	-	-	<b>4,209,000</b>
Financing Plan													
Cash Capital	49,154	49,154	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	775,000	775,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	6,925,000	6,925,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	4,209,000	-	4,209,000	-	-	-	-	-	-	-	-	-	4,209,000
<b>Financing Plan Total</b>	<b>11,958,154</b>	<b>7,749,154</b>	<b>4,209,000</b>	-	-	-	-	-	-	-	-	-	<b>4,209,000</b>
Operating Impact	900,000	-	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	900,000

#### CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project, moving \$1,281,000 forward from FY 2025.

#### PROJECT DESCRIPTION & JUSTIFICATION

This project includes the expansion of bus parking, charging and storage facilities to support the DASH fleet for increased service levels in key development areas, maintain adequate spare ratio to accommodate new technology, and to provide adequate space for simultaneously receiving new bus orders and de-commissioning the vehicles that are being replaced. DASH is planning to include new utility infrastructure and electric bus charging equipment as a component of this project to support a transition of the fleet to electric buses. This facility is recommended to serve as the primary Battery Electric Bus charging facility to support the eventual full fleet of Battery Electric Buses. Broken into two phases, this project will provide parking capacity for 38 additional buses, as well as up to 40 charge points.

The Facility Expansion project provides for the necessary capital and infrastructure improvements to enable DASH and the City to improve transit service as outlined in the Alexandria Mobility Plan and the Alexandria Transit Vision Plan, which was partially implemented via the New DASH Network beginning in FY 2022. With the expansion facility, the City will be well-positioned to implement the short- and long-term recommendations from the Alexandria Transit Vision Plan over the next decade, including the West End and Duke Street Transitway projects.

In FY 2023, 30% design of the facility was completed. In FY 2024, the project is expected to commence its next stage of full design and construction. Additional electric bus charging infrastructure deployments will be coordinated with construction of the facility expansion.

This project includes the facility expansions and improvements from two grants – a FY 2018 SMART SCALE “DASH Facility & Fleet Expansion” grant and a FY 2022 NVTA 70% grant for “DASH Service Enhancements & Electrification”.

#### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Environmental Action Plan, Alexandria Transit Vision Plan, Zero-Emission Bus Study

#### ADDITIONAL OPERATING IMPACTS

Estimated operating cost increase of DASH service expansion provided by grant-funded bus fleet expansion.

## DASH FLEET EXPANSION & ELECTRIFICATION

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: 3000 Business Center Drive  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: 11 - 15 years

DASH Fleet Expansion & Electrification													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C-L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>40,348,461</b>	<b>11,158,161</b>	<b>4,960,000</b>	<b>14,227,500</b>	<b>4,975,000</b>	<b>5,027,800</b>	-	-	-	-	-	-	<b>29,190,300</b>
Financing Plan													
NVTA 70% Funds	9,158,161	9,158,161	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	2,000,000	2,000,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (SmartScale)	12,000,000		4,960,000	7,040,000	-	-	-	-	-	-	-	-	12,000,000
State/Federal Grants (Unsecured)	17,190,300		-	7,187,500	4,975,000	5,027,800	-	-	-	-	-	-	17,190,300
<b>Financing Plan Total</b>	<b>40,348,461</b>	<b>11,158,161</b>	<b>4,960,000</b>	<b>14,227,500</b>	<b>4,975,000</b>	<b>5,027,800</b>	-	-	-	-	-	-	<b>29,190,300</b>

### CHANGES FROM PRIOR YEAR CIP

Funding reduced in FY 2024 due to not securing grants the project was planning for. Unsecured grant amounts previously planned for FY 2024 – FY 2026 were moved back by one year.

### PROJECT DESCRIPTION & JUSTIFICATION

The DASH Fleet Expansion project comprises of several grant projects which fund additional buses to the DASH fleet to increase bus service levels, consistent with the Alexandria Mobility Plan and the Alexandria Transit Vision Plan.

This project includes 26 expansion buses and three expansion trolleys that would be added to the DASH fleet over the next five years to increase and expand service across the City and in key development areas, consistent with the 2019 Alexandria Transit Vision Plan network. The New DASH Network provides more useful service for the City of Alexandria by introducing frequent, all-day bus service to areas where more people will be able to use it. The new citywide, high frequency network is highlighted by buses running every 15 minutes or sooner, throughout the day, seven days a week in the West End, Arlandria, Potomac Yard, and Old Town. With the expanded fleet, the City will be well-positioned to implement the short- and long-term recommendations from the Alexandria Transit Vision Plan over the next decade, including the West End Transitway and Duke Street BRT projects. The majority of these buses are anticipated to be 100% electric as part the ongoing DASH fleet transition, which is expected to be completed by 2037.

#### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Environmental Action Plan, Alexandria Transit Vision Plan

#### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

## EISENHOWER METRORAIL STATION IMPROVEMENTS

DOCUMENT SUBSECTION: Public Transit	PROJECT LOCATION: 2400 Eisenhower Ave. (Eisenhower Avenue Metro)
MANAGING DEPARTMENT: Department of Transportation and Environmental Services	REPORTING AREA: Eisenhower East
	PROJECT CATEGORY: 2
	ESTIMATE USEFUL LIFE: 30+ Years

Eisenhower Avenue Roadway Improvements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>12,239,909</b>	<b>12,239,909</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	1,339,724	1,339,724	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	1,338,554	1,338,554	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	550,000	550,000	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	37,829	37,829	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	7,873,802	7,873,802	-	-	-	-	-	-	-	-	-	-	-
TIP	1,100,000	1,100,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>12,239,909</b>	<b>12,239,909</b>	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

### PROJECT DESCRIPTION & JUSTIFICATION

The 2020 East Eisenhower small area plan calls for significant amounts of high-density development within a short distance of the Eisenhower Avenue Metrorail station. To support large mixed-use development in this area, improvements to the Metrorail station to encourage transit use are proposed. This project enhances the pedestrian environment and access to the station with safer crossings. Far-term improvements include real time travel displays and design and construction of an attractive pedestrian plaza in front of the station.

The near-term improvements, including ADA curb ramps and crosswalks, were completed in FY 2022. In FY 2023, outreach for an enhanced pedestrian crossing was completed, design of the selected enhanced pedestrian crossing will be completed in late FY 2023, and construction of these elements is anticipated for FY 2024.

Implementation of City-funded improvements (station plaza redevelopment) is contingent on the redevelopment of adjacent parcels. The developer is responsible for the design and construction of the loop road surrounding the plaza and must be completed prior to the construction of the plaza.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Eisenhower East Small Area Plan

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

## ELECTRIC BUS ON-ROUTE CHARGING STATIONS

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1  
 ESTIMATE USEFUL LIFE: 11 - 15 Years

Electric Bus On-Route Charging Stations													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>4,849,600</b>		-	<b>1,894,000</b>	<b>1,950,800</b>	<b>1,004,800</b>							<b>4,849,600</b>
Financing Plan													
State/Federal Grants (Unsecured)	4,849,600		-	1,894,000	1,950,800	1,004,800							4,849,600
<b>Financing Plan Total</b>	<b>4,849,600</b>		-	<b>1,894,000</b>	<b>1,950,800</b>	<b>1,004,800</b>							<b>4,849,600</b>

### CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

### PROJECT DESCRIPTION & JUSTIFICATION

This project will provide funding for “on-route” bus charging stations that will support the DASH fleet transition to 100% Electric buses. There are two basic types of electric bus chargers: (1) “depot” charging stations for longer charging sessions that typically occur overnight or during middays, and (2) “on-route” or “opportunity” chargers, which are installed at strategic bus terminal locations for shorter bus charging sessions that can be performed between trips during layover periods. “On-route” electric bus charging stations are critical for extending the battery range of electric buses so that they can operate for longer periods of time without returning to the garage depot. Since battery range is the most significant operational constraint for electric bus usage, additional on-route charging stations will allow DASH to accelerate its transition from clean diesel buses to a 100% electric fleet.

To date, all DASH bus chargers are “depot” charging stations. This project would provide for the right-of-way acquisition, purchase, and installation of up to five on-route bus charging stations. Potential locations that have been identified for on-route chargers include Landmark Mall, Potomac Yard Metro, Eisenhower Metro, and Mark Center or Southern Towers; however, additional engineering discussions with relevant stakeholders will be required before any plans move forward. The number, locations and usage profile of on-route charging stations will be determined as DASH progresses in its depot-based charging infrastructure buildout and fleet conversion. a

The City and DASH will seek grant funding opportunities to purchase on-route charging systems for deployment starting in FY 2025.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Environmental Action Plan, Alexandria Transit Vision Plan

### ADDITIONAL OPERATING IMPACTS

Chargers will require additional electrical costs at each of the selected locations, but this would be offset by potential fuel/electricity cost reductions at DASH facility. Chargers will also provide for more efficient operations since electric buses that can use these charging stations will not need to return to DASH Facility in the middle of the day, and can remain in use longer. Lastly, these chargers are critical in minimizing the fleet size while achieving full fleet conversion to Zero Emissions, as mitigates the range challenge of the technology.

## LANDMARK MALL TRANSIT CENTER

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: 30+ Years

Landmark Mall Transit Center													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>12,997,200</b>		<b>1,500,000</b>	-	<b>4,757,200</b>	<b>6,740,000</b>	-	-	-	-	-	-	<b>12,997,200</b>
Financing Plan													
State/Federal Grants	12,997,200		1,500,000	-	4,757,200	6,740,000	-	-	-	-	-	-	12,997,200
<b>Financing Plan Total</b>	<b>12,997,200</b>		<b>1,500,000</b>	-	<b>4,757,200</b>	<b>6,740,000</b>	-	-	-	-	-	-	<b>12,997,200</b>
Operating Impact	200,000		-	-	-	-	-	40,000	40,000	40,000	40,000	40,000	200,000

### CHANGES FROM PRIOR YEAR CIP

Funding schedule updated to reflect latest grant schedule for project, which moved \$1,500,000 from FY 2026 to FY 2024.

### PROJECT DESCRIPTION & JUSTIFICATION

As part of the redevelopment of the former Landmark Mall site, the existing transit center will be moved from the back of the existing mall to a central location in the new mixed-use development. A grid street network will be developed on the 51-acre site. Most streets will include bike and pedestrian infrastructure, and one central block will be a dedicated transit center with up to six bus bays. The conceptual site plan has been approved, and it is anticipated to be refined and finalized in the next few years as individual blocks are designed with more detail. The centrally located transit center is a key component of the transportation network of the redevelopment.

The new transit center will service existing WMATA and DASH bus service to, and through, the redeveloped mall site and hospital, as well as the West End Transitway and Duke Street Transitway lines. The project allows for capacity for additional future routes, electric bus charging facilities, and operator restroom and break facilities.

This transit center replaces the key transfer point that is currently located behind the former mall site. The new centrally located transit center was part of the 2020 Alexandria Transit Vision Plan. Planning and design are being completed in coordination with the redevelopment project. In 2021, the City was awarded \$13 million of VDOT SMART SCALE funds for planning, design, right-of-way, and construction. In FY 2024, conceptual designs for this enhanced transit facility will be developed to inform the final design of the new transit center.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

2020 Alexandria Transit Vision Plan

### ADDITIONAL OPERATING IMPACTS

Maintenance of hardware and equipment post-construction.

## POTOMAC YARD METRORAIL STATION

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Project Implementation

PROJECT LOCATION: Potomac Yard  
 REPORTING AREA: Potomac Yard/Potomac Greens, North Potomac Yard

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: 30+ Years

Potomac Yard Metrorail Station													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>385,294,811</b>	<b>385,294,811</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	37,154	37,154	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	185,001,024	185,001,024	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	69,500,000	69,500,000	-	-	-	-	-	-	-	-	-	-	-
PY Special Tax District Revenue	39,756,633	39,756,633	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	51,000,000	51,000,000	-	-	-	-	-	-	-	-	-	-	-
GO Bonds (PYM)	40,000,000	40,000,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>385,294,811</b>	<b>385,294,811</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	31,876,400			3,140,200	3,234,400	3,331,400	3,431,300	3,534,200	3,640,000	3,749,400	3,850,000	3,965,500	31,876,400

### CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

### PROJECT DESCRIPTION & JUSTIFICATION

This project provides for studies, planning, design, and construction of a new Metrorail infill station at Potomac Yard. The City of Alexandria is the project sponsor, with design and construction managed by WMATA. The Potomac Yard Metrorail Station Concept Development Study was completed in 2010. A new Metrorail station was included as part of the North Potomac Yard Small Area Plan, approved in 2010 and amended in 2017. Construction was initiated in 2019 and is expected to be completed in 2023.

Project development was subject to the requirements of the National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act. The Federal Transit Administration and the National Park Service issued their Records of Decision for the Potomac Yard Metrorail Station in 2016. WMATA procured a contractor for the design-build contract in the summer of 2018. The City received the Virginia Water Protection Permit in September 2019 and the Clean Water Act (CWA) Section 404 permit from the US Army Corps of Engineers in November 2019. Groundbreaking for the project occurred in December 2019, and revenue service is anticipated in May 2023.

The original budget for the project was \$270.0 million, including the planning phase, preliminary engineering, and preparation of the design-build bid package. In 2018, City Council authorized an increase of \$50 million in the Potomac Yard Metrorail Station project budget to \$320 million based on changes in labor, materials, and the bidding climate. In late 2018, as part of the decision to construct an Amazon headquarters at National Landing, the State committed an additional \$50 million to Alexandria to enhance the southwest access to the station. WMATA formally added the southwest access enhancements to the Contractor’s contract in early 2021.

The funding sources include \$69.5 million from Northern Virginia Transportation Authority (NVTA) that has already been awarded and spent and a \$50 million loan from the Virginia Transportation Infrastructure Bank (VTIB) that has also been secured. The project budget also includes \$200 million to be comprised of a combination of Potomac Yard funded cash capital and long-term General Obligation (GO) bonds. Both the VTIB loan and the GO Bonds are planned to be structured to best align the repayment with the tax revenue growth associated with the Potomac Yard area, including the use of “capitalized interest”. Potomac Yard generated tax revenues and developer contributions will repay 100% of the VTIB and GO Bonds. As part of the Amazon HQ2/Virginia Tech Innovation campus funding, the City was awarded \$50 million (\$20 million federal CMAQ and \$30 million state funding) to enhance the station access from East Glebe Road.

#### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Potomac Yard Coordinated Development District (CDD) approved by City Council, October 1999; Transportation Master Plan approved by City Council, April 2008; North Potomac Yard Small Area Plan adopted by City Council, May 2010; City Council Resolution No. 2676, Adoption of Alternative B as the Locally Preferred Alternative for the Potomac Yard Metrorail Station, May 20, 2015.

#### ADDITIONAL OPERATING IMPACTS

Per the Final EIS (Environmental Impact Statement), the new Metrorail station will increase the City’s operating subsidy to WMATA by approximately \$3 million per year. The Potomac Yard Station fund revenues are projected to fund this cost.

## TRANSIT ACCESS & AMENITIES

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: Varies

Transit Access & Amenities													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>5,961,550</b>	<b>5,961,550</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	307,175	307,175	-	-	-	-	-	-	-	-	-	-	-
NVTA 30% Funds	1,100,000	1,100,000	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	450,000	450,000	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	60,000	60,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	3,945,999	3,945,999	-	-	-	-	-	-	-	-	-	-	-
TIP	98,376	98,376	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>5,961,550</b>	<b>5,961,550</b>	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	212,800		-	12,000	24,700	25,500	24,700	25,500	24,700	25,500	24,700	25,500	212,800

### CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

### PROJECT DESCRIPTION & JUSTIFICATION

This project provides funding to add and replace existing bus shelters with new shelters and amenities such as benches, trash cans, bike racks and improved lighting. This project also funds improvements to bring the stops into compliance with ADA standards. These features are important to attract riders to transit and, post-Covid, back to transit. Many bus stops around the City do not have bus shelters or the shelters are several decades old and have exceeded their useful life. New shelters offer transit riders a more attractive and comfortable environment, which is directly related to customer satisfaction with public transportation.

The project is primarily funded by federal and state grants for the procurement and installation of bus shelters and site work such as concrete pads. A first phase of the project installed 28 new shelters and was completed in FY 2020. In FY 2022, the City selected a new bus shelter model with different sizes to enable placement in more locations. In FY 2023, the City updated its full inventory of all bus stops in the City and identified 20 locations for the design of the Phase II bus shelter sites, prioritizing equity and high ridership stops. Staff is coordinating with the implementation of the Transit Vision Plan and the Bike Parking at Transit project. Shelter locations have yet to be determined for Phase III, and the number of locations will depend on funding.

- Phase I (28 shelters & amenities) – COMPLETED in FY 2020
- Phase II (20 shelters & amenities) – Design in FY 2023-2024; Construction starts 2025
- Phase III (5-10 shelters & amenities) – Design in FY 2024-2025; Construction starts 2027

#### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Environmental Action Plan, Alexandria Transit Vision Plan

#### ADDITIONAL OPERATING IMPACTS

Increased shelter maintenance costs.

## TRANSIT STRATEGIC PLAN IN ALEXANDRIA

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PRIMARY STRATEGIC THEME: Theme 10: Multimodal Transportation

PROJECT CATEGORY: 3  
 ESTIMATE USEFUL LIFE: Varies

Transit Strategic Plan in Alexandria													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>208,669</b>	<b>208,669</b>	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
NVTA 30% Funds	133,669	133,669	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	75,000	75,000	-	-	-	-	-	-	-	-	-	-	-
<b>Financing Plan Total</b>	<b>208,669</b>	<b>208,669</b>	-	-	-	-	-	-	-	-	-	-	-

### CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

### PROJECT DESCRIPTION & JUSTIFICATION

The Virginia General Assembly passed legislation in 2018 that requires transit agencies operating in urbanized areas to develop a Transit Strategic Plan (TSP) to ensure that transit services are planned in a way that better meets the mobility needs of their communities. This gives those agencies an opportunity to evaluate and update their services and networks to respond to changes in demand. The main goal of a TSP is to create a strategic blueprint outlining desired changes that will improve the provision of transit services throughout each agency’s service area within existing funding structures. This is an opportunity for each agency to look at their system as a blank slate, re-examine the priorities of stakeholders and riders, and make difficult choices concerning where and how to provide services in an efficient and cost-effective manner.

The Alexandria Transit Vision, adopted by the Alexandria Transit Company (ATC) board in December of 2019, DASH’s own annual Transit Development Plan, and the Transit Chapter of the draft Alexandria Mobility Plan address many of the elements of the TSP. The City, in coordination with DASH, will work with a consultant to build off what has already been undertaken and address any gaps to meet the state requirements.

The City applied for a grant in January 2020 to support the completion of the project. The grant was awarded in December 2020 and is included in the Department of Rail and Public Transportation (DRPT) FY 2021 Six Year Improvement Program. The grant pays for 50% of the project (up to \$75,000). The match for this grant is provided with NVTA 30% funds. DRPT extended the deadline for TSP’s to June 30, 2024.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

### ADDITIONAL OPERATING IMPACTS

N/A

N/A

## WMATA CAPITAL CONTRIBUTIONS

DOCUMENT SUBSECTION: Public Transit  
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Citywide  
 REPORTING AREA: Citywide

PROJECT CATEGORY: 1  
 ESTIMATE USEFUL LIFE: Varies

WMATA Capital Contributions													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
<b>Expenditure Budget</b>	<b>371,405,827</b>	<b>186,330,827</b>	<b>16,655,000</b>	<b>16,920,000</b>	<b>17,340,000</b>	<b>17,770,000</b>	<b>18,210,000</b>	<b>18,670,000</b>	<b>19,140,000</b>	<b>19,620,000</b>	<b>20,120,000</b>	<b>20,630,000</b>	<b>185,075,000</b>
Financing Plan													
Cash Capital	28,720,713	28,720,713	-	-	-	-	-	-	-	-	-	-	-
GO Bond Interest Earnings	3,455,590	3,455,590	-	-	-	-	-	-	-	-	-	-	-
GO Bonds	283,184,521	126,259,621	13,075,000	11,600,000	15,630,000	16,015,000	14,739,900	16,590,000	16,885,000	17,040,000	17,420,000	17,930,000	156,924,900
NVTA 30% Funds	43,522,011	16,221,911	3,580,000	5,270,000	1,560,000	1,685,000	3,470,100	1,945,000	2,080,000	2,310,000	2,700,000	2,700,000	27,300,100
Prior Capital Funding	4,206,025	4,206,025	-	-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	5,000	5,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	3,250,000	3,250,000	-	-	-	-	-	-	-	-	-	-	-
TIP	5,061,967	4,211,967	-	50,000	150,000	70,000	-	135,000	175,000	270,000	-	-	850,000
<b>Financing Plan Total</b>	<b>371,405,827</b>	<b>186,330,827</b>	<b>16,655,000</b>	<b>16,920,000</b>	<b>17,340,000</b>	<b>17,770,000</b>	<b>18,210,000</b>	<b>18,670,000</b>	<b>19,140,000</b>	<b>19,620,000</b>	<b>20,120,000</b>	<b>20,630,000</b>	<b>185,075,000</b>

### CHANGES FROM PRIOR YEAR CIP

Funding plan updated to reflect the City’s jurisdictional contribution to WMATA’s FY 2024 – FY 2029 CIP.

### PROJECT DESCRIPTION & JUSTIFICATION

This project funds capital infrastructure improvements by participating governments including the City of Alexandria for the Washington Area Metropolitan Transit Authority (WMATA). In addition, this project also funds the newly mandated local match for the dedicated funding source created by the Virginia General Assembly to support the WMATA Capital Program.

WMATA has proposed a 6-year Capital Improvement Program of \$14.0 billion for FY 2024 – FY 2029. For FY 2024, WMATA’s capital improvement budget is \$2.4 billion, of which Alexandria’s portion is \$17.5 million, which is comprised of a \$13.4 million direct subsidy and a \$4.1 million match of state funds.

In 2018, the Virginia General Assembly, along with the Maryland General Assembly and the Washington D.C. City Council, passed legislation to create a dedicated funding stream to support WMATA’s capital program. This dedicated funding source impacts both the City’s contribution to the WMATA Capital subsidy, and the availability of regional transportation funds (i.e. NVTA 30%).

The legislation passed by the General Assembly in 2018 also stipulated that the participating jurisdictions provide a local match to the dedicated funding. The local match for Virginia jurisdictions totals \$27.12 million annually, of which each jurisdiction’s share of the match is calculated annually based on their portion of the annual capital contribution to WMATA. For FY 2024, the City’s local match is estimated to be \$4.1 million.

The City also assumes the use of state funds received through and held in trust by NVTC to support WMATA Capital Contributions for FY 2024 – FY 2033. This funding source is not appropriated by the City as NVTC pays these funds to WMATA on the City’s behalf.

### EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

N/A

### ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.

WMATA Capital Contributions (continued)

<b>FY 2024 Sources and Uses</b>		<b>FY 2024 Amount</b>
<u>Uses</u>		
WMATA Capital Subsidy	\$	13,356,885
DRPT Local Match	\$	4,137,901
<b>Total Uses</b>	<b>\$</b>	<b>17,494,786</b>
<u>Sources</u>		
Appropriated Sources		
NVTA 30% Funds	\$	3,580,000
GO Bonds	\$	13,075,000
<i>Subtotal</i>	<i>\$</i>	<i>16,655,000</i>
Non-Appropriated Sources		
NVTC Trust Fund	\$	1,000,000
<i>Subtotal</i>	<i>\$</i>	<i>1,000,000</i>
<b>Total Sources</b>	<b>\$</b>	<b>17,655,000</b>

<b>Calculation of FY 2024 CIP Amount</b>		<b>FY 2024 Amount</b>
Total Uses	\$	17,655,000
Less NVTC Trust Fund	\$	1,000,000
Less Prior Year Balances	\$	-
<b>Total Appropriated Sources</b>	<b>\$</b>	<b>16,655,000</b>