



Transportation Commission Meeting

October 19, 2022

7:00 PM

**City Hall
301 King Street
Council Workroom**

AGENDA

1. Public Comment (Not to exceed 10 min)
2. Minutes of the September 21, 2022 meeting
3. **Discussion Item: Complete Streets Update**
 - A. Safe Routes to Schools
 - B. Trails
 - C. Vision Zero
 - D. Automated Enforcement
4. **Discussion Item: Duke Street in Motion**
5. **Discussion Item: Transportation Management Plan Update**
6. **Action Item: FY24 City Budget Priorities Letter**
7. **Commissioner Updates**
8. **Items for Consent**
 - A. Metro Updates
 - B. Rail Updates
 - C. TransAction Update
 - D. National Electric Vehicle Infrastructure Investment (NEVI) Program
9. **Other Business**

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent in advance of or after the meeting.

Next Meeting: November 16, 2022



The October 19, 2022, meeting of the Transportation Commission is being held in the City Council Workroom on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed via Zoom by registering at the following link:

https://zoom.us/webinar/register/WN_w4o6MATXQqG0Lc7OhJSrcA

Or by phone: 301 715 8592

Meeting ID: 946 7549 2655

Passcode: 068073

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 10/19/22 to Megan.Oleynik@alexandriava.gov

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

September 21, 2022
7:01 p.m.
Council Work Room

MINUTES

Commissioners Present: Chair Oscar Gonzalez, Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Murat Omay (virtual), Commissioner Matthew McManus, Commissioner Oleksandr Faryga, Councilman Kirk McPike, Councilman John Chapman.

Staff Present: Christopher Ziemann – Transportation Planning Division Chief and Sharese Thomas – Transportation Planning Division.

Audio/Visual presentation is available online:

<https://www.alexandriava.gov/TransportationCommission>

Chair Gonzalez called the Transportation Commission meeting to order at 7:01 pm.

1. Public Comment Period

No public comments.

2. June Minutes

Motion to approve the minutes: Commissioner McMahon

Second: Commissioner Maslanka

Commissioner Faryga abstained due to meeting attendance.

Motion carries unanimously

3. ACTION ITEM: Consideration of Endorsement of the USDOT Reconnecting Communities Grant Application

ISSUE: Should the Transportation Commission endorse the grant application for the Reconnecting Communities Pilot Program of the U.S. Department of Transportation (USDOT) for a feasibility study of a bicycle and pedestrian bridge over I-395 from the West End Alexandria development?

RECOMMENDATION: That the Transportation Commission endorse the grant application for the

Reconnecting Communities Pilot Grant Program for up to \$300,000 to conduct a feasibility study for a bicycle and pedestrian bridge over I-395.

DISCUSSION: Chris Ziemann, Transportation Planning Division Chief, discussed the background information and selection criteria for the Reconnecting Communities Pilot Program Grant. The proposed project “The Feasibility Study of Landmark Mall Ped/Bike Bridge” was discussed in length. Commissioners asked clarifying questions and expressed concerns about specificity of the location of the bridge shown in the slide.

Motion to endorse the grant application for the Reconnecting Communities Pilot Grant Program for up to \$300,000 to do a feasibility study for a bicycle and pedestrian bridge over I-395:

Commissioner Kane

Second: Commissioner McMahon

Motion carries unanimously with Commissioner Murat recusing himself.

4. ACTION ITEM: Consideration of Adoption of Updated Electronic Meeting Policy

ISSUE: Consideration of an updated policy for all-virtual and hybrid in-person/electronic meetings for the Transportation Commission.

RECOMMENDATION: That the Transportation Commission adopt the proposed electronic meeting policy.

DISCUSSION: Chris Ziemann, Transportation Planning Division Chief, discussed the proposed electronic meeting policy and the enacted bill passed by the State Legislature in 2022. Commissioners asked clarifying questions and supported adopting the proposed electric meeting policy.

Motion for the Transportation Commission to adopt the proposed electronic meeting policy:

Commissioner Kane

Second: Commissioner McMahon

Motion carries unanimously.

5. DISCUSSION ITEM: Legislative Priorities

ISSUE: The City is requesting legislative priorities from Boards and Commissions.

RECOMMENDATION: That the Transportation Commission provide input verbally through this meeting to the Legislative Coordinator on legislative priorities.

DISCUSSION: Sarah Taylor, Assistant City Manager & Legislative Director, discussed the current legislative priorities and 2023 legislative calendar with the Commission. Commissioners asked clarifying questions and provided feedback on what they would like to see included in the 2022 Legislative Priorities. The list of legislative priorities included:

1. Protect, preserve, and align transportation funding sources specifically to support public transportation and pedestrian and bicycle projects, and identify and commit to new long-term funding sources appropriate to replace repealed dedicated transportation-supportive taxes.
2. Expand automated speed and red-light enforcement allowances by jurisdictions.
3. Allow safety stops for bicycles.
4. Pursue Vision Zero goals specifically protecting vulnerable road users and increasing funding to achieve safety goals.

6. DISCUSSION ITEM: Budget Priorities

ISSUE: The City Manager has requested Boards and Commissions provide input in advance of the development of the FY24 City Budget.

RECOMMENDATION: That the Transportation Commission provide input on budget priorities.

DISCUSSION: Chris Ziemann, Transportation Planning Division Chief discussed the proposed Transportation Commission's FY24 budget priorities. Commissioners asked clarifying questions and provided feedback FY24 budget priorities for the Commission. The list of budget priorities included:

1. Vision Zero and the Complete Streets program including additional staffing
2. Bringing the trail system up to a state of good repair
3. Preserving and protecting funding for key transit investments and supporting implementation of the Transit Vision Plan.
4. Supporting transportation recommendations of the Energy and Climate Change Action Plan, and
5. Expanding electric vehicle fleets and electric vehicle charging opportunities.

7. Commissioner updates

Commissioner Kane –The Traffic and Parking Board (TPB) approved removal of parking on Polk Avenue for extension of the sidewalk, it was appealed and heard by City Council on September 17th and is moving forward. A traffic and safety procedure pilot for arrivals and departures at Charles Barret Elementary School was explored last school year, the pilot was approved at the July TPB meeting and will be implemented this school year. The residential parking permit program for District 13 was approved. The TPB approved removing five parking spaces to accommodate a new DASH bus route that will run on N. Pitt Street, Pendleton Street, and Royal Street. September 26th is the next TPB meeting.

Commissioner Marsh – The Potomac Yard Metrorail Implementation Work Group (PYMIG) met on August 20, and T&ES provided an overview of the alternative transportation services that will be provided during the Metro shutdown. Metro has not provided an opening date, due to on-going construction and the testing that will follow. Initially, October 23 was the scheduled date to open the Metro, but they cannot commit to it. The next PYMIG is September 26.

Commissioner McMahon – The Planning Commission has a joint work session with the Environmental Policy Commission on October 17, there will be discussion on the new Office of Climate Action and ongoing efforts to continue the intercommission collaboration on topics that overlap and connect to help provide clear guidance to City Council on priorities. During the October 6 Planning Commission meeting, a request for an encroachment by a homeowner was heard but denied because of the City's current neighborhood sidewalk program.

Commissioner Omay – DASH Board of Directors met on September 14. Representatives from First Transit were present and provided information about the audit that they will conduct. The General Manager presented about the accomplishments throughout the summer. Noteworthy items were an increase in commendations from riders and that the FTA grant for electric busses was not awarded to DASH. A five-year budget outlook and the impact of fuel prices on the budget were presented by the Director of Finance. The T&ES Deputy Director presented updates, with discussions on Transit Access and Amenities effort that inventories all bus stops and their conditions, plans for Metro shutdown scheduled for September, and the upcoming activities under the Duke Street in Motion project. The Director of Planning presented about the new KPI dashboard as a preview. The dashboard has ridership, reliability, etc. and will be rolled out soon. Ridership is increasing and just reached pre-pandemic levels.

Commissioner McManus - Joined the Dash Advisory Committee and congratulated Josh Baker for gathering input from across the Community.

Councilman McPike – During the next City Council meeting on September 28, the City Manager and staff will be presenting the new Office of Climate Action and its efforts. The appeals on the Pitt Street bus line will be heard sometime in October or November by the DASH Shareholders.

Councilman Chapman – The Trail Summit is expected to take place in late Summer and will address the quality of the trails and how jurisdictions are working together to connect some of the trails while looking at new opportunities.

Commissioner Faryga – The Environmental Policy Commission met on September 19th, Jennifer Monaco, Principal Planner with the Transportation Planning Division presented an update on the Duke Street in Motion project.

8. Items for Consent

- Duke Street Updates
 - a. Duke Street in Motion
 - b. Traffic Mitigation
- Metro Shutdown

9. Other Business

- Commissioner McMahon mentioned that ACPS has defunded a Safe Routes to School position. Staff noted this was because the position was grant funded is the grant has ended.
- Commissioner McMahon asked about the status of pavement and conditioning index for trails. Staff noted it is currently in the works. Commissioners asked that the outcomes of this be brought to the Commission and public in an easily understandable format.
- Information Sharing – Staff noted that if articles or other non-urgent transportation information are shared throughout the month, staff will provide that information with the docket posting announcement once a month to reduce email volume.
- Office of Climate Action – Staff noted this is being presented to City Council the week of September 26 and that though transportation is not noted as a major focus, this is because many of our projects already focus on improving bicycle, pedestrian, and transit infrastructure which help address greenhouse gas reductions.

Adjournment

At 9:02 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 19, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – COMPLETE STREETS COMPREHENSIVE UPDATE

ISSUE: Staff update to the Transportation Commission on the Complete Streets Program.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: In previous years, staff has provided periodic updates to the Transportation Commission on various aspects of the Complete Streets Program. This update will share recent progress and upcoming activities for key aspects of the program.

DISCUSSION: Staff is providing updates on important elements of the Complete Streets Program, including Safe Routes to School, Multi-Use Trails, and Vision Zero.

Safe Routes to School

General

The City's Safe Routes to School (SRTS) Walk Audits resulted in 250 recommendations across 13 elementary and K-8 schools. As of September 2022, 134 recommendations (54%) are complete or in progress. Of the incomplete recommendations, 19 are the responsibility of Alexandria City Public Schools (ACPS) or the Alexandria Police Department (APD). Most of the recommendations that have been completed consist of low-cost, relatively simple projects, such as crosswalk markings, ADA curb ramps, school zone signs, and vegetation removal. The remaining recommendations are largely higher-cost, complex, and time-intensive projects, such as curb extensions, sidewalks, bike lanes, reconstructed intersections, and others. Staff will continue to prioritize and implement recommendations in collaboration with ACPS as resources allow.

Safe Routes to School Walk Audits Phase II

In September 2022, staff started work on a second round of walk audits, focusing on five schools not included in the first round: Ferdinand T. Day Elementary School, George Washington Middle School, Francis Hammond Middle School, Alexandria City High School, and the Minnie Howard Campus of Alexandria City High School. The walk audits will result in reports for each school specifying infrastructure recommendations to improve safety for students walking and

biking to and from school. These audits are funded via a technical assistance grant from the Metropolitan Washington Council of Government's Transportation Land-Use Connections program. More information about how to participate will be available in the coming months, and final reports are expected by Summer 2023.

Rayburn and Reading Avenue Project

This summer, staff implemented the Rayburn and Reading Avenue Complete Streets Project. This project involved the completion of 14 SRTS recommendations for John Adams Elementary School. Improvements included the installation of new crosswalks, ADA curb ramps, median refuge areas, sidewalk connections, and pedestrian signage.

William Ramsay Safe Routes to School Project

This fiscal year, staff will begin design of Safe Routes to School improvements for William Ramsay Elementary School. Ramsay has 11 SRTS recommendations, only one of which has been completed to date. Construction is expected to take place next fiscal year.

Safe Routes to School Curb Extensions

This fiscal year, staff will develop conceptual designs for curb extensions that have been recommended at multiple schools. These concept designs will be used to support a future grant application, such as for the Transportation Alternatives Program. Staff will also explore the use of painted curb extensions as an interim treatment.

Multi-Use Trails

Old Cameron Run Trail

This project will install a shared-use path along Old Cameron Run between South Payne Street and Hooffs Run Drive. This project is currently at the 60% design stage. The City and its consultants are currently developing right-of-way plans to inform land dedications and/or easements that will be needed. This project is expected to begin construction in 2025 or 2026, after the RiverRenew project, which involves construction activity in the trail area, is completed.

North Beauregard Street Multi-Use Trail

This project will install a shared-use path on North Beauregard Street between Fillmore Avenue and Berkeley Street. This project is currently at the 60% design stage. Design is expected to be complete in 2023.

Mount Vernon Trail Improvements at East Abingdon Drive

This project will expand the existing Mount Vernon Trail north of East Abingdon Drive, where the trail is currently too narrow for two-way bicycle traffic. Design is currently at the 30% stage.

Holmes Run Trail Repairs

Design for the bridge at 4600 Duke Street is complete, and the City is in the process of awarding a contract for construction. Construction for this part of the project is expected to be complete by Spring 2023.

The other three sections of the Holmes Run Trail Repairs project are at the 60% design stage. Design is expected to be complete by February 2023.

Four Mile Run Bridge

The bridge on Four Mile Run Park Trail is currently in design. Design is expected to be complete by January 2023.

Vision Zero

Automated Speed Enforcement

As part of the Fiscal Year 2023 Adopted Budget, City Council approved funding for five speed cameras in school zones. Staff has formed an Interdepartmental Working Group to launch this new program. This group is using a data-driven process to identify recommended locations to install the speed cameras. In September, the Traffic & Parking Board recommended approval of an ordinance to authorize speed cameras in school zones and work zones. Speed camera locations will be announced this fall, and the program is expected to go live in early 2023.

Speed Limit Reductions

At its September meeting, the Traffic & Parking Board made a recommendation to the City Manager to reduce the following speed limits:

- North Beauregard Street (Entire Length): Reduce the posted speed limit from 35 to 25 miles per hour and reduce the school zone speed limits from 25 to 15 miles per hour.
- Braddock Road (North Beauregard Street to Quaker Lane): Reduce the posted speed limit from 35 to 25 miles per hour and reduce the school zone speed limits from 25 to 15 miles per hour.
- North Howard Street (Lynn House Driveway to Braddock Road): Reduce the school zone speed limit on North Howard Street from 25 to 15 mile per hour.
- Seminary Road (Kenmore Avenue to North Pickett Street): Reduce the school zone speed limit on Seminary Road from 25 to 15 miles per hour.

The new speed limits are expected to go into effect this fall.

Neighborhood Slow Zone

Earlier this year, City Council authorized speed limits as low as 15 mph in business and residence districts. Currently, staff is developing a pilot project for a neighborhood slow zone in the Lynhaven Neighborhood. The project is at 30% design and will likely include a reduced speed limit as well as traffic calming measures such as speed cushions and painted curb extensions. The project is expected to be complete in 2023.

Duke Street Turn Calming

Based on the citywide crash analysis presented to the Transportation Commission at its March meeting, over a quarter of fatal or severe crashes are pedestrian crashes. Crashes where a driver was making a left or right turn account for over one-third of fatal or severe pedestrian crashes.

Duke Street was identified as one of the City's high-crash corridors. To minimize future crashes, staff is developing plans to pilot quick-build turn calming treatments along part of the corridor. These treatments are intended to encourage drivers to make slower, more deliberate turns.

High-Crash Intersection Audits

This year, the City was awarded a grant by the Metropolitan Washington Council of Governments to perform safety audits and develop conceptual designs for two high-crash intersections, specifically Duke Street & South Patrick Street, and Duke Street & South Henry Street. The project is expected to begin this fall. The City also applied for funding for future high crash intersection audits and will know if the grant is awarded later this spring.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 19, 2022
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #4 – DUKE STREET IN MOTION

ISSUE: Consideration of Duke Street in Motion design elements.

RECOMMENDATION: That the Transportation Commission provide input on the range of options being presented.

BACKGROUND: Duke Street in Motion is conducting a second phase of engagement in October to present a range of options for bus treatments along the corridor as well as to get input on priorities related to curb treatments.

In November, the Duke Street in Motion Advisory Group will be getting an update on results of the October engagement and will be working towards narrowing the concepts under consideration to two end-to-end alternatives for further analysis and refinement.

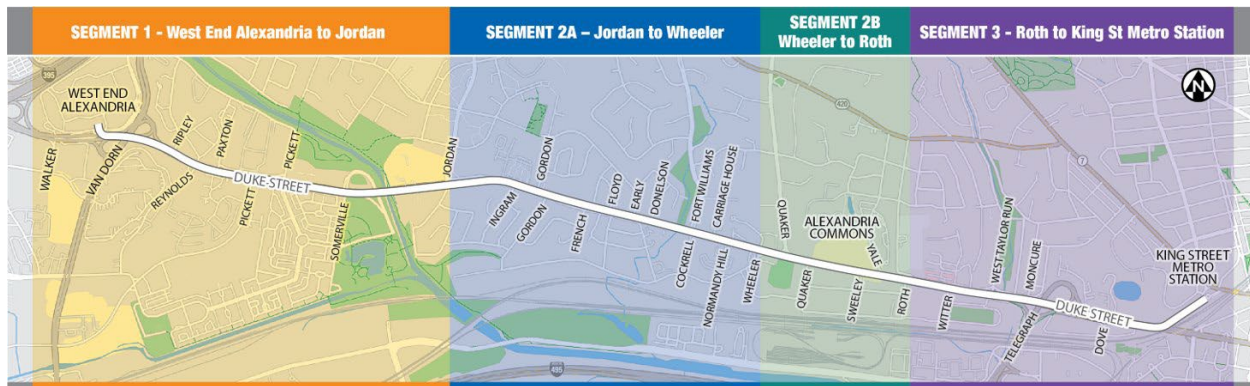
In the Spring of 2023, the Duke Street in Motion Project Team is planning to hold a third round of public engagement on a recommended preferred alternative for the corridor, providing an opportunity for the community to provide input on more of the design details for the corridor.

After this final round of engagement for the concept development phase, the Advisory Group is tasked with making a recommendation to City Council.

DISCUSSION:

Busway Options

The Project Team is presenting several options for how buses can travel through the Duke Street corridor and asking for input on which to further refine and analyze. The corridor is divided into four segments based on the general street context.



Each segment can have a different bus treatment. The treatment options include:

- Center Running (bus only lanes) – Segments 1, 2, 3
- Curb Running (bus and turn lanes) – Segments 1, 3
- Mixed Traffic (with spot improvements) – Segments 1, 2, 3
- Center Bi-directional Bus Lane - A single center running bus lane that will allow for buses in both directions with spaces to allow oncoming buses to pass safely – this is only being considered for portions of Segment 2.
- Hybrid – A combination of center running, bidirectional, and mixed traffic – Segment 2a

Center running bus-only lanes fully separate buses from traffic, providing the greatest transit benefits. This option is also easier and safer for motorists because it eliminates bus/vehicle conflicts from waiting behind, weaving around, or turning right in front of buses. In addition, this option is the safest for pedestrians because of medians and improved crossings to stations. However this option requires the most space and can limit the ability to make left turns between signalized intersections (which would be handled by U-turns, as on Metroway today).

The curb running option puts the bus-only lanes along the curbs and allows right turning vehicles in it. Because buses would share the lane with vehicles that would potentially slow or stop while turning, buses generally move slower than in the center-running option, but still faster than today. However, there is usually less of an impact on general traffic travel times. This option may require less space than the Center Running option, and left turns would not be affected.

The Mixed Traffic option requires the least amount of change to Duke Street, and also has the least benefit for transit. Stop areas would improve, and there may be locations at signals where a bus would start before general traffic starts (called queue jumps). This option generally has no or only a slight impact on general traffic.

Each of the busway options requires various tradeoffs along the corridor. As the concepts are refined and various options are selected for the different segments, further analysis will help us understand which tradeoffs are necessary. The engagement from both Phase I and this round of input will help inform which concepts advance, and what future conversations staff will have with the community regarding design.

Fact sheets and comparison tables are available on the website:

- [Segment 1: West End to Jordan Street](#)
- [Segment 2A: Jordan Street to Wheeler Avenue](#)
- [Segment 2B: Wheeler Avenue to Roth Street](#)
- [Segment 3: Roth Street to King Street Metro Station](#)

Curb Features

During the visioning exercise, staff heard from the community about the importance of multimodal improvements in the corridor as well as improvements to green space. Every busway option can be designed with any set of curb features; however, some curb features take up more space than others. At this stage, the Project Team is considering:

- Enhanced pedestrian facilities – wider sidewalks or sidewalks with buffers
- Separated facilities for biking – on the corridor and/or parallel to the corridor
- Enhanced green space
- Preservation or modification of service roads

Engagement

At this stage, the Project Team is seeking input from the community on priorities for curb features and acceptable tradeoffs related to running way options. In October, the Project Team is hosting:

- 3 in-person meetings
- 1 in-person open house
- Several small group meetings
- Approximately 10 pop-up events
- Several bus stop chats.

A recorded presentation is available on the website along with other resources and FAQs. The next public engagement opportunity is planned for the spring to gather feedback on the two end-to-end alignment options.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 19, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5 - TRANSPORTATION MANAGEMENT PLAN UPDATE

ISSUE: Briefing on Staff Proposal to Update Transportation Management Plan Zoning Ordinance

RECOMMENDATION: That the Transportation Commission discuss proposal and provide feedback.

BACKGROUND: Article XI, Section 11-700 – 17 of the City Zoning Ordinance requires most developments in the City to have a Transportation Management Plan (TMP) Special Use Permit (SUP) since 1987. Since inception, 106 developments have been included in the TMP. Due to enforcement issues, and the changing nature of transportation, staff is proposing an update to the zoning ordinance that would change the TMP SUP requirement to a TMP policy and require the vast majority of TMPs to pay into a city transportation fund.

DISCUSSION: Developments with larger trip generation potential have been required to apply for TMP SUPs, both to reduce single occupant vehicle (SOV) trips and to improve multimodal access. Despite minor tweaks to the zoning ordinance over the years, in general the TMP SUP requires a.) that the property establish a transportation program, and b.) maintain a fund prescribed by either the SUP or by code.

Staff proposes a change to the TMP Ordinance for several reasons:

- Developers negotiate TMP but are often not involved in the implementation and management of the program.
- Administration typically falls on property management, who often lack incentives to ensure success
- TMPs often do not comply because penalties are nominal – sometimes capped at \$50
- Survey data is unreliable because of selection bias and a lack of incentive to complete the survey
- TMPs accrue funds faster than they can spend them

- T&ES staff spends time and resources following up on TMPs, which could be used in other ways to more effectively reduce SOV driving.

The updated Transportation Management Program Policy for New Development (Attachment 1) would implement the following changes:

- Require all but the largest developments to pay into a Citywide investment fund and use funding for transportation investments consistent with the Alexandria Mobility Plan (e.g, shared mobility, bus operations, Transportation Choices, etc.)
- End TMP obligations after thirty years instead of requiring them in perpetuity as is currently the case
- Align payment plans with incentives. For instance, developers who build within an Enhanced Transit Area (ETA) will receive a 15 percent discount
- Allow largest developments to use payments to manage their own transportation programs
- Replace surveys administered by individual property owners with City-administered surveys

Staff consulted with development representatives at NAIOP over a series of meetings in 2021 and 2022, including in September. The proposal reflects the feedback they gave staff. Staff also presented this to Planning Commission for feedback. Planning Commission had several comments that staff plan to incorporate at their November 1 public hearing, including better rationale for commuting targets and 30 year length of TMP obligation, better engagement with property management beyond check writing, inclusion of more local projects in TMP fund, and reconsidering payment timings for more consistent cash flow.

ATTACHMENTS:

Attachment 1: Draft TMP Policy

Attachment 1: Transportation Management Program Policy for New Development

Policy Statement

The purpose of this policy is to mitigate the traffic, transportation, and related impacts of certain land uses and development through the creation of a transportation management program (TMP) and associated funding. The intent of the TMP is to reduce single occupancy vehicle trips, particularly from new development, by encouraging and promoting transportation options, including transit, ridesharing, walking, and bicycling. These impacts are considered in the review of special use permits pursuant to Zoning Ordinance Section 11-504.

Background

Transportation management plans (TMPs) have historically been a tool for addressing congestion that new development brings. New development can contribute to increased congestion from additional vehicle trips. Responding to this, City Council enacted legislation in 1987 to require developments to reduce trips and shift trip mode away from single occupancy vehicles (SOV). The ordinance requires that each TMP is submitted as a special use permit (SUP) for nearly all properties over a certain size. As of September 2022, there are 103 approved TMPs.

The City is proposing to change this TMP policy for a few reasons. First, the current program is not effective in meeting the goals. While intended to reduce congestion, individual TMP SUPs are either overly prescriptive (such as requiring shuttle programs) or allow too much leeway. With over a hundred different TMPs, the effectiveness of TMPs and associated funding is diluted across multiple programs with varying degrees of success. Second, TMP coordinators often have very little training in transportation, and may not be effective at administering the TMPs. This requires a lot of City staff time to provide training and instruction to TMP coordinators at various levels of experience. Finally, measurement of TMP success is difficult. Most TMPs assign measurement responsibilities to the TMP coordinator, who again does not have training nor incentive to collect an objective, unbiased result.

Overview

The TMP Policy would be different from the current zoning requirement in several areas. First, most new developments would pay into a City-managed TMP fund, which the City would use to fund citywide and neighborhood specific transportation programs and projects. This would promote economies of scale for spending on transportation projects by allowing multiple developments to help fund bigger projects and programs rather than dozens of smaller projects and programs. Instead of multiple TMP program coordinators of varying levels of experience, the City would administer the program, including assessing performance under the TMP.

Second, there would be the option to reduce TMP contributions for developments that meet specific City goals and policies. These credits would be for such things as early payment, capital improvement from projects, and location in an enhanced transit area (ETA) and are explained in more detail below.

Lastly, TMP obligations would end after 30 years, consistent with what staff have found in other jurisdictions. Currently, TMP SUPs have no end date and contributions are technically required in perpetuity.

This Policy would replace the existing TMP SUP requirement for new development. Conditions related to TMPs would be consistent with this Policy and included in the overall conditions of approval. Enforcement of those conditions would be the same as the enforcement for other development conditions. See Attachment 2 for draft Conditions of Approval, which may be modified through the typical process for updating standard conditions.

Property Characteristics to Meet TMP

Land Uses Subject to the Policy

The following land uses reviewed through the DSUP process are subject to this policy:

Residential: Any new or significantly altered building with 20 or more dwelling units.

Commercial: Any development with more than 9,999 square feet of commercial space. This includes office, retail, academic and laboratory space.

Hotel: Any hotel with 30 or more rooms.

Annual Rates

The base rate in the table below applies to all developments approved after the date of the adoption of the policy by City Council. Rates would adjust annually each Fiscal Year on July 1 of each year based on the Consumer Price Index (CPI) change for March-to-March. Payments are due no later than September 30 of the year in which the cost increase was assessed.

Land Use	Base Rate in FY23
Residential	\$100.78 per dwelling unit
Commercial	\$0.31 per square foot
Hotel	\$50.05 per hotel room

Payments

Each development would pay into the Citywide fund for thirty (30) years. All developments would be required to pay annually every year for 30 years unless they pay an equivalent amount of funds upfront (as discussed in the Credit Section). At the end of the thirty (30) years, the TMP payment requirement would end.

Credits to Reduce the TMP Rate

Developments would be eligible for reductions to the TMP rate under the following four conditions:

1. Participation in City Managed TMP – Developments that pay into the City managed TMP fund (as opposed to managing their own funds) may reduce the TMP Base Rate by 5 percent (5%).
2. Enhanced Transit Area – An enhanced transit area is a defined area that has access to high-capacity transit services as shown on a map as described in Zoning Ordinance Section 2-142.1. Developments within these areas may reduce the TMP Base Rate by 15 percent (15%).

3. Capital Improvements – Transportation improvements may count toward a reduction in the overall TMP payment. Eligible improvements are listed in Attachment 3 and the total TMP fund payment can be reduced by twenty-five percent (25%) of the value of these improvements. This list would be updated annually by staff during the review process with the Transportation Commission.
4. Payment Plans – While this TMP Policy would require annual payments for 30 years, discounts are possible for early payment. There are the following three options for payments:
 - a. Annual Payments – The owner would make thirty (30) annual payments. Payments are adjusted based on the rate of inflation, as calculated by the Bureau of Labor Statistics' Consumer Price Index March-to-March inflator. Staff would send an invoice in July and all payments must be received by September 30.
 - b. Up-Front Payment – The current value of 30 annual payments would be reduced by thirty-five percent (35%) if a development makes the entire payment prior to issuance of the certificate of occupancy. Developer or owner may also exercise this option at a future date at the then current rate for the payments, with the lump sum and discount prorated to future years. Under this option, the TMP requirement would be fully satisfied upon payment.
 - c. Partial Up-Front Payment – The current value of 30 annual payments is reduced by twenty-five percent (25%) if the development makes a partial upfront payment. Under this option, 25% of the total reduced payment is required prior to the issuance of the certificate of occupancy. The remainder of the payments would be made annually for five years. Staff would send an invoice in July and all payments must be received by September 30.

Self Managed TMPs

In some cases, developments may want to manage their own Transportation Management Program, such as campuses with an interest in reducing parking demand. Under this Policy, developments may manage their own TMPs if they meet one of the following size criteria:

- Have more than 500,000 square feet of commercial space
- Have more than 300 dwelling units

If a development does not meet the size criteria for self-management, they are still eligible under the following conditions:

- Development provides detailed information showing they would run the program well (e.g, hire a competent outside consultant or have a dedicated staff person for TMP management)
- Demonstrates consistent good faith effort, for instance responding to staff requests and providing quarterly progress reports.
- Meets SOV goals set by City. This would be independently verified by the City using measurement tools, such as surveys and data analysis. Measurement costs would be paid by the property owner.

Developments that do not meet the SOV targets for three years in a row may be required to participate in the Citywide TMP program at the discretion of the Director of Transportation and Environmental Services. Separate conditions of approval would be added for any development that is managing its own TMP. See Attachment 1 for condition language.

TMP Fund

The City would establish a TMP fund to pay for transportation improvements to address the impacts created by the proposed developments. The fund shall be spent on various transportation projects and programs across the City and in specific neighborhoods. Funds would be allocated as follows:

Citywide Transportation Projects and Programs – 70%

The majority of the funding received from developments would be used for citywide transportation projects and programs that are documented to lower single occupant vehicle use. Staff would use the Alexandria Mobility Plan (AMP) as a guiding document for these Citywide projects and programs. Consistent with the AMP, a portion of this funding may be used for improvements that support transportation options in Equity Emphasis Areas.

Examples include bus rapid transit construction, Capital Bikeshare infrastructure and operations, and marketing for mobility programs.

Neighborhood Projects and Programs – 30%

The remainder of the funding would be used for projects and programs within the specific Small Area Plan boundaries where the development has occurred. Staff would consider unfunded projects in the Transportation chapters of the individual Small Area Plans. Additionally, owners can propose transportation improvements if these improvements were not built as part of their development and staff concurs that these improvements may reduce SOV.

Examples include widening sidewalks, Capital Bikeshare stations, bus shelter improvements, and certain signal improvements.

Coordinator

All developments would be required to have a coordinator involved in building management. The coordinator shall be responsible for paying City invoices for participation in the program, assisting City staff with surveys and event programming, and serving as a point of contact for the City. For developments that manage their own TMP, the coordinator shall also manage the transportation program, including TMP funding.

Evaluation and Survey of TMP

The City would evaluate projects participating in TMPs for mode split. In general, the City would look for downward or stable single occupancy vehicle rates, and use that data in decisions on projects using TMP funds. The City would measure mode split either through intercept surveys or remote sensing, both coordinated through the City. T&ES staff would propose new surveying methods as technology evolves.

The City would conduct evaluation once a year in spring using a sample of properties and paid for with TMP funds. Each property would be measured at least once every three years.

Annual Review Process

Each February, T&ES staff would present to the Transportation Commission a report on the prior fiscal year's total revenue, expenditures, and SOV performance of each participant in the TMP, as well as reporting on self-managed TMPs. The Transportation Commission would then provide feedback on goals for the next fiscal year.

T&ES staff would also present to the Transportation Commission with a budget and proposed projects for the TMP as part of a public hearing item. Transportation Commission and members of the public would have an opportunity to comment on the budget and proposed expenditures. Staff would also send a notice to participating developments of the public hearing.

Existing TMPs

Some developments were granted TMP SUPs before the adoption of this policy. Developments wishing to join the new system for any reason, including lower payments and less administrative burden, may apply for an Administrative SUP to be considered under this new policy. This application would be an administrative change and may only be granted if the TMP complies with the requirements outlined in Section XXX of the Zoning Ordinance.

Attachment 2: Draft Standards Conditions

The following are proposed standard conditions to include with the development's conditions of approval. The specific language in these conditions may be modified through the current process for updating standard conditions.

Citywide TMP Conditions

1. Contribute to the Citywide Transportation Management Plan (TMP) at the rate specified by the TMP policy. Unless the upfront payment or partial upfront payment option is chosen as described below, payments will be made once a year no later than September 30 starting the year the certificate of occupancy is approved, for thirty years. Rates shall be adjusted each subsequent year based on the March-to-March Consumer Price Index change as reported by the Bureau of Labor Statistics.
 - a. A development may receive a 35 percent discount for paying the entire 30 year amount (unadjusted for inflation) prior to certificate of occupancy. Under this option, no further TMP payments are required.
 - b. A development may receive a 25 percent discount for paying a quarter of the entire 30 year amount (unadjusted for inflation) before certificate of occupancy and five subsequent payments over the next five years. The five annual payments will be made no later than September 30 each year. After these payments are made, no further TMP payments are required. (T&ES)
2. Upon determination of Director of Transportation and Environmental Services, development can manage their own TMP and fund, provided that property has met specific single occupant vehicle targets for at least three years in a row and has provided the City with detailed information about how they will manage the TMP for the development. Development would retain the annual TMP contributions, but can only spend it exclusively on transportation related activities approved by the Director of T&ES or designee. (T&ES)
3. Designate an on-site TMP Coordinator prior to the issuance of the first Certificate of Occupancy. Provide the name, location, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information as needed. This person will be the City's point of contact for the development and will responsible for paying invoices, coordinating with staff on surveys and other TMP activities and other TMP related activities as needed. (T&ES)

Self-Managed TMPs

1. Contribute to a development Transportation Management Plan (TMP) at the rate specified by the TMP policy. Rates shall be adjusted each subsequent year based on the March-to-March Consumer Price Index change as reported by the Bureau of Labor Statistics. Submit to the Mobility Services Division an annual funding report for the TMP outlining the funding for the program and the expenditures. Payments into this fund shall be for 30 years. (T&ES)

2. Designate an on-site TMP Coordinator for the entire development prior to the issuance of the first Certificate of Occupancy. Provide the name, location, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information as needed. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the development. (T&ES)
3. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. The Director of T&ES may also determine that the TMP move into the Citywide transportation management program. (T&ES)
4. The Director of T&ES may determine that the development is no longer allowed to manage their own TMP if they find that the development is not meeting the SOV goals or is not actively coordinating with the City regarding TMP programs. If this determination is made, the development will be required to participate in the City managed TMP, including making annual payments to the City. (T&ES)

Attachment 3: Transportation Improvements Eligible for Credit

The following is a list of transportation improvements that are eligible for credit towards the developments overall TMP obligation. This list may be modified during the annual review before the Transportation Commission. Credit will be at 25 percent of construction cost, and must be included in the original site plan to receive credit. For items where the cost has not been set by the City, an invoice will be required to justify the construction cost.

- Capital Bikeshare capital improvements
- Bus Shelter/Pad/Bench
- Real Time Signage
- Bicycle Repair Station
- Bicycle Parking (per rack)
- Bike Runnel (Per Stairs)
- Rapid Flash Beacon/Other high visibility pedestrian beacon
- Raised Crosswalk
- Carshare/Vanpool spaces
- New Mobility Improvements, as approved by the Director of T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 19, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #6 - FY 2024 CITY BUDGET LETTER

ISSUE: Consideration of submission of a letter to the City Manager pertaining to the Commission's budget priorities for FY 2024.

RECOMMENDATION: That the Transportation Commission endorse the draft letter to the City Manager.

BACKGROUND: At the September 21 Transportation Commission meeting, staff introduced a letter from the City Manager (Attachment 1) asking for input from boards and commissions on FY2024 budget priorities. The City Manager is continuing to focus on safe, equitable, and green initiatives. The budget this year is an "off year" for the Capital Improvement Program (CIP) budget, in which there is no new unrestricted funding. This means that CIP changes will be limited to urgent issues, statutory changes, or new grant funding.

The City Manager anticipates FY24 being a challenging budget year as the City continues to recover from the COVID-19 pandemic, navigates a tight job market, responds to cost increases and supply chain issues, and considers debt service increases to support recent and planned investments in School and City projects.

DISCUSSION: Members of the Commission shared their feedback for priorities at the September meeting. Top priorities included:

1. Vision Zero and the Complete Streets program, including additional staffing
2. Bringing the trail system up to a state of good repair
3. Preserving and protecting funding for key transit investments and supporting implementation of the Transit Vision Plan
4. Supporting transportation recommendations of the Energy and Climate Change Action Plan, and
5. Expanding electric vehicle fleets and electric vehicle charging opportunities.

A draft letter reflecting Commission feedback is provided as Attachment 2.

ATTACHMENTS:

Attachment 1: City Manager Budget Letter

Attachment 2: Draft Transportation Commission FY24 Budget Priorities Letter



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

JAMES PARAJON
City Manager

703.746.4300
Fax: 703.838.6343

August 31, 2022

Dear City Board, Committee, and Commission Chairs,

I would like to express my sincere appreciation for your leadership of one of our City boards, committees and commissions. Your commitment helps represent the voices of our community throughout the budget process. Your expertise, knowledge and interest identify areas for the City to continue to grow as we strive to meet the expectations of the residents we serve.

The FY 2023 budget and CIP adopted in May provided funding for initiatives that build on Alexandria's successes; address emerging issues; maintain core services that support those who need help the most; and promote equity through programs aimed at maximizing Alexandria's affordability and accessibility. It also meets goals that maintain and strengthen current infrastructure and continue the City's investment in school facilities.

These targeted investments represent important and emerging issues identified by City Council, many of the boards, committees and commissions, department staff, and our residents. Examples of the FY 2023 budget's investments in these key areas include:

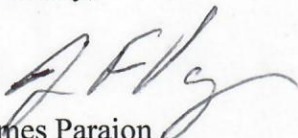
- **Recovery (COVID, Economic and Equitable):** ACORP (Alexandria Co-Response Program) program expansion; Re-Employment and Upskilling Project; Race and Social Equity operations staffing; Community Emergency Volunteer Management; Citywide COVID Response Contingency; West End Service Center Branch
- **Infrastructure (Smart, State of Good Repair):** Broadband Initiative Staffing; 4850 Mark Center Drive Facility; Stormwater Development Plan Reviewer; Network Cybersecurity Monitoring; DASH Service Expansion
- **Climate Change and Environmental Justice (Green Community):** Energy and Climate Change Action Plan; including Heat Vulnerability Analysis, Planning, and Community Engagement; Electric Vehicle Charging Station Navigator; Brine System Canopy
- **Housing:** Eviction Prevention and Support Services; Rent Relief Program for elderly and/or disabled renters with low incomes; Arlandria Chirilagua Housing Cooperative; AHDC Arlandria Project Infrastructure
- **Youth and Family Support (Out of School Focus):** Out of School Time Program investments; Enhanced support for children with disabilities participating in afterschool and summer Out of School Time Programs
- **Community Engagement:** Alexandria Community Remembrance Project; City 275th Commemoration; Community Engagement Contingency
- **Employee Compensation:** Citywide compensation step increases; adding steps at the top of the general schedule pay scale; and pay scale increases granted in FY 2022 and FY 2023

FY 2024 looks to be a challenging fiscal year as we (1) continue to recover from the impacts of the COVID-19 pandemic, (2) navigate an increasingly tight job market with pay competitiveness issues, (3) modify the 10-year Capital Improvement Program to address emergent needs, including cost increases and supply-chain related issues, and mitigate affordability-issues of the capital program, and (4) a potential increase in debt service due to recent and planned investments in School and City projects.

I would appreciate input on the priorities of your board, committee, or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are the highest priorities in this upcoming budget. As was the case in FY 2023, beyond the debt service pressure, I see ongoing budget focus on recovery, housing, youth and family support, economic development, and community engagement in FY 2024, as well as focusing on improving the City's competitive position in attracting and retaining employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

Please provide feedback to me, coordinated through your staff liaison, by **Friday, November 4, 2022**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for thoughts on your board, committee, or commission's priorities as the City begins the development of the FY 2024 budget.

Sincerely,



James Parajon
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routt, Director, Office of Management & Budget
Department Heads
Staff Liaisons to Boards, Committees and Commissions



Alexandria Transportation Commission
301 King Street Alexandria, VA 22314

City Manager James Parajon
City Hall
301 King Street
Alexandria, VA 22314

October 19, 2022

Re: FY 2024 Budget Priorities

Dear City Manager:

At its September meeting, the Transportation Commission received an update from staff on the FY24 budget process and the City Manager's letter to Boards and Commissions to provide feedback on priority budget options that will help the City further **smart**, **equitable**, and **green** programs in FY24, while maintaining and attracting employees.

The Transportation Commission recognizes the challenges of this fiscal year that the City Manager has highlighted, and supports these priorities being advanced. Transportation funding will be critical to supporting these priority areas. The Transportation Commission has identified several areas that are critical to supporting these goals.

First, there are several programs that support pedestrian and bicycle travel in Alexandria that the Transportation Commission believe should be budget priorities. With changing travel patterns during the pandemic, more people are walking and biking, and cars are frequently able to travel at faster speeds, creating potentially dangerous situations. Communities of color and lower income communities typically have much higher rates of pedestrian crashes. The Transportation Commission recommends the budget support the implementation of the Complete Streets program and Vision Zero Action Plan, so as not to lose ground against the Vision Zero goal of eliminating serious and fatal crashes in Alexandria by 2028. Consistent with the City Manager's goal of maintaining and attracting employees, the Commission also supports funding additional staffing for these programs.

Related to safety and Vision Zero, increased flooding and severe weather events in Alexandria have taken a toll on several of the bridges and trails that serve bicycles and pedestrians in Alexandria, which has led to closures while funding can be identified for repairs. This causes disruptions in travel patterns for pedestrians and cyclists and makes it more difficult for Alexandrians to choose non-vehicular travel options that can help reduce greenhouse gases and decrease congestion on City streets. Additionally, the

City is working on a trail pavement index that will help staff understand trail conditions and identify areas that need improvements. The Transportation Commission recommends that the budget include funding to bring the trail system up to a state of good repair including maintaining trail pavement conditions and replacing damaged trail infrastructure.

Additionally, the Transportation Commission believes that transit service is critical to providing the most vulnerable access to jobs and essential services and to reducing greenhouse gases and reducing the City's climate impacts. The Alexandria Transit Vision Plan laid out a framework network to expand access to low-income and minority populations. Fully funding the proposed network will not only improve access for most Alexandria residents but will also make DASH service more efficient. The budget should also take into account funding for the City's transit partners and look for opportunities to improve (or maintain) levels of services provided by regional operators including Metro and Virginia Railway Express.

Finally, the Commission recognizes the important work of the on-going Energy and Climate Change Action Plan and the City's efforts to increase attention to the Climate Emergency through the creation of the new Office of Climate Action. The Commission supports these efforts and encourages the City to fund projects and programs that are consistent with the related transportation goals. This includes increasing efforts to expand the electric vehicle fleet within the City and partner organizations such as DASH and Alexandria City public schools, promoting new opportunities for electric vehicle charging throughout the City and other efforts that will encourage the community to adopt electric vehicles.

We thank you for your consideration of these priority areas to help the City advance its strategic goals.

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Chief of Transportation Planning Division, T&ES
Megan Oleynik, Urban Planner, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 21, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #8 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Metro Updates

Metro is **extending the closure of six stations** south of Reagan National Airport due to unexpected site conditions and remediation efforts for the future Potomac Yard Station. Work to tie-in new tracks to the station was originally scheduled to conclude on Saturday, October 22, but will now end on Saturday, Nov. 5. Free shuttle bus service will continue to be available to customers through the extension. The Metroway - Potomac Yard line will continue to be free, and parking fees at Franconia-Springfield, Van Dorn, and Huntington stations will continue to be suspended.

Metro announced that the new **Potomac Yard Station will not open this calendar year**. The delay in completing construction of the station is due to the contractor's failure to meet the project delivery schedule. Metro will continue to work with the contractor to produce an achievable schedule and will provide an update by the end of this year.

Metro launched their **Bus Network Redesign** in early October with a public outreach effort related to:

- Guiding principles
- Goals and priorities
- Needs, gaps, and opportunities in existing service

They are working to develop a draft network for FY25 by December 2023. Since DASH and the City worked with WMATA on DASH's New Network, Metrobus routes within the City will not be changing. However, as a result of this effort, the routing outside of

the City may change. DASH and City staff are both on the technical committee for the project.

B. Rail Updates

King and Commonwealth Bridges

The rail bridges over King Street and Commonwealth Avenue in Alexandria are past their useful life, and Virginia Passenger Rail Authority (VPRA) is assessing alternatives to repair or replace them. VPRA plans to conduct public outreach on this project starting in November 2022 and will bring a presentation on this project to the Transportation Commission at the November 16 meeting.

Fourth Track Project

Virginia Passenger Rail Authority (VPRA) is working to provide a fourth railway track through Alexandria and Arlington that will help address a bottleneck for trains in the area. This project is part of the larger DC2RVA project to improve passenger rail service in Virginia from the Potomac River to Richmond. A 30% design plan has been developed and public outreach will be conducted on the project in early 2023.

Virginia Railway Express

Virginia Railway Express has indicated that they will begin reviewing their long-range plan for updates in October 2022 including updated visioning and goals. They are looking for opportunities to increase ridership and service offerings and will seek input from Alexandria as their plans progress.

C. TransAction Update

In September, Northern Virginia Transportation Authority (NVTA) reported out on public input received this summer on Transaction, the region's long-range transportation plan. The public comment period was open from August 1, 2022 to September 18, 2022. Residents were invited to provide comments on the 24-page draft TransAction Plan, and associated Project List comprising 429 candidate projects. While various options to comment were provided, the primary mechanism for submitting comments was via an online comment form. A Public Hearing was held on September 8, with options to provide testimony in person and remotely.

Based on public comments and feedback from the three committees mentioned above, NVTA staff is currently working with the consultant team to identify potential enhancements to the draft TransAction Plan and Project List. NVTA staff discussed potential updates with NVTA at their October 13 meeting and will return to NVTA and related committees in November with a final draft. The plan will be brought to the Authority to consider adoption at their December meeting.

D. National Electric Vehicle Infrastructure Investment (NEVI) Program

The Virginia Department of Transportation (VDOT) announced that the Federal Highway Administration (FHWA) has approved the [Virginia Electric Vehicle Infrastructure Deployment Plan](#). This plan was required as part of VDOT's participation in the federal NEVI program funded through the Infrastructure Investment and Jobs Act. VDOT developed the plan in accordance with NEVI program requirements, with guidance from the Secretary of Transportation's office, and with input from a wide range of stakeholders and members of the public.

Approval of the plan provides VDOT access to \$36 million in initial funding to construct public direct current fast charging stations to support Virginia's EV drivers. In order to fulfill the requirements of the NEVI program, VDOT will focus this initial funding on upgrading and building charging stations that fill gaps along Virginia's existing Alternative Fuel Corridors (AFC). I-495 was identified as one of the Alternative Fuel Corridors, in addition to several other gaps in Northern Virginia. Although VDOT also petitioned for I-395 to be included as an AFC, it was not approved by the FHWA. Alexandria will continue to work with the state to identify specific locations along the I-495 corridor where chargers could be provided in Alexandria.