

LANDMARK TRANSIT CENTER

DOCUMENT SUBSECTION: High Capacity Transit Corridors

PROJECT LOCATION: Citywide

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Citywide

PROJECT CATEGORY: 3
ESTIMATE USEFUL LIFE: 30+ Years

Landmark 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	13,797,054	1,500,000	800,000	4,756,962	1,992,677	-	4,747,415	-	-	-	-	-	12,297,054
Financing Plan													
NVTA 30% Funds	256,000	-	256,000	-	-	-	-	-	-	-	-	-	256,000
State/Federal Grants	2,044,000	1,500,000	544,000	-	-	-	-	-	-	-	-	-	544,000
State/Federal Grants (Smartscale)	11,497,054	-	-	4,756,962	1,992,677	-	4,747,415	-	-	-	-	-	11,497,054
Financing Plan Total	13,797,054	1,500,000	800,000	4,756,962	1,992,677	-	4,747,415	-	-	-	-	-	12,297,054
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

Project funding increased, over the 10-year plan, by about \$800,000 for the installation of 12 bus shelters at the transit center.

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. A coordinated development district and infrastructure site plan were approved by City Council in July 2021 and June 2022, respectively, finalizing the design of the street grid, sidewalks and public realm. The property owner has started construction of the infrastructure plan and will begin to deliver portions of the roadway to the City in 2025, once complete. 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 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, the City began working to develop a conceptual design for this enhanced transit facility. Final design will begin in FY 2025.

Additionally, the City was awarded \$544,000 from the Transit Ridership Incentive Program to purchase and install 12 bus shelters at the transit center, while the City plans, designs and constructs the permanent transit center amenities. This grant funding, along with a local match of \$256,000, has been added to FY 2025.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

2020 Alexandria Transit Vision Plan

ADDITIONAL OPERATING IMPACTS

Maintenance of hardware and equipment post-construction.

SOUTHERN TOWERS TRANSIT CENTER

DOCUMENT SUBSECTION: High Capacity Transit Corridors
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Van Dorn/Beauregard Corridor
 REPORTING AREA: Alex West

PROJECT CATEGORY: Category 3
 ESTIMATE USEFUL LIFE: 30+ Years

Southern Towers 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 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

This is a new project added to the FY 2025 - FY 2034 CIP, broken out from the *Transit Corridor "C"- West End Transitway* project. The project has been broken out as a stand-alone project due to the timing of implementation, which is separate from the West End Transitway. The \$10 million in SMART SCALE funding from prior year appropriations will be moved from the West End Transitway to this project.

PROJECT DESCRIPTION & JUSTIFICATION

The West End Transitway was identified as a key transit corridor in the City's 2008 Transportation Master Plan. Concepts for this corridor were recommended in the 2012 Transitway Feasibility Study and re-affirmed in the 2021 Alexandria Mobility Plan. This project will take a phased approach toward full construction of a high-capacity Transitway between the Van Dorn Metrorail station and the Pentagon. This investment will support the development approved in the Landmark/Van Dorn Small Area Plan (SAP), the Beauregard Corridor SAP, and continues to be a key component of the Alex West SAP. The new transit center would also serve the future Route 7 BRT that is current in the regional planning process.

The City was awarded \$10 million in SMART SCALE funding in 2017 for the design, right-of-way and construction of a new transit center and associated infrastructure improvements within the Southern Towers property. Southern Towers currently serves as a transit hub for multiple regional and local routes served by DASH and WMATA. The City began the planning phase in FY 2021 and will continue coordination with the new owners on the concept design and placement of the new transit center through FY 2025. The design features and construction schedule will be determined in coordination with the new Southern Towers development and the current West End Transitway project.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, Alexandria Transit Vision Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts at this time. Operating impacts for the Transit Corridor "C" are seen under that project.

TRANSIT CORRIDOR A - ROUTE 1

DOCUMENT SUBSECTION: High Capacity Transit Corridors	PROJECT LOCATION: Route 1 between Potomac Ave. & Arlington County Line
MANAGING DEPARTMENT: Department of Transportation and Environmental Services	REPORTING AREA: Potomac Yard/Potomac Greens
	PROJECT CATEGORY: 3
	ESTIMATE USEFUL LIFE: 30+ Years

Transit Corridor "A" - Route 1													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	39,835,335	29,835,335	-	-	-	10,000,000	-	-	-	-	-	-	10,000,000
Financing Plan													
GO Bonds	1,325,000	1,325,000	-	-	-	-	-	-	-	-	-	-	-
NTVA 70% (Unsecured)	10,000,000	-	-	-	-	10,000,000	-	-	-	-	-	-	10,000,000
NTVA 70% Funds	660,000	660,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	23,655,335	23,655,335	-	-	-	-	-	-	-	-	-	-	-
TIP	4,195,000	4,195,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	39,835,335	29,835,335	-	-	-	10,000,000	-	-	-	-	-	-	10,000,000
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The Route 1 Transitway, known as Metroway, is the first segment of a 5-mile-long, high-capacity transit corridor connecting the Pentagon City and Braddock Road Metrorail stations. The initial segment of the corridor was completed in the summer of 2014.

Remaining funding from the original construction project is being used in FY 2024 and FY 2025 to design the final extension of the dedicated transit lanes on Richmond Highway between East Glebe Road and the Arlington County border. In FY 2020, \$5 million of funding was added as part of the Amazon Incentive Package to help complete the planning and design as well as the right-of-way acquisition and construction of the Transitway north of East Glebe Road to the Arlington border. Timing of project construction and right-of-way acquisition will depend on the timing and phasing of phase two of the North Potomac Yard development project.

The Transitway provides residents, workers, and visitors with a fast, convenient, and comfortable connection to the regional Metrorail network, Potomac Yard development, Oakville Triangle and key employment nodes. Improved lighting and enhanced pedestrian crosswalks across Route 1 will also provide for safer non-motorized travel in the corridor. With the redevelopment of North Potomac Yard, further bus transitway infrastructure will be implemented.

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.

TRANSIT CORRIDOR "B" - DUKE STREET

DOCUMENT SUBSECTION: High Capacity Transit Corridors

PROJECT LOCATION: Duke St. between City Limits and King St. Metro

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Landmark/Van Dorn/Beauregard

PROJECT CATEGORY: 3

ESTIMATE USEFUL LIFE: 30+ Years

Transit Corridor "B" - Duke Street													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	87,355,818	12,355,818	55,800,000	-	19,200,000	-	-	-	-	-	-	-	75,000,000
Financing Plan													
Cash Capital	165,818	165,818	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	87,190,000	12,190,000	55,800,000	-	19,200,000	-	-	-	-	-	-	-	75,000,000
Financing Plan Total	87,355,818	12,355,818	55,800,000	-	19,200,000	-	-	-	-	-	-	-	75,000,000
Operating Impact	34,573,000	-	-	-	3,273,000	2,800,000	3,500,000	4,000,000	4,500,000	5,000,000	5,500,000	6,000,000	34,573,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

Consistent with the City’s adopted Transportation Master Plan and subsequent City Council actions, this project will construct a 4.5-mile segment of high-capacity transitway along Duke Street between the former Landmark Mall Site and the King Street Metrorail Station. In 2012, the Planning Commission and City Council adopted Master Plan Amendments from the High Capacity Transit Corridor Work Group for the planned Corridor B cross section and a phased implementation of the transitway along Duke Street. Based on Council direction, staff sought and obtained \$87 million of regional transportation NVTA 70% funds to use for planning, design, right-of-way, construction, and asset acquisition such as buses and shelters.

In FY 2022, the project began with a community engagement process that was used to identify the community’s vision and needs for the corridor. In FY 2023, multiple conceptual ideas were discussed with the community. After three phases of community engagement, an updated concept plan was approved by City Council in late FY 2023. Design began in FY 2024 and is expected to be completed in FY 2026 with construction anticipated to begin in late FY 2026.

City Council also approved a vision for an ultimate build condition which likely be phased depending on adjacent private redevelopment projects and the results of the Duke Street Small Area Plan update.

Once completed, this project will support development approved in the Eisenhower West, Eisenhower East and Landmark/Van Dorn Small Area Plans (including the redeveloped Landmark Mall), while increasing transit options for local and through trips emphasizing inter-jurisdictional coordination. The project is also closely connected to other capital projects, such as the Landmark Mall Transit Center, which will be utilized by the buses along this route.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Transportation Master Plan; High Capacity Transitway Corridor Work Group recommendations, Landmark/Van Dorn Small Area Plan, Alexandria Transit Vision Plan, Complete Streets Policy

ADDITIONAL OPERATING IMPACTS

Construction of corridor will require ongoing Bus and station maintenance.

TRANSIT CORRIDOR "C" - WEST END TRANSITWAY

DOCUMENT SUBSECTION: High Capacity Transit Corridors
 MANAGING DEPARTMENT: Department of Transportation and Environmental Services

PROJECT LOCATION: Van Dorn/Beauregard Corridor
 REPORTING AREA: Beauregard

PROJECT CATEGORY: 3
 ESTIMATE USEFUL LIFE: 30+ Years

Transit Corridor "C" - West End Transitway													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	74,929,974	42,335,627	32,594,347	-	-	-	-	-	-	-	-	-	32,594,347
Financing Plan													
Cash Capital	148,239	148,239	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	4,600,000	4,600,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	35,487,388	35,487,388	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	32,594,347	-	32,594,347	-	-	-	-	-	-	-	-	-	32,594,347
TIP	2,100,000	2,100,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	74,929,974	42,335,627	32,594,347	-	-	-	-	-	-	-	-	-	32,594,347
Operating Impact	21,338,000	-	-	-	2,400,000	2,472,000	2,546,000	2,622,000	2,701,000	2,782,000	2,865,000	2,950,000	21,338,000

CHANGES FROM PRIOR YEAR CIP

Five million dollars in FY 2026 NVTA 70% funding was moved from this project to the new *South Van Dorn Bridges* project added to FY 2025 - FY 2034 CIP. Additionally, \$10 million in Prior Appropriation will be broken out of this project and moved to the new *Southern Towers Transit Center* project added to FY 2025 - FY 2034 CIP.

PROJECT DESCRIPTION & JUSTIFICATION

Consistent with the City's 2008 Transportation Master Plan, the recommendations of the High-Capacity Transit Corridor Work Group, (approved by Council in September 2011), and re-affirmed in the 2021 Alexandria Mobility Plan, this project will take a phased approach toward construction of a high-capacity Transitway between the Van Dorn Metrorail station and the Pentagon. This investment will support the development approved in the Landmark/Van Dorn Small Area Plan (SAP) and the Beauregard Corridor SAP.

The City was awarded \$57.2 million for FY 2024 - FY 2025 SMART SCALE for the design, right-of-way, construction and bus purchases for the first phase of this project. Phase I is focused on Transportation Systems Management (TSM) improvements, such as Transit Signal Priority, queue jump lanes, new bus stations, pedestrian and bicycle improvements, intersection and safety improvements. In FY 2024, design advanced and included the refinement of the bus stations, intersection improvements, and an operational analysis. Design of the Phase I is funded through \$4.6M in NVTA 70% grants and will be complete in FY 2025. West End Transitway is anticipated to begin operation by FY 2027.

Phase II of this project includes dedicated transit lanes on portions of Van Dorn Street and Beauregard Street. Additional funding and right-of-way will be required to implement the Phase II plan, and the City will continue to work with private developers for the additional right-of-way and seek other funding sources including federal funds.

This project is related to a number of other CIP projects including the Southern Towers and Landmark Mall Transit Hubs, which will be utilized by buses on this route. Additionally, the project to redesign the Van Dorn Bridges aligns with Phase II recommendations for the West End Transitway.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Landmark / Van Dorn Corridor Study; Beauregard Small Area Plan; Eisenhower West Small Area Plan; Alexandria Transit Vision Plan; Alexandria Mobility Plan

ADDITIONAL OPERATING IMPACTS

The operating costs are a preliminary estimate based on the proposed service patterns.

TRANSITWAY ENHANCEMENTS

DOCUMENT SUBSECTION: High Capacity Transit Corridors

PROJECT LOCATIONS: US 1 Corridor between Braddock Road metro station and Alexandria/Arlington border, Van Dorn/ Beauregard from Van Dorn Metro Station to The Pentagon, and Duke Street between Landmark Mall and King Street Metrorail Station

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Regional

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

Transitway Enhancements													
	A (B + M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Prior Appropriations	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	Total FY 2025 - FY 2034
Expenditure Budget	1,454,491	1,454,491	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
CMAQ/RSTP	1,454,491	1,454,491	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	1,454,491	1,454,491	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

This project funds safety, comfort, and operation enhancements along segments of the City’s three planned transitway corridors, which may include items such as median islands with pedestrian refuges, new crossings, bicycle access improvements, signal technology to improve safety at intersections, and other potential Smart Mobility technologies. The \$1.45 million in RSTP and CMAQ funds may also be used for operational planning for the West End Transitway and Duke Street Transitway.

The City’s 2008 Transportation Master Plan recommends three transitways within the City, including Corridor A (Route 1 Metroway), Corridor B (Duke Street Transitway), and Corridor C (West End Transitway). These three corridors were further evaluated in the Transitway Corridors Feasibility Study (approved by Council in September 2011). The Route 1 Metroway has been operating since 2014, and additional expansion of the dedicated lanes is currently being planned. The Duke Street Transitway began community engagement, planning, and environmental review in 2021, which will be followed by design, right-of-way acquisition (if necessary), and construction. Environmental review for the West End Transitway is complete, and design for a first phase began in 2023, followed by right-of-way acquisition and construction. Service is anticipated to begin in 2026.

These funds can be used for capital improvements on any of these corridors, including potential expansion of the Mark Center transit center on the West End Transitway route. Specific project(s) scopes and schedules will be identified in FY 2024, and planning/design will start in FY 2025. Candidate projects include Transit Center improvements and expansion at Mark Center, operations planning for the Duke Street and West End Transitways, and pedestrian access and safety enhancements along the city’s three transitway corridors.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Transportation Master Plan; WMATA Momentum; Alexandria Transit Vision Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.