

system. In 1982, the study recommended a five-route system, using 18 buses.

In 1983, the City Council developed an RFP (Request For Proposal) for management companies to develop a detailed plan for the operation of transit service in the City of Alexandria. The city chose to establish a non-profit public service cooperation that would be wholly owned by the City. This arrangement provided means by which:

- The transit system could be run as a business-type enterprise, and
- City Council could retain overall policy control yet be free from the day-to-day operation of a transit system.

On October 23, 1983, the City Council set up a Transitional Task Force and, on January 24, 1984, instructed the City Attorney to proceed with the incorporation of a non-profit company. The certificate of incorporation was issued by the State Corporation Commission on January 31, and the organizational meeting of the company was held on February 6.

In January 1984, the General Manager employed by the Management Company that was awarded the management contract reported for duty and final preparations began for the opening of revenue service on March 11.

On October 19, 2020, DASH unveiled its first all-electric transit bus at the City Hall of Alexandria.<sup>[10]</sup>

In September 2021, the entire network was restructured as part of the Alexandra Transit Vision Plan to create a more useful and equitable bus network that encourages more people to get to more places using transit. All Routes were renumbered in either the 30s or 100s eliminating the AT designations.<sup>[11]</sup>

## Fares <sup>[ edit ]</sup>

As of September 5, 2021, DASH is fare free.<sup>[12]</sup> Before the free fares, DASH's base fare was \$2.00 for riders paying cash or SmarTrip.<sup>[13][14]</sup> In 2007, DASH converted its buses to allow the use of the [WMATA SmarTrip](#), an electronic debit farecard. DASH continued to accept and issue paper transfers until they were eliminated altogether January 1, 2013.<sup>[15]</sup>

## Fleet <sup>[ edit ]</sup>


<b>Annual ridership</b>	4,209,500 (2015) <sup>[6]</sup>
<b>Fuel type</b>	<a href="#">Diesel</a> , <a href="#">Diesel-electric Hybrid</a> , <a href="#">Battery electric</a>
<b>Operator</b>	Alexandria Transit Company
<b>Website</b>	<a href="#">dashbus.com</a> 

Photo	Builder and model name	Model year	Length	Numbers (Total)	Vehicles in service	Fuel type	Notes
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**Gillig**  
**Phantom**  
40'

2005

40 ft  
(12.19 m)<sup>[3]</sup>

101–102  
(2 buses)

1

**Diesel**

- Ex-PRTC **OmniRide**, acquired in 2019.
- These buses have suburban configuration and single doors.
- Originally numbered 701-702; renumbered in early 2020 due to a numbering conflict with new buses.
- Occasionally used as backup buses.<sup>[3]</sup>



**Gillig**  
**Low Floor**  
35'

2011

200–206  
(7 buses)

7

- First low floor buses for DASH.<sup>[16]</sup>

2012

207–211  
(5 buses)

3  
retiring

2014

212–216  
(5 buses)

5

2015

217–229  
(13 buses)

13

2017

230–233  
(4 buses)

4









2018



501–514  
(14 buses)

14

**Diesel**



	<b>Gillig</b> Low Floor 40'	2011	40 ft (12.19 m)	300–302 (3 buses)	2 retiring	Diesel hybrid	<ul style="list-style-type: none"> <li>First low floor buses for DASH.<sup>[16]</sup></li> </ul>
		2012		303–307 (5 buses)	3 retiring		
		2014		308–309 (2 buses)	2		
		2017		310–311 (2 buses)	2		
	<b>Gillig</b> Low Floor Trolley 29'^^	2011	29 ft (8.839 m)	400–404 (5 trolley buses)	5	Diesel	<ul style="list-style-type: none"> <li>Operated on the King Street Trolley route</li> </ul>
	<b>Gillig</b> Low Floor Trolley 35'^^	2015	35 ft (10.67 m)	405 (1 trolley bus)	1		
	<b>New Flyer</b> Xcelsior XD35	2019		515–527 (13 buses)	13	Diesel	
				528–530 (3 buses)	3		
	<b>New Flyer</b> Xcelsior XD40	2020	40 ft (12.19 m)	701–705 (5 buses)	5	Battery electric	
	<b>New Flyer</b> Xcelsior CHARGE XE40			801–803 (3 buses) <sup>[17]</sup>	3		<ul style="list-style-type: none"> <li>First all-electric transit buses for DASH.<sup>[18]</sup></li> </ul>
	<b>New Flyer</b> Xcelsior CHARGE NG XE60 articulated	2021	60 ft (18 m)	901–904 (4 buses)	4		








	<b>Proterra</b> ZX5+		40 ft (12.19 m)	804–810 (7 buses) <sup>[17]</sup>	7		
	<b>New Flyer</b> Xcelsior XD40	2023		706–715 (10 buses) <sup>[3]</sup>	9	Diesel	<ul style="list-style-type: none"> <li>715 entered special service for DASH's 40th Anniversary.</li> </ul>

### On order  <sup>[[edit](#)]</sup>

Builder and model name	Length	Year	Fleet number	Fuel type	Notes
<b>New Flyer</b> Xcelsior CHARGE NG XE60 articulated	60 ft (18 m)	2025	905–906 (4 buses)	Battery electric	<ul style="list-style-type: none"> <li>To begin in FY25.<sup>[19]</sup></li> </ul>
<b>New Flyer</b> Xcelsior XD40	40 ft (12 m)	2025	716–721 (6 buses)	Diesel	
<b>TBA</b>	TBD	2026	(13 buses)	Battery electric	<ul style="list-style-type: none"> <li>To begin in FY27.</li> <li>Funded by the FY23 FTA Bus and Low- and No-Emission Grant Awards.<sup>[20]</sup></li> </ul>
		2027	(12 buses)		<ul style="list-style-type: none"> <li>Expected to begin in FY27.</li> </ul>

### Retired fleet  <sup>[[edit](#)]</sup>

Year	Builder and model name	Numbers (preserved numbers)	Year Retired	Picture	Notes
1984	<b>Bus Industries of America</b> Orion I (01.502)	1-17	2001		

1986		18-19	2002		
1990–91	<b>Bus Industries of America</b> Orion I (01.507)	20-33	2005		<ul style="list-style-type: none"> <li>Bus #28 is preserved by Commonwealth Coach &amp; Trolley of Roanoke, VA.</li> </ul>
1996	<b>Gillig</b> Phantom 35'	34-43	2012		
1998		44-53	2014		
1999		54-58	2015		
1999–2000	<b>Orion Bus Industries</b> Orion V (05.503)	59-68	2017		<ul style="list-style-type: none"> <li>Bus #59 is preserved by Commonwealth Coach &amp; Trolley of Roanoke, VA.</li> </ul>
2002	<b>DaimlerChrysler Commercial Buses</b> Orion V (05.503)	69-76	2019–20		
2004–05		77-90	2019–21		
2007		91-99 (96)	2019–22		<ul style="list-style-type: none"> <li>Last order of Orion buses for DASH.<sup>[21]</sup></li> <li>97 is preserved by Friends of the NJ Transportation Heritage Center</li> </ul>
	<b>Gillig</b> Phantom 35'	100-103	2019		<ul style="list-style-type: none"> <li>Last order of high floor buses for DASH.</li> </ul>
2001–02	<b>Neoplan USA</b> AN460 (articulated)	601-614	2020–21		<ul style="list-style-type: none"> <li>Ex-Westchester County <b>Bee-Line</b>, acquired in 2019.</li> <li>First non-WMATA-operated articulated buses in the Washington region.<sup>[22]</sup></li> </ul>
2002	<b>Motor Coach Industries</b> D4500	103–105	2024–25		<ul style="list-style-type: none"> <li>Ex-<b>PRTC OmniRide</b>, acquired in 2019.</li> <li>Originally numbered 703-705; renumbered</li> </ul>



					in early 2020 due to a numbering conflict with new buses.
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## Routes [\[ edit \]](#)

Route/Name	Terminals		Streets traveled	Service notes
<b>30</b> Van Dorn Metro – S Whiting St – Duke St – King St Metro – Old Town Circulator – Braddock Rd Metro	Van Dorn Metro	Braddock Road Metro	<ul style="list-style-type: none"> <li>Duke St</li> <li>S Van Dorn St</li> </ul>	<ul style="list-style-type: none"> <li>Some AM Eastbound peak trips begin at Edsall Rd &amp; S Whiting St</li> </ul>
	Landmark Mall Rdwy & Mall Entrance			
<b>31</b> NVCC – King St – King St Metro – Old Town Circulator – Braddock Rd Metro	NVCC-Alexandria	Braddock Road Metro	<ul style="list-style-type: none"> <li>King St</li> </ul>	
		King Street Metro		
<b>32</b> Landmark – Van Dorn Metro – Eisenhower Ave – King St Metro	Landmark Mall Rdwy & Mall Entrance	King Street Metro	<ul style="list-style-type: none"> <li>Eisenhower Ave</li> <li>S Pickett St</li> <li>Holmes Run Pkwy</li> </ul>	
<b>33</b> King St Metro – Commonwealth Ave – Mt Vernon Ave – Potomac Yard Metro	Potomac Yard Metro	King Street Metro	<ul style="list-style-type: none"> <li>Mount Vernon Ave</li> </ul>	<ul style="list-style-type: none"> <li>Began serving Potomac Yard Metro on May 19, 2023<sup>[23]</sup></li> </ul>
<b>34</b> Lee Center – S Royal St – N Fairfax St – Potomac Yard Metro	Potomac Yard Metro	Lee Center	<ul style="list-style-type: none"> <li>N Fairfax St</li> <li>S Royal St</li> </ul>	<ul style="list-style-type: none"> <li>Originally served Braddock Rd Metro until May 21, 2023<sup>[23]</sup></li> </ul>
<b>35</b> Van Dorn Metro – Yoakum Pkwy – N Beauregard St – Pentagon Metro	Pentagon Metro	Van Dorn Metro	<ul style="list-style-type: none"> <li>S Van Dorn St</li> <li>N Beauregard St</li> </ul>	<ul style="list-style-type: none"> <li>Some late night trips terminate/begin at Park Center</li> </ul>

			<ul style="list-style-type: none"> <li>Interstate 395</li> </ul>	
<b>36</b> Mark Center – Menokin Dr/Park Place – Shirlington – W Glebe Rd – Potomac Yard Metro	Potomac Yard Metro	Mark Center Station	<ul style="list-style-type: none"> <li>Seminary Rd</li> <li>Menokin Dr</li> <li>King St</li> <li>Valley Dr</li> <li>W Glebe Rd</li> </ul>	<ul style="list-style-type: none"> <li>Runs as 36A (via Menokin Dr/Martha Custis Dr) or 36B (via N Van Dorn St/Valley Dr)</li> <li>Began serving Potomac Yard Metro on May 19, 2023<sup>[23]</sup></li> </ul>
<b>102</b> Mark Center – Seminary Rd – Janneys Ln – King St Metro	Mark Center Station	King Street Metro	<ul style="list-style-type: none"> <li>Seminary Rd</li> <li>Janneys Ln</li> </ul>	<ul style="list-style-type: none"> <li>Weekday service only</li> </ul>
<b>103</b> Braddock Rd Metro – Russell Rd – W Glebe Rd – Pentagon Metro	Pentagon Metro	Braddock Road Metro	<ul style="list-style-type: none"> <li>W Braddock Rd</li> <li>W Glebe Rd</li> <li>Interstate 395</li> </ul>	<ul style="list-style-type: none"> <li>Weekday peak hour service only</li> </ul>
<b>104</b> Braddock Rd Metro – Cameron Mills Rd – Parkfairfax – Pentagon Metro	Pentagon Metro	Braddock Road Metro	<ul style="list-style-type: none"> <li>W Braddock Rd</li> <li>Cameron Mills Rd</li> <li>Interstate 395</li> </ul>	<ul style="list-style-type: none"> <li>Weekday peak hour service only</li> </ul>
<b>King Street Trolley</b>	King Street Metro	Market Square	<ul style="list-style-type: none"> <li>King St</li> </ul>	<ul style="list-style-type: none"> <li>Service to the Potomac River Waterfront was eliminated on July 5, 2021<sup>[24]</sup></li> </ul>

## Former Routes <sup>[[edit](#)]</sup>

Route	Name	Terminals	Major streets	Notes
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AT1 Plus	Seminary Plaza – Beauregard – Landmark Plaza – Van Dorn Metro	<a href="#">Van Dorn Metro</a>	Seminary Plaza	<ul style="list-style-type: none"> <li>• Duke St</li> <li>• N Beauregard St</li> <li>• Seminary Rd</li> </ul>	All routes were eliminated on September 5, 2021, replaced by new 30- and 100-series routes. <sup><a href="#">[25]</a></sup>
AT2	Braddock Metro – Old Town – Mark Center – Lincolnia	Lincolnia	<a href="#">Braddock Road Metro</a>	<ul style="list-style-type: none"> <li>• Seminary Rd</li> <li>• King St</li> </ul>	
AT2X	Mark Center – King Street Metro Express	Mark Center Station	<a href="#">King Street Metro</a>	<ul style="list-style-type: none"> <li>• Seminary Rd</li> <li>• Duke St</li> </ul>	
AT3	Pentagon Metro – Parkfairfax – Old Town – Hunting Point	<a href="#">Hunting Point</a>	<a href="#">Pentagon Metro</a>	<ul style="list-style-type: none"> <li>• W Glebe Rd</li> <li>• Russel Rd</li> <li>• W Braddock Rd</li> <li>• Pendleton St</li> </ul>	
AT4	Pentagon Metro – Parkfairfax – Old Town	City Hall via <a href="#">Old Town</a>	<a href="#">Pentagon Metro</a>	<ul style="list-style-type: none"> <li>• W Braddock Rd</li> <li>• Madison St</li> <li>• Montgomery St</li> </ul>	
AT3/4	Old Town – Parkfairfax Loop	City Hall via <a href="#">Old Town</a>		<ul style="list-style-type: none"> <li>• Pendleton St</li> <li>• W Braddock Rd</li> <li>• Russel Rd</li> <li>• W Glebe Rd</li> </ul>	
AT5	Braddock Metro – Old Town – Bradlee Shopping Center – Van Dorn Metro	<a href="#">Van Dorn Metro</a> (weekdays) <a href="#">Eisenhower Ave Metro</a> (weekends)	<a href="#">Braddock Road Metro</a>	<ul style="list-style-type: none"> <li>• Van Dorn St</li> <li>• King St</li> </ul>	
AT6	NVCC Alexandria – King Street Metro	NVCC Alexandria	<a href="#">King Street Metro</a>	<ul style="list-style-type: none"> <li>• King St</li> </ul>	
AT7	Lee Center – King Street Metro – Van Dorn Metro – Landmark Mall	<a href="#">Landmark Mall Rdwy &amp; Mall Entrance</a>	Nannie J. Lee Center	<ul style="list-style-type: none"> <li>• Eisenhower Ave</li> <li>• King St</li> </ul>	
AT8	Braddock Metro – Old Town –	<a href="#">Van Dorn Metro</a>	<a href="#">Braddock Road Metro</a>	<ul style="list-style-type: none"> <li>• Duke St</li> <li>• King St</li> </ul>	



	Landmark Mall – Van Dorn Metro				
AT9	Mark Center – Bradlee Shopping Center – Shirlington – Potomac Yard	Mark Center Station	Potomac Yard Shopping Center	<ul style="list-style-type: none"> <li>Seminary Rd</li> <li>King St</li> <li>Glebe Rd</li> </ul>	
AT10	King Street Metro – Del Ray – Potomac Yard	King Street Metro	Potomac Yard Shopping Center	<ul style="list-style-type: none"> <li>Commonwealth Ave</li> <li>Mount Vernon Ave</li> </ul>	
102X	Mark Center Express	Mark Center Station	King Street Metro	<ul style="list-style-type: none"> <li>Seminary Rd</li> <li>Janneys Ln</li> </ul>	Suspended as of December 1, 2021

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- ## External links [[edit](#)]

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<b>Washington Metro</b>	<div> <span><span>RD</span></span> Red Line ·            <span><span>OR</span></span> Orange Line ·            <span><span>BL</span></span> Blue Line ·            <span><span>GR</span></span> Green Line ·            <span><span>YL</span></span> Yellow Line ·            <span><span>SV</span></span> Silver Line ·            List of stations         </div>	
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