

LANDMARK TRANSIT CENTER

DOCUMENT SUBSECTION: High Capacity Transit Corridors

PROJECT LOCATION: Landmark/Van Dorn

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Landmark/Van Dorn

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	13,797,054	6,056,962	2,992,677	-	4,747,415	-	-	-	-	-	-	-	7,740,092
Financing Plan													
NVTA 30% Funds	256,000	256,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	5,800,962	5,800,962	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants (Smartscale)	7,740,092	-	2,992,677	-	4,747,415	-	-	-	-	-	-	-	7,740,092
Financing Plan Total	13,797,054	6,056,962	2,992,677	-	4,747,415	-	-	-	-	-	-	-	7,740,092
Operating Impact	321,200	-	-	-	40,000	40,000	40,000	40,000	40,000	40,000	40,000	41,200	321,200

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

As part of the redevelopment of the former Landmark Mall site into a vibrant mixed-use community, the existing transit center will be relocated to a central location within the new development. This transit hub will serve as a key component of the transportation network, featuring at least six bus bays and accommodating existing WMATA and DASH bus service, as well as future transit lines, including the West End Transitway and Duke Street Transitway. Transit investments at the site will also provide capacity for future routes, electric bus charging facilities, and operator restroom and break areas.

The redevelopment's street network has been designed to include extensive bike and pedestrian infrastructure, ensuring multimodal connectivity. A coordinated development district and infrastructure site plan were approved by City Council in July 2021 and June 2022, respectively, finalizing the street grid, sidewalks, and public realm design. Construction of the infrastructure began in 2024, with planning and design for the transit center closely integrated into the overall redevelopment.

The new transit center replaces the existing transfer point previously located behind the former mall site. It aligns with the recommendations of the Alexandria Transit Vision and Alexandria Mobility Plans, supporting enhanced transit access for the redeveloped site and the adjacent hospital. The City secured \$13 million in Virginia Department of Transportation (VDOT) Smart Scale funding to support planning, design, right-of-way acquisition, and construction for the transit center. In FY 2025, the City hired an architectural firm to begin design of this transit hub. In FY 2026, the City received community input for the center as well as feedback on concept designs. The concepts were finalized in FY 2026 and full design will continue in FY 2027. Construction is slated to begin in FY 2028.

In FY 2025, the City received a Transit Rider Incentive Program (TRIP) grant for \$800,000 from the Department of Rail and Public Transportation (DRPT) to purchase and install 12 interim bus shelters at the transit center, which were installed in FY 2026. These temporary facilities will serve transit riders while the City completes the design and construction of the permanent transit center amenities.

Project Funding Includes:

- \$544,000 – TRIP Grant for temporary bus shelters (FY 2025) - DPRT Project ID: 71724-02
 - \$256,000 – NVTA 30% Local Match to TRIP Grant (FY 2025)
- \$13 Million – Smart Scale Funding (FY 2024-2028) - UPC 11891

VDOT Project ID: UPC 118917

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan, 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	10,000,000	10,000,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	10,000,000	10,000,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	10,000,000	10,000,000	-	-	-	-	-	-	-	-	-	-	-

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

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. While the City began the planning phase in FY 2021, property ownership changes have delayed the project. The Alex West Small Area Plan (SAP) was adopted in FY 2025 and includes a concept for a transit center location which is contingent upon redevelopment of the site. The final project location and design will be determined in coordination with the Southern Towers owners 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 identified at this time.

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. & Arlington County Line
 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	36,835,335	29,835,335	-	2,000,000	1,000,000	4,000,000	-	-	-	-	-	-	7,000,000
Financing Plan													
GO Bonds	1,325,000	1,325,000	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	7,660,000	660,000	-	2,000,000	1,000,000	4,000,000	-	-	-	-	-	-	7,000,000
State/Federal Grants	23,655,335	23,655,335	-	-	-	-	-	-	-	-	-	-	-
TIP	4,195,000	4,195,000	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	36,835,335	29,835,335	-	2,000,000	1,000,000	4,000,000	-	-	-	-	-	-	7,000,000

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.

In FY 2019, staff completed updates to the Environmental documents. In FY 2020, \$5 million of funding was added as part of the Amazon Incentive Package and through the Virginia Department of Transportation (VDOT) 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.

Remaining funding from the original construction project was used in FY 2026 to design the final extension of the dedicated transit lanes on Richmond Highway and Potomac Avenue between East Glebe Road and the Arlington County border. Design will be completed in FY 2027. The project construction is funded with \$7 million of NVTA 70% funds, which are available beginning in FY 2028.

The Transitway provides residents, workers, and visitors with a fast, convenient, and comfortable connection to the regional Metrorail network (especially with the opening of the Potomac Yard Metrorail station in 2023), the Potomac Yard development, the new activity center at Oakville Triangle, and key employment locations. 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.

VDOT Project ID: UPC 115668

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

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

ADDITIONAL OPERATING IMPACTS

Operating costs are included in the WMATA budget. Maintenance costs are included in the Transportation Improvement Program (TIP).

TRANSIT CORRIDOR "B" - DUKE STREET

DOCUMENT SUBSECTION: High Capacity Transit Corridors	PROJECT LOCATION: Duke St. between S Van Dorn Street 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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	87,355,818	68,155,818	19,200,000	-	-	-	-	-	-	-	-	-	19,200,000
Financing Plan													
Cash Capital	165,818	165,818	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	87,190,000	67,990,000	19,200,000	-	-	-	-	-	-	-	-	-	19,200,000
Financing Plan Total	87,355,818	68,155,818	19,200,000	-	-	-	-	-	-	-	-	-	19,200,000
Operating Impact	44,495,000	-	-	2,800,000	3,500,000	4,000,000	4,500,000	5,000,000	5,500,000	6,000,000	6,500,000	6,695,000	44,495,000

CHANGES FROM PRIOR YEAR CIP

No changes from prior CIP.

PROJECT DESCRIPTION & JUSTIFICATION

Consistent with the City’s adopted Alexandria Mobility Plan and subsequent City Council actions, this project will construct a 4.5-mile segment of high-capacity transitway along Duke Street between the West End Transit Center at 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, the City 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. The project includes both the busway and improvements to the sidewalks, bike paths, and streetscape connecting people to the transit stations.

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. After three phases of community engagement, and discussion around multiple concept ideas for the corridor, an updated concept plan was approved by City Council in late FY 2023. In FY 2025, the City completed the Planning Phase after an updated concept plan was approved by City Council in fall 2025. Design began in FY 2026, and the construction manager was brought on board. Construction is slated to begin in FY 2028.

City Council also approved a vision for an ultimate build condition, which will likely be phased depending on adjacent private redevelopment projects and the results of the Duke Street Small Area Plan update, which will be completed in FY 2027.

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.

NVTA 70% SPA: 2018-45-1

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. The City secured \$10.41 million in funding for the first three years of the Duke Street Transitway operations through Congestion Mitigation & Air Quality (CMAQ) grants.

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	65,055,320	65,055,320	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
Cash Capital	272,559	272,559	-	-	-	-	-	-	-	-	-	-	-
NVTA 70% Funds	4,600,000	4,600,000	-	-	-	-	-	-	-	-	-	-	-
Prior Capital Funding	75,000	75,000	-	-	-	-	-	-	-	-	-	-	-
State/Federal Grants	58,081,735	58,081,735	-	-	-	-	-	-	-	-	-	-	-
TIP	2,026,026	2,026,026	-	-	-	-	-	-	-	-	-	-	-
Financing Plan Total	65,055,320	65,055,320	-	-	-	-	-	-	-	-	-	-	-
Operating Impact	25,109,200	-	-	2,472,000	2,546,000	2,622,000	2,701,000	2,782,000	2,865,000	2,950,000	3,040,000	3,131,200	25,109,200

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 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 Alex West 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 \$4.6 million in NVTA 70% grants. West End Transitway is anticipated to begin operation by FY 2028.

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.

NVTA 70% SPA: 2015-40-1

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. The City secured \$3.3 million in funding for the first three years of the West End Transitway operations through Congestion Mitigation & Air Quality (CMAQ) grants. NVTA 30% funds will also support operations beginning in FY 2028.

TRANSITWAY ENHANCEMENTS

DOCUMENT SUBSECTION: High Capacity Transit Corridors

PROJECT LOCATIONS: Proximity of the upcoming Duke Street Transitway

MANAGING DEPARTMENT: Department of Transportation and Environmental Services

REPORTING AREA: Citywide

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 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total FY 2027 - FY 2036
Expenditure Budget	1,454,491	1,454,491	-	-	-	-	-	-	-	-	-	-	-
Financing Plan													
State/Federal Grants	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 advances bicycle, pedestrian, and access-to-transit improvements along high-capacity transit corridors in the City of Alexandria, with an initial focus on Callahan Drive between Duke Street and the King Street–Old Town Metrorail Station and Union Station. The improvements strengthen first- and last-mile connections to the Duke Street Transitway, regional rail, and surrounding neighborhoods, improving safety, accessibility, and comfort for people walking, biking, and accessing transit. Planned improvements include a continuous ADA-compliant shared-use path, sidewalk reconstruction and widening, pedestrian-scale lighting, streetscape and buffer enhancements, and associated utility coordination, while minimizing impacts to nearby historic and environmental resources. The project builds on recent City investments and supports adopted transportation plans by closing key connectivity gaps, improving access to regional transit, and maximizing the effectiveness of existing and planned transitway infrastructure.

Federal grant execution, project design and agency coordination will continue through FY 2027. Final design is expected to be completed in 2028, with the project completion anticipated by FY 2029, subject to funding availability and required approvals.

EXTERNAL OR INTERNAL ADOPTED PLAN OR RECOMMENDATION

Alexandria Mobility Plan; Alexandria Transit Vision Plan

ADDITIONAL OPERATING IMPACTS

No additional operating impacts identified at this time.