

TRANSIT CORRIDOR A - ROUTE 1

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

PROJECT LOCATION: Route 1 between Potomac Ave. & East Glebe Rd.
 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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
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
NVTA 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

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

The Route 1 Transitway 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 will be used in FY 2023 and FY 2024 to design the final extension of the dedicated transit lanes on Richmond Highway between East Glebe Road and Evans Lane and provide the environmental analysis required for this project. 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 Evans Lane. The City plans to apply for future grant funding for the construction of this project. 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 Phase 2 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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	87,190,000	12,190,000	-	55,800,000	-	19,200,000	-	-	-	-	-	-	75,000,000
Financing Plan													
NVTA 70% Funds	87,190,000	12,190,000	-	55,800,000	-	19,200,000	-	-	-	-	-	-	75,000,000
Financing Plan Total	87,190,000	12,190,000	-	55,800,000	-	19,200,000	-	-	-	-	-	-	75,000,000
Operating Impact	28,573,000		-	-	-	3,273,000	2,800,000	3,500,000	4,000,000	4,500,000	5,000,000	5,500,000	28,573,000

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 and a final alternative will be presented for City Council approval in early FY 2024. Design will occur in FY 2024 - 2025 with construction anticipated to begin in FY 2026.

Construction of an ultimate build condition will likely be phased depending on the results of the outreach findings as well as adjacent private redevelopment projects.

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.

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
Expenditure Budget	79,948,627	17,748,627	24,587,000	32,613,000	5,000,000	-	-	-	-	-	-	-	62,200,000
Financing Plan													
Cash Capital	148,239	148,239	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	4,600,000	4,600,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	6,871,388	6,871,388	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	61,229,000	4,029,000	24,587,000	32,613,000	-	-	-	-	-	-	-	-	57,200,000
State/Federal Grants (Unsecured)	5,000,000	-	-	-	5,000,000	-	-	-	-	-	-	-	5,000,000
TIP	2,100,000	2,100,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	79,948,627	17,748,627	24,587,000	32,613,000	5,000,000	-	-	-	-	-	-	-	62,200,000
Operating Impact	18,388,000	-	-	-	-	2,400,000	2,472,000	2,546,000	2,622,000	2,701,000	2,782,000	2,865,000	18,388,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior 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.

In 2017, the City was awarded \$10 million in SMART SCALE funding for the design, right-of-way and construction of project improvements specifically within Southern Towers. The City began planning in FY 2021. Coordination with the new property owners on the concept design of a new transit center in Southern Towers will continue into FY 2024. The construction schedule will be determined in coordination with Southern Towers and the rest of the West End Transitway corridor.

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, and intersection improvements. Design of the Phase I (TSM) is funded through \$4.6M in NVTA 70% grants and began in FY 2023. West End Transitway is anticipated to begin operation by FY 2026.

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.

The City was awarded \$5 million in NVTA 70% funds to design the roadway, including two bridges, along Van Dorn Street, south of Edsall Road in FY 2026.

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 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	Total FY 2024 - FY 2033
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	-	-	-	-	-	-	-	-	-	-	-

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 late FY 2023, and planning/design will start in FY 2024. 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.