EXHIBIT NO. 1

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1-11-11

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 5, 2011

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: CONSIDERATION OF AUTHORIZATION OF THE REHABILITATION OF FOUR SURPLUSED DASH BUSES TO PROVIDE EXPANDED TRANSIT SERVICE TO THE BRAC-133 SITE IN ALEXANDRIA

ISSUE: Authorization of the rehabilitation of four surplused DASH buses to provide expanded transit services to the BRAC-133 site.

RECOMMENDATION: That City Council:

(1) Allocate $600,000 from previously budgeted DASH bus replacement capital funds, and

(2) Authorize, contingent upon reaching agreement with the Department of Defense on a cooperative reimbursement agreement, the expenditure of that $600,000 to rehabilitate four surplused DASH buses to provide expanded transit service on the AT2 route between King Street Metrorail Station/VRE Station and the Mark Center BRAC-133 site.

DISCUSSION: Through the BRAC-133 Ad Hoc Transportation Management Plan (TMP) Group, single-occupancy vehicle (SOV) mitigation strategies have emerged. These strategies aim to reduce the effect of SOV traffic in and around the Mark Center BRAC-133 site. Accordingly, City and DASH staff have been in a number of meetings with the Department of Defense (DOD)/Washington Headquarters Services (WHS) staff regarding the merits of subsidizing the expansion of transit service to their site in the City's West End instead of the DOD/WHS operating a fleet of private shuttle buses, exclusive to their employees. Using the U.S. Patent and Trademark Office (PTO) arrangement for subsidizing transit to its area as a model of a successful partnership between the federal government and a local public transportation agency, DOD has agreed, in principle, that the public transit option would be more beneficial to its employees and contractors, as well as the community itself. The industry standard is that one fully utilized transit bus per trip equates to between 15-17 single-occupancy vehicles. A draft cooperative reimbursement agreement for such service, by which DOD would reimburse the City 100% of DASH costs, has been disseminated, is under final review and is likely to be ready to execute this month.

The Alexandria Transit Company (ATC) has provided WHS with a number of service enhancement scenarios. The most important is the connection between the King Street Metrorail Station and Alexandria Union Station/VRE Station and the BRAC-133 site. Currently, the AT2 service between the King Street Metrorail Station and Southern Towers operates on 30-minute headways in the peak period. ATC is proposing to increase the frequency of service to BRAC-

133 to every 10 minutes and operate the additional buses on an express service (limited stops) basis. This will require four additional buses that ATC currently does not have in the operating fleet. Use of enhanced DASH service, in lieu of dedicated DOD shuttle buses, benefits the City by reducing overall use of single-occupancy vehicles, providing express service between King Street Metro and the Mark Center, and providing transit access for DOD personnel to use local retail and restaurants. DOD personnel/contractors will be able to utilize DASH bus service at no cost system wide as part of this reimbursement agreement. This service will enable West-End residents to also utilize this proposed King Street Metro express service at regular fare.

In addition, ATC has provided proposals to T&ES staff which enhance the service on the AT1 between Van Dorn Metro and BRAC-133, from every 30 minutes to every 15 minutes, and to implement a Mark Center to Potomac Yard Crosstown Route, starting out with an operating frequency of every 30 minutes and requiring three additional buses. This additional enhanced service is not part of this recommendation and is still under internal City staff review as part of the City's FY 2012 budget process.

The preliminary estimate for the rehabilitation work on the four buses is $150,000 per bus or a total of $600,000. The rehabilitation work would be done by a private firm and take about five months. The rehabilitation would add about four years or more to the useful lives of four previously surplused DASH buses which had not yet been auctioned. The work will cover both rehabilitation of mechanical and interior bus areas.

It should be noted that the "contingent upon agreement" language in the above recommendation would mean that City and DOD staff have agreed to contract language and the reimbursement amount, but the cooperative reimbursement agreement has not yet been formally signed off by all necessary parties in DOD. This will help accelerate the rehabilitation timetable which will result in the rehabilitated buses being ready for service a number of weeks earlier.

FISCAL IMPACT: It is recommended that the $600,000 in funding needed for this four bus rehabilitation be allocated from $600,000 set aside in the City's Capital Improvement Program several years ago as part of add/delete budget amendments. Because DASH orders multiple buses at a time, these funds, which could finance only one bus, were held for future use. Subsequent new federal stimulus funding also delayed the need to utilize this funding. It has been proposed to DOD that the $600,000 rehabilitation investment by the City be amortized over a four year period with DOD reimbursing the City for its investment in these buses $150,000 each year for four years.

ATTACHMENT:
Attachment 1: DASH System Map

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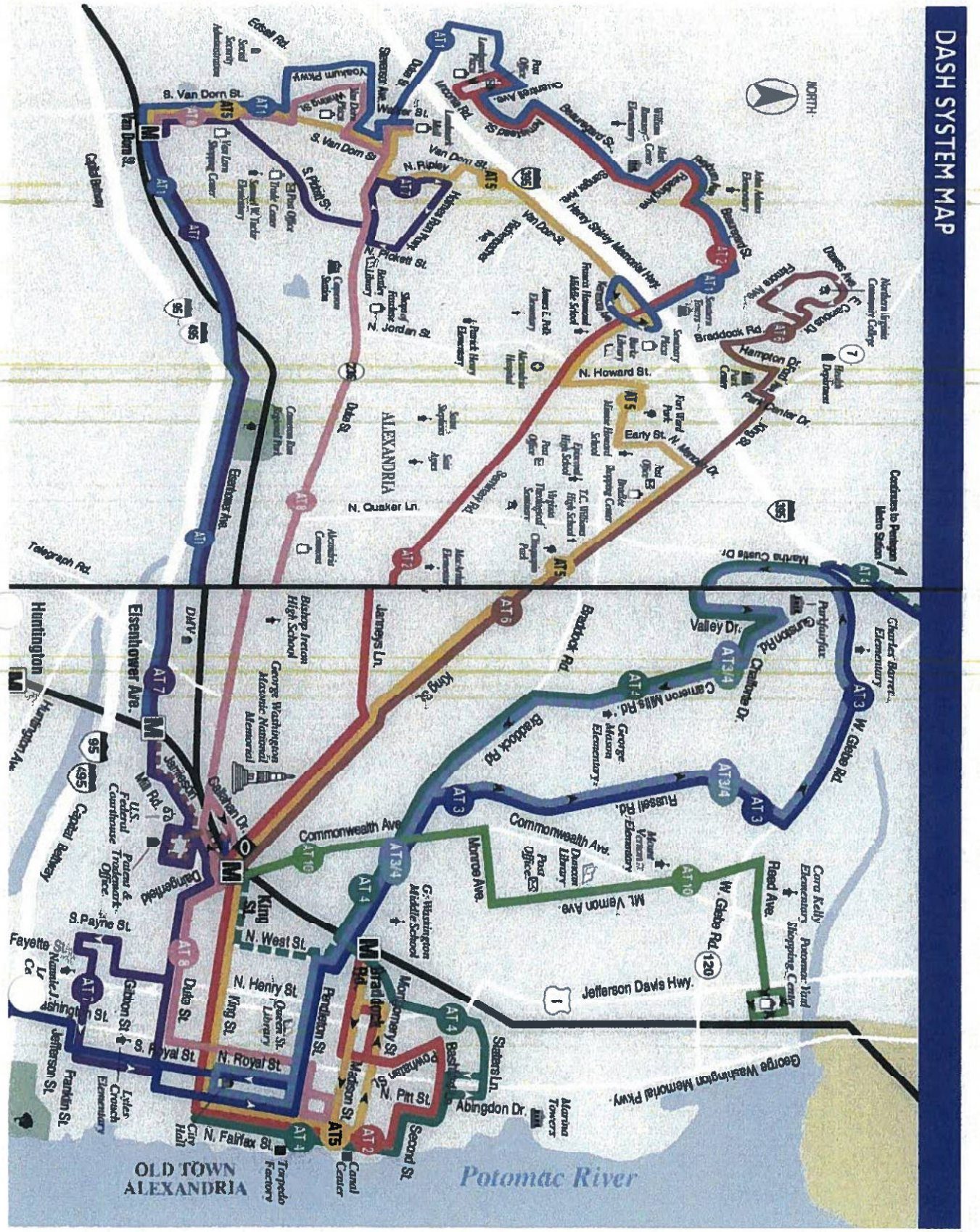
ATTACHMENT 1