

Attachment 2: DASH FY2024 Unfunded Improvements Table

DASH FY 2024 UNFUNDED ATV IMPROVEMENTS							DASH Service Planning Decision Framework (1)				
							Ridership	Equity (2)		Impact/Alternatives	Cost Efficiency
Priority Order (1 = top priority)	Line #	Areas Served	Proposed Improvement	Net Annual Platform Hours	Net Annual Cost	Net Operator Requirement	Net Change in Annual Boardings (Projected)	Low Income Residents within 1/4 mile (City Avg = 10%)	Minority Residents within 1/4 mile (City Avg = 51%)	Description of Benefit / Cost of Not Improving	Annual Cost Per Add'l Boarding (Lower = More Cost Efficient)
FY 2024 DASH Supplemental Requests											
1	Line 33	Del Ray, Arlandria, Potomac Yard	Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to new Potomac Yard Metro	945	\$120,000	1	11,000	8%	38%	Shorter waits for buses on Sundays in Del Ray, Arlandria; better Sunday service to new PY Metro	\$10.91
2	Line 34	Potomac Yard, Old Town North, City Hall, Lee Center	Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to new Potomac Yard Metro	963	\$120,000	1	7,000	9%	31%	Shorter waits for buses on Sundays in Old Town; better Sunday service to new PY Metro	\$17.14
3	Line 31	NVCC, King Street, Old Town	Extend offpeak/weekend short trips from King Street Metro to Braddock Road Metro for 15 minute service in Old Town; extend weekday evening hours.	7,196	\$880,000	4	47,000	7%	39%	More one-seat trips from King St to Old Town; better connections to West End; more frequent OTC	\$18.72
4	Line 32	Eisenhower Valley, Landmark Mall, Van Dorn Metro, Carlyle	Improve midday, evening and weekend service from every 60 minutes to every 30 minutes.	3,989	\$490,000	3	26,000	9%	54%	Shorter waits for buses on Eisenhower Avenue during middays, evenings and weekends.	\$18.85
FY 2024 DASH Supplemental Requests				13,093	\$1,610,000	9	91,000	8%	42%		\$17.69

Notes:

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

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