



Transportation Commission Meeting

DECEMBER 17, 2025

7:00PM

VIRTUAL – ZOOM

AGENDA

- | | |
|--|-----------|
| 1. Public Comment (Not to exceed 10 min) | 7:00-7:05 |
| 2. Minutes of the October 15 meeting | 7:07-7:10 |
| 3. Discussion Item: Age Friendly Plan – Transportation Elements | 7:10-7:30 |
| 4. Discussion Item: Curbside Electric Vehicle Charging | 7:30-7:50 |
| 5. Public Comments - Action Item: FY 2026 GO Alex Fund Budget | 7:50-8:05 |
| 6. Public Comments - Action Item: GO Alex FY27-31 Strategic Plan | 8:05-8:15 |
| 7. Public Comments - Action Item: CMAQ/RSTP Grant Application | 8:15-8:25 |
| 8. Public Comments- Action Item: DRPT State Assistant Grant Application | 8:25-8:35 |
| 9. Commissioner Updates | |
| 10. Written Items | 8:35-8:45 |
| A. Shirlington Circle SMART SCALE Project | |
| B. MERIT Grant Program Change Proposal | |
| C. DMV Moves Final recommendations | |
| D. Long Bridge Rail Shutdown | |
| E. WATC Pop Up | |
| F. Food Truck Code Changes | |
| G. Parking Enforcement Pilot Contract | |
| H. New WMATA Route | 8:45-8:55 |
| 11. Other Business | |
| A. January Meeting | 8:55-9:00 |

The Commission may receive public comments on agenda items at its discretion.

Next Meeting: WEDNESDAY, JANUARY 21, 2026

The December 17, 2025, meeting of the Transportation Commission is electronically. Members of the Transportation Commission and staff are participating 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/j/95028234542>

Meeting ID: 950 2823 4542

Passcode: 947959

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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 the day of the Commission meeting to Christopher.Ziemannn@alexandriava.gov.

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request accommodation may contact the Department of Transportation and Environmental Services at 703-746-4083 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission
October 15, 2025
7:00 p.m.

MINUTES

Commissioners Present: Vice Chair Leslie Catherwood, Commissioner Casey Kane, Commissioner Tim Lovain, Commissioner Jim Maslanka, Commissioner Melissa McMahon, Councilmember Kirk McPike.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief; Alexandria Carroll - Complete Streets Program Manager, Transportation Planning; Jesse Van Wick - Urban Planner III, Parks & Recreation.

Audio/Visual presentation is available online:

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

Vice Chair Catherwood called the Transportation Commission meeting at 7:02 p.m.

1. Public Comment

00:08:16

No Public Comment was received.

Motion to close the Public Comment Period: Commissioner Maslanka

Second: Commissioner McMahon

Motion carries 5-0

2. September Minutes

00:09:00

Motion to approve minutes with edits for the September 17, 2025 meeting: Commissioner McMahon

Second: Commissioner Maslanka

Motion carries 5-0

3. Discussion Item: Complete Streets, Vision Zero and Safe Routes to School to School and Multi-Use Trails Update

00:10:35

Alexandria Carroll presented an annual update on the **Complete Streets, Vision Zero and Safe Routes to School** programs. The Complete Streets Five-Year Work Plan covering Fiscal Years 2026-2030 can be found [here](#).

Jesse Van Wick presented on the **Multi-Use Trails** program and Pavement Conditions Evaluation.

Questions/Discussion

Commissioner and Staff discussion, questions and answer topics included the following:

• **Complete Streets, Safe Routes to School & Vision Zero:**

-**Sanger Avenue**: Commissioners praised the success and positive impacts of the Sanger Avenue efforts.

-**Placement of lampposts by VDOT under 395 bridge**: Commissioners noted these lighting fixtures may be negatively impacted by sound vibrations under the bridge; the posts also obstruct part of the sidewalk there, so wall-attached fixtures may have been a better choice. **Alexandria Carroll** noted that while this was a repaving project, alternate lighting suggestions will be considered going forward.

-**Newly painted curb extensions and bollards on Sanger**: Praise was given to the positive impact of these, but commissioners noted that over time, the paint fades and bollards get knocked down, making them less effective. **Alexandria Carroll** advised that while not all temporary placements will be eligible

for replacement right away, the goal is to eventually replace these installations with permanent solutions. For example, near Jeff Houston, the intersection at West & Princess has grant funding for a permanent concrete curb extension.

-West End Transitway/Buses: As part of the plan implementation, buses will be able to stop in lane to pick up and unload passengers.

-Mill Road sidewalk in front of Wegmans: The correction of the raised dot installation which had formerly ended the sidewalk abruptly and incorrectly for blind persons was praised, but it was noted that this is confusing for pedestrians who may think they can cross the street at this light. Signage to indicate there is no option to cross here should be added.

-Complete Streets Five-Year Work Plan: It was suggested that the ability to cross-reference the project list inside the work plan to the projects listed in the LRP be improved in order to make it easier to compare the documents; the changes will be amended on the City's website.

-Vision Zero: In 2017, plan was adopted with a goal of zero fatalities by 2028. At the time, Councilmembers made a pledge. Given that there is only one member from 2017 still part of Council, it was suggested that the pledge be retaken by the current Council, kicking off a discussion on plans after 2028. **Alexandria Carroll** replied that in the five-year plan, there's a line item for a Vision Zero Action plan update, slated to start in FY 2027. Council recently endorsed a grant application for this purpose.

-Alexandria Mobility Plan: Bike & Pedestrian Update: The entire AMP, including this section, will be updated in 2029.

-Periodic Cleaning & Plowing for Bike Lanes: Transportation Planning has been working with Public Works and Resource Recovery on efforts to clear of bike lanes of leaves and snow; Fleet is currently seeking to purchase a bike-lane sized snowplow.

-COA Streets with higher than 25-mph speed limit: Only about 7-8 streets with speed limits over 25-mph remain within City limits. It was noted that Quaker Lane has a limit of 30 mph (as Arlington has half); the Traffic and Parking Board will soon be considering reducing limits on Yoachum and Edsall.

- **Multi-Use Trails:**

-Pavement Conditions Evaluation Program: Done every 3 years and takes an inventory of all trails and roads throughout the City, assigning each a rating and condition. Community usage, 311 calls and high-traffic counts are all considered when ranking the priority of planned improvements. The next update is due in November. Commissioners suggested that pavement ratings for trails should be considered separately and rated with a different scale than the one for roads, as hitting a bump on a bicycle or when using a wheelchair can be very dangerous, when it would not be for a driver, for example.

-2022 Paving Information Viewer/Interactive Map: Commissioners noted the 2022 data had been difficult to understand for non-technical people - this has since been corrected based on previous feedback, is now map-based and can be found through the City's GIS Interactive Maps page. Commissioners suggested that a link also be added to the Trails page and noted that PCI ratings for trails are not always reflective of the reality of the conditions for bicyclists; utility boxes on the trails are not maintained, so their placement along trails can cause problems which also don't get reflected in the PCI. Jesse Van Wick noted the PCI rankings are not the only factor considered in the evaluation, Holmes Run being a good example: that trail ranked well for pavement conditions but was marked as a Priority Improvement once community feedback was considered. **Commissioner Kane** replied that the community should not have to file complaints about trail condition issues which should be standard expectations for trail conditions and covered by routine maintenance; this is another reason why trail rankings should be reviewed differently than roads. **Commissioner McMahon** added that trail paving is classified as "Recreational" on the map, but in reality they form part of the City's transportation network – the vocabulary should be changed to help continue the conversation with Council on the network.

-Trail Improvements: Connection under Telegraph Road ramp to Witter Field: Trees that are not trimmed make this already difficult ramp trail more challenging; the City should adopt regular checks to make sure that overgrowth is not obstructing trails as part of routine maintenance.

4. **Action Item: FY 2027 City Budget Priorities**

01:02:50

Christopher Ziemann presented on the budget. The City Manager's Office is seeking the Transportation Commission Board's input on transportation budget priorities for FY 2027; focus areas for this year include navigating the financial sustainability of CIP; employee compensation, race and equity social initiatives,

public safety programs, investment in education; stabilizing affordable housing, diversification of the City's taxbase and reducing required borrowing and associated debt. Feedback from this meeting will be incorporated into a letter to the City Manager and Council signed by the Chair.

Questions/Discussion

Commissioner and Staff discussion, questions and answer topics included the following:

-Sustainable WMATA Revenue Source: A plan to finalize WMATA funding will be made at the October meeting: there will not be a unified funding source – instead, each jurisdiction will be assigned an amount owed, and can determine how to raise these funds, rather than instituting a regional tax.

-Review of FY26 TC Budget Priorities: Commissioner McMahon suggested keeping, at a minimum, the top three priorities from last year (in same order) for FY2027. Commissioner Kane suggested adding maintaining the Fare Free program to the Alexandria Transit Vision Plan priority (#2).

-Fee-for-service Structure Options: Opportunities to do so were discussed, but Councilmember expressed that adopting fees on services that were already provided for free to residents would be challenging. Commissioners noted the importance of the upkeep of infrastructure: preventing deterioration as in years past.

-CIP Funding/Cuts: Councilmember McPike noted that in the \$2 billion in CIP over next 10 years, after the cost of staffing for supported programs, maintenance of the buildings and other overhead are removed, only \$70-80 million is actually fungible in any real way. Commissioner Kane mentioned Councilmember Chapman's previous comment that it's easy to create a list of funding priorities, but there should also be a priority list of items to cut if needed in order to create a balanced budget.

-Transitways: Required Operating Expenses: Transitway Operations could be added to the budget priority list under the #2 (Alexandria Transit Vision Plan) priority bullet point.

Motion to support the FY27 TC Budget Priorities as listed (with fare-free DASH & Transitway Operational Costs added to # 2 from FY26 List: Commissioner Maslanka

01:18:46

Second: Commissioner Kane

Motion carries 5-0

5. Commissioner Updates

01:19:16

Vice Chair Catherwood: No updates.

Commissioner Kane: In September, there was an update from the Eisenhower West/Landmark Van Dorn Implementation Advisory Group on the Landmark Mall development. They're getting close to finishing the sidewalks on Duke Street. With City approval, they may actually be able to reopen the sidewalks a little bit – great as it has been a horrible detour for pedestrians. They have lit some of the traffic lights as well, they are not working yet but are set up for the new entry into the hospital area. We also got disappointing news on the I-395 development. The ramp coming up off of 395 (which enters at Duke Street) is great for vehicles, but the frustration is that there's a crosswalk for pedestrians to walk along Duke to get to the other side of 395 there, but VDOT would not allow the inclusion of measures which would have made it safer for pedestrians to cross. On the 5001 Eisenhower Avenue Victory Center project, they're getting ready to start building – this will be a fast-paced project converting the old building to residential and getting it onto the tax rolls in the next year and a half. On the Vulcan site redevelopment (on Van Dorn just before Eisenhower), they're building additional housing and a hotel, they've already begun land remediation due to environmental issues.

Commissioner Lovain: No updates.

Commissioner Maslanka: DASH is having a bus rodeo this Sunday morning. The winner goes on to compete with people at the State level, and then the National level.

Commissioner McMahon: The Planning Commission continues to see office-to-residential conversions, which is helpful as we can repurpose building which are not doing much for the tax base, are either empty or partially empty, or are older and taking lower rents. This makes neighborhoods more vital in the areas around the buildings, but from a planning, mixed-use perspective, we're looking to discuss what is considered

mixed-use when there are no office buildings remaining. On Oct. 30, Planning & Zoning will hold their next public meeting call, where they discuss the next 6 months of pipeline, and there should be indications on the small area plans on how these neighborhoods connect.

Councilmember McPike: Thanks to the Commission for suggestions on the legislative packet – now discussing with the Mayor. The draft will be adopted at the last legislative session in December. We'd love to have more State support for transit funding and road safety improvements and will advocate hard for that.

6. Written Items

01:36:01

Item A. Bus Stop Program – Commissioner McMahon complimented the bus stop dashboard.

Item B: Speed Cameras – Commissioner Kane: Very pleased the City has been able to add more of these.

Item C. AlexWest Plan Award – Commissioner Kane: Was impressed with effort; a well-deserved award.

7. Other Business

01:37:12

Items A & B. November/December Meetings - Christopher Ziemann discussed canceling or moving the November meeting date due to various scheduling conflicts.

Item C. New Meeting location(s) – As of January, the Commission will start to meet outside of City Hall – the most practical location would be meeting at 2900 Business Center Drive. The Del Pepper Center also a possibility.

Commissioner McMahon asked about new membership and where efforts stand with Council. **Christopher Ziemann** replied that the suggestions were incorporated into an overall update from all boards & commissions, several others of which also included composition update proposals. Council need the individual ordinances updated with the new compositions. The language will be written by the City Attorney's office as indicated to ensure the Commission's intentions are clear and flexibility is maintained. **Commissioner McMahon** added that Michael Schuster, current Chair on the Commission on Aging & the Age-Friendly Plan, is keen to connect with the Commission; she's shared the Chair & Vice-Chairs' contact details to set up a discussion of their transportation initiatives.

At **8:43 pm**, the Transportation Commission meeting adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 3 – AGE FRIENDLY PLAN - TRANSPORTATION ELEMENTS

ISSUE: Commissioners from the Commission on Aging will present transportation elements of the City's Age Friendly Plan.

RECOMMENDATION: That the Commission receive the presentation.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: RYAN FREED, CLIMATE ACTION OFFICER

SUBJECT: AGENDA ITEM # 4 – CURBSIDE ELECTRIC VEHICLE CHARGING UPDATE

ISSUE: Staff update to the Transportation Commission on the Proposed Curbside Electric Vehicle Charging Program

RECOMMENDATION: That the Commission receive the update.

BACKGROUND: In April 2021, the City finalized the Electric Vehicle Charging Infrastructure Readiness Strategy (EVRs), which acts as a roadmap to meet the electric vehicle (EV) charging infrastructure and technical needs of City residents, workforce members, and visitors as electric vehicle adoption increases and to meet the goals outlined in the City's Environmental Action Plan 2040. In order to address EVRS Recommendation A-2 – Consider Right-of-Way Charging Opportunities for Residents Lacking Off-Street Parking, the City will be proposing a Curbside EV Charging Program to City Council to allow vendors to install EV chargers in the right-of-way (ROW) at no cost to the City.

DISCUSSION: In May 2023, the City finalized the Energy and Climate Change Action Plan (ECCAP), which helps the City respond to climate change impacts and environmental emergencies and align with the 2019 updated Environmental Action Plan 2040 (EAP2040) and build upon existing City energy, greenhouse gas reduction, and climate action efforts. The ECCAP establishes the following goals for EV adoption:

- 50% of personal vehicle sales are EV by 2030, and
- 100% of personal vehicle sales are EV by 2050.

In May 2021, the City finalized the Electric Vehicle Charging Infrastructure Readiness Strategy (EVRs), which acts as a roadmap for meeting the electric vehicle charging infrastructure and technical needs of City residents, workforce members, and visitors. The EVRS will help promote electric vehicle adoption so the community can benefit from the City's electric vehicle ecosystem. Alexandria residents are adopting electric vehicles at a rate faster than the national average, however analysis conducted in the EVRS shows that the City currently does not have

enough publicly accessible EV charging stations to meet the growing demand and meet the goals in the ECCAP.

The U.S. Department of Energy studies show that 80% of EV charging occurs at home. However, for residents without a dedicated driveway or garage, or that live in a multi-family community, home charging may not currently be an option. Allowing publicly accessible EV chargers to be installed in the ROW will allow more Alexandrians to purchase EVs.

Consistent with EVRS Recommendation A-2 – Consider Right-of-Way Charging Opportunities for Residents Lacking Off-Street Parking, the City is proposing a Curbside EV Charging Program to City Council to allow qualified vendors to install, operate, and maintain EV chargers in the ROW for up to five years at no cost to the City. Property owners (e.g., homeowners, multi-family communities, commercial properties) would not be allowed to install private chargers in the ROW.

The proposed program requires that chargers have a minimalistic design, to be acceptable to be installed in the Alexandria Historic Districts. The proposed program will also include limitations on charger siting, including location, required minimum distance between EV chargers, the number of charging ports that can be installed on each block, and the total number of charging ports that can be installed by vendor. Vendors may also apply for an EV Charging Only parking space for each charging port.

Under the proposed program, the City will issue five-year licenses for two years. The issue of licenses will be paused for at least one year to analyze data on charger usage and collect feedback on program implementation. The City will use this information collected during the evaluation period to recommend whether to continue the program, and what changes may be implemented.

City of Alexandria, Virginia

MEMORANDUM

DATE: December 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5 – FY 2026 GO ALEX FUND

ISSUE: The City is proposing the FY 2026 GO Alex Fund Budget.

RECOMMENDATION: That the Transportation Commission approve the FY 2026 GO Alex Fund Budget.

BACKGROUND: On May 23, 2023, the City Council adopted the TMP Policy (Attachment 1) which modifies the TMP requirement for new development. Under this Policy, new developments are required to contribute to the GO Alex Fund to support various transportation management programs and policies. Existing developments with a TMP may enroll in the new TMP Policy through an administrative process.

Under the TMP Policy, the majority of new developments approved after July 2023 pay into a City-managed GO Alex Fund for thirty (30) years, which would be used to fund both citywide and neighborhood specific transportation programs and projects. This promotes 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 requiring each development to have their own TMP with designated coordinator and required reporting, the City administers the program, assesses performance and works with the developments to implement transportation improvements.

Funds are allocated as follows:

Citywide Transportation Projects and Programs – 50%

Half of the funding received from developments is used for citywide transportation projects and programs that are documented to lower single occupant vehicle use. Staff will use the Alexandria Mobility Plan (AMP) as a guiding document for these citywide projects and programs. As much as possible, the City will aim to fund citywide transportation projects that are proximate to developments that have paid into the fund.

Neighborhood Projects and Programs – 50%

Half of the funding is used for projects and programs within the specific Small Area Plan boundaries where the development has occurred. Staff will consider unfunded projects in the

Transportation chapters of the individual Small Area Plans or the AMP. Additionally, owners can work with staff to propose transportation projects if they were not built as part of their development.

Per the TMP Policy, T&ES staff will provide a report and work plan to the Transportation Commission each year for approval. The annual report will outline total annual revenue, expenditures, and remaining fund balance. The funding report will also provide a breakdown of citywide funds versus funds available for specific neighborhoods.

DISCUSSION: The TMP Policy has been in effect for a few years, where the new development that was approved after May 2023 that is subject to the TMP Policy has not been constructed and is not yet contributing to the GO Alex Fund. However, Staff have worked with existing TMPs to enroll into the new program and some funding contributions have been made. The City's GO Alex Fund has \$535,000 of revenue as of July 1, 2025. Since most of the new contributions have not started, the City proposes utilizing the FY 2026 funds on operating expenses (i.e. TMP Surveys, Grant Matches, Bike Education programs) for the approximate cost of \$220,000, as summarized in the FY 2026 GO Alex Fund Budget (Attachment 2). Note, some funds have been spent on grant matches and small improvements. Once a more consistent cadence of funding begins in the next few years, additional TMP programs and projects will be included in the work plan.

This budget minimizes expenses while ensuring that foundational operational data is collected, approved grant agreements are met, and the City's investment on bicycle/scooter facility infrastructure sees utilization.

ATTACHMENTS:

Attachment 1: TMP Policy

Attachment 2: FY 2026 GO Alex Fund Budget

Transportation Management Program Policy

Adopted by City Council May 23, 2023

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). The intent of the TMP Policy is to reduce single occupancy vehicle (SOV) trips, particularly from new development, by encouraging and promoting transportation and mobility options, including transit, ridesharing, walking, and bicycling. These impacts are considered in the review of the development special use permits (SUPs) pursuant to Zoning Ordinance Section 11-504.

Background

TMPs have historically been a tool for addressing congestion resulting from new development. Responding to this, City Council enacted legislation in 1987 to require developments to reduce SOV trips and shift trips to other modes. The Zoning Ordinance required that each TMP be approved as an SUP for nearly all properties over a certain size. As of September 2022, there are over one hundred approved TMPs.

This policy intends to make the program more effective by reducing congestion and improving multimodal access and options. Previously approved TMP SUPs were either overly prescriptive (such as requiring shuttles where high frequency buses exist) or allowed too much leeway. With over a hundred different TMPs, their effectiveness and associated funding has been diluted across multiple programs with varying degrees of success. TMP coordinators often have very little training in transportation, and administering the TMP is often a task added to their other property management responsibilities. While City staff time provided training and instruction to TMP coordinators at various levels of experience, the results were not always impactful. Finally, measurement of TMP success has proven difficult and unreliable as TMP coordinators are assigned this task and often are not trained or incentivized to conduct, collect, and report reliable results.

Overview

With the proposed policy updates, the majority of new developments would pay into a City-managed GO Alex Fund, which would be used to fund both 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 requiring each development to have their own TMP with designated coordinator and required reporting, the City would administer the program, assess performance and work with the developments to implement transportation improvements.

Additionally, developers would have the option to reduce the amount of their TMP contributions. The policy includes credits for early payment, capital improvements, and location in an enhanced transit area (ETA). These credits are explained in more detail below.

Further, TMP obligations would end after 30 years, consistent with requirements in other jurisdictions. Currently, TMP SUPs have no end date and contributions are required in perpetuity.

This policy would replace the existing TMP SUP requirement for new development, which currently requires a separate approval and application fee. Instead, conditions related to TMPs and consistent with this policy would be included in the approvals for development special use permits (DSUP). Enforcement of those conditions would align with other development conditions. For draft standard conditions, see Attachment A.

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 new or significantly altered development with more than 9,999 square feet of commercial space. This includes office, retail, academic and laboratory space.
- Hotel: Any new or significantly altered 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 and Zoning Ordinance amendments by City Council. Thereafter, rates would adjust annually each Fiscal Year on July 1 based on the average change the Consumer Price Index for all Urban Consumers (CPI-U) between April of the previous year to March of the current year. For example, the CPI-U for FY24 will average CPI-U change between April 2022 and March 2023.

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 GO Alex Fund for thirty (30) years. All developments would be required to pay annually for 30 years unless they pay an equivalent amount of funds upfront (as discussed in the Credits section). In the case of a multi-phased development, 30 years would be assessed for each phase depending on the date of occupancy for that phase. Payments are due no later than September 30 of the year in which the rate is assessed. At the end of the thirty (30) years, the TMP payment requirement would end, although other obligations of the TMP program will continue where noted in the policy.

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 GO Alex Fund (as opposed to managing their own funds) may reduce the Base Rate by 5%.

2. Enhanced Transit Area (ETA) – An ETA 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 Base Rate by 15%.
3. Capital Improvements – Transportation improvements may count toward a reduction in the overall TMP payment. Eligible improvements are listed in Attachment B. The total GO Alex Fund payment can be reduced by 25% of the value of these improvements, up to 25% of the total contribution. 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. 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 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 payment requirement would be fully satisfied upon payment.
 - c. Partial Up-Front Payment – The current value of 30 annual payments is reduced by 25% if the development makes a partial upfront payment. Under this option, a quarter 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

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 through the following and additional measurements as identified by staff for a specific development:
 - responding to staff requests within 5 business days (this means acknowledge receipt of the request and identify how it will be addressed)
 - providing semi-annual progress & fund balance reports
 - meeting with City staff on a semi-annual basis (unless a different schedule is agreed to by staff)

- 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 T&ES. Separate conditions of approval would be added for any development managing its own TMP. See Attachment A for draft condition language.

GO Alex Fund

All payments will go toward the City's GO Alex Fund to be used for transportation investments that will address the impacts of additional traffic generated by the new development. The fund will be spent on various transportation projects and programs across the City and in specific neighborhoods. Depending on funding and number of projects to be implemented, staff time to manage and implement these projects could be paid for from this funding. Funds would be allocated as follows:

Citywide Transportation Projects and Programs – 50%

Half 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. As much as possible, the City will aim to fund citywide transportation projects that are proximate to developments that have paid into the fund.

Examples include bus infrastructure and operations, Capital Bikeshare infrastructure and operations, marketing for public transportation (e.g. Metro, DASH, VRE, bikeshare, etc.), incentive programs to try/use transit, and memberships for mobility options (e.g. bikeshare or scooters).

Neighborhood Projects and Programs – 50%

The other half of the funding will be used for projects and programs within the specific Small Area Plan boundaries where the development has occurred. Staff will consider unfunded projects in the Transportation chapters of the individual Small Area Plans or the AMP. Additionally, owners can work with staff to propose transportation projects if they were not built as part of their development and will reduce SOV trips.

Examples include widening sidewalks, Capital Bikeshare stations and bikes and operating fees for those stations, or bus stop and shelter amenities and improvements. Building-specific requests from contributing developments can also be accommodated with a portion of this funding (e.g. Smartrip cards for residents, TransitScreen annual fees, bikeshare memberships for employees, etc.). The funding will also be used to conduct assessments, collect data and help determine if the new developments are meeting their assumed mode split goals.

TMP Coordinator

All developments would be required to designate a single point of contact as the TMP coordinator. 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 will manage the program and the TMP fund for that development. The coordinator must be affirmed with the City annually.

A development is expected to maintain a coordinator for the life of the building(s), even after the payment obligation has ended, to continue serving as a point of contact for the City for surveys, disbursement of information, event programming, and other activities as necessary to administer the Citywide TMP program.

Evaluation and Survey of TMP

The City will evaluate projects participating in the Citywide GO Alex Fund 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 GO Alex Funds. The City would review mode split utilizing best practices for SOV trip measurement and staff may propose new surveying methods as technology evolves.

The City would conduct an evaluation of each property at least once every three years and the evaluation would be paid for with GO Alex Funds. A development may be evaluated even after the TMP payment requirement has expired. The City will coordinate with the designated coordinator prior to any survey activity occurring for the development. All developments participating in the TMP fund shall provide the City with updated parking garage data upon request.

Annual Review Process

T&ES staff will provide a report and work plan to the Transportation Commission each year for approval. The annual report will outline total annual revenue, expenditures, and remaining fund balance. The funding report will also provide a breakdown of citywide funds versus funds available for specific neighborhoods. When surveys are conducted, staff will provide performance metrics of each participant in the TMP, as well as reporting on self-managed TMPs. The City will track development metrics over time. The annual work plan will include the budget and proposed projects for the upcoming fiscal year. The report and work plan will be a public hearing item, and the Transportation Commission and members of the public will have an opportunity to comment on the budget and proposed expenditures prior to adoption by the Commission.

Existing TMPs

Developments that have approved TMP SUPs may be eligible to opt into this policy by submitting an application for an administrative amendment to the TMP SUP under the Zoning Ordinance. Section 11-715 outlines the criteria for approval of an amendment. This would shorten the payment period for existing TMP SUPs to 30 years from the date of the Certificate of Occupancy. For phased developments, the 30-year payment period will be assessed for per phase and will be based on the date of the Certificate of Occupancy for each phase. Existing developments that opt into the Policy are eligible to manage their own TMPs if they chose so long as they meet the requirements outlined under the Self-Managed TMPs section.

Some existing TMPs are currently required to provide a shuttle service, typically to a nearby Metro station. By opting into the Policy, this requirement would be eliminated. However, prior to

approval of the elimination of shuttle service, a requirement of the application for an administrative amendment will be to provide more information about the shuttle service. The TMP Coordinator must work with City staff to determine the usefulness of the shuttle in meeting SOV targets and must provide the following upon request:

- Ridership information for the previous 2 years broken down by individual pick-up and drop-off locations.
- An outreach plan identifying how the TMP will notify residents or employees that the service will be ending and information and incentives that will be provided to existing shuttle users to encourage them to use existing bus service.
- Other site-specific improvements as determined by staff that will help the transition to using existing public transit. Existing TMP funds from the development can be used as approved by staff to complete these requirements.
- Provide follow-up feedback from previous shuttle users regarding impact and mode shift due to termination of shuttle.

If staff determines that the shuttle provides a necessary transportation service that is not otherwise provided by current public transportation service, the City may elect to use the TMP Fund to provide a shuttle or similar service or some other program to accommodate transportation options for people who previously used the shuttle.

ATTACHMENT A – PROPOSED STANDARD 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.

City Managed TMPs

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 for thirty years. For the purposes of determining the first year of assessment, this assessment will be made for any development that obtains a Certificate of Occupancy prior to July 1. Rates shall be adjusted each subsequent year based on the April-to-March Consumer Price Index change as reported by the Bureau of Labor Statistics.
 - a. A development may receive a 35% 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% 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 the Director (T&ES) after receiving a formal request by a development, the development can manage its own TMP and fund, provided that property has met specific single occupancy 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 and must 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, address, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information annually or as needed. This person will be the City's point of contact for the development and will be responsible for paying invoices, coordinating with staff on 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 April-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, address, 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 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 responsible person or entity has not made a reasonable effort to use the funds for activities that support single occupant vehicle reduction. The Director may determine effort based on plans proposed by TMP coordinator, implementation of plans, and communication with staff. 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. Should the Director determine that a reasonable effort has not been made, the TMP will be required to participate in the City managed TMP. (T&ES)

ATTACHMENT B – 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 for up to 25 percent of construction costs or value established by the City and must be included in the original site plan to receive credit. The total discount for capital improvements cannot exceed 25 percent of the total required payment. 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
- Bike Runnel
- Rapid Flash Beacon/Other high visibility pedestrian beacon
- Raised Crosswalk
- Carshare/Vanpool spaces
- New Mobility Improvements, as approved by the Director of T&ES

FY 2026 GO Alex Fund Budget

FY 2026 Budget	
Revenue	Revenue
GO Alex Fund Balance as of July 1, 2025	\$535,000
Expenditures	Expenditures
Operating	
Required TMP Surveys & Baselineing	\$150,000
Grant Matches	\$20,000
Programs (Vision Zero – Bike Education)	\$50,000
Capital Projects	\$0
Total Expenditures	\$220,000
Remaining Balance Carryover	\$315,000

FY 2026 Funding Breakdown by Small Area Plan	
Small Area Plan	Balance
AlexWest	
Arlandria-Chirilagua	
Beauregard	
Braddock Road Metro Station	
Eisenhower East	
Eisenhower West	\$6,100
Fairlington/Bradlee	
King Street Metro/Eisenhower Ave	
Landmark/Van Dorn	
Northeast	
North Potomac Yard	
Northridge/Rosemont	
Old Town	\$10,036
Old Town North	
Potomac West	\$66,276
Potomac Yard/Potomac Greens	\$249,565
Seminary Hill/Strawberry Hill	\$4,063
Southwest Quadrant	
Taylor Run/Duke	\$71
Waterfront	\$17,876

MEMORANDUM

DATE: DECEMBER 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #6 – GO ALEX FY27-31 STRATEGIC PLAN

ISSUE: The City is proposing the GO Alex FY27-31 Strategic Plan.

RECOMMENDATION: That the Transportation Commission endorse the GO Alex FY27-31 Strategic Plan.

BACKGROUND: The Virginia Department of Rail and Public Transportation's Commuter Assistance Grant Program requires the City to create a five-year Commuter Assistance Program Strategic Plan. This plan is intended to identify programs and projects that will eventually be funded by the CAP grant in future years. The strategic plan also provides the City, through GO Alex, the opportunity to evaluate and update the team's programs and services to respond to changes in travel demand, mobility, and transportation needs.

DISCUSSION: The GO Alex FY27-31 Strategic Plan provides guidance for GO Alex to promote transportation choices, connect GO Alex to transportation project improvements, and strategically allocate funding resources. GO Alex envisions an Alexandria where everyone is informed about their transportation options and empowered to choose safe, seamless, and convenient ways to move.

The plan speaks to a Live, Work, and Play framework with the service areas called Residential Engagement, Employer Engagement, and Community Engagement. Through these service areas, GO Alex connects residents, employees, and visitors with a range of transportation options that make it easier to move around the city and region. The plan further highlights:

- Current and anticipated demographics
- Potential target customer characteristics
- Five years of operational activities
- Funding sources for the corresponding five years
- A monitoring and evaluation approach

The plan supports GO Alex to evolve current services through investment in a customer relationship management system, and consider timely programs such as a travel training program, an enhanced ebike program, and a youth transportation program.

The final draft of the strategic plan will be posted on the www.alexandriava.gov/GOAlex web page in January 2026 and will be presented to the City Council at the January 27, 2026 meeting

ATTACHMENTS:

Attachment 1: GO Alex FY27-31 Strategic Plan Endorsement Letter



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Honorable Mayor Gaskins and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

December 17, 2025

Re: Endorsement of the GO Alex FY27-31 Strategic Plan

Dear Mayor Gaskins and Members of City Council:

At its December 17 meeting, the Transportation Commission voted to endorse the GO Alex FY27-31 Strategic Plan. We support the strategic approach the City is taking to adapt to changes in travel demand, mobility, and transportation needs that connect residents, employees, and visitors with a range of transportation options that make it easier to move around the city and region.

This plan will provide the GO Alex team with a roadmap for future grant applications and program services and helps the City meet the goals of the Alexandria Mobility Plan, in particular those included in the Supporting Travel Options chapter. We encourage the Council to approve this plan.

Sincerely,

Matthew McManus
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James F. Parajon
Emily Baker, Deputy City Manager and Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #7 – CMAQ/RSTP GRANT APPLICATION

ISSUE: The City is proposing to apply for the FY 2032 CMAQ/RSTP program

RECOMMENDATION: That the Transportation Commission endorse a letter to City Council in support of the FY 2032 CMAQ/RSTP funding application (Attachment 1).

BACKGROUND: Since 1993, the Commonwealth of Virginia has allocated CMAQ and RSTP funding to the Northern Virginia region. CMAQ funded projects must meet three eligibility requirements: 1) have a transportation focus, 2) reduce air emissions, and 3) be located in or benefit a nonattainment or maintenance area.

RSTP funds are flexible funds that may be used for a variety of regional transportation activities, including but not limited to, pedestrian and bicycle infrastructure, transit capital projects, and transportation or transit studies.

DISCUSSION: Staff propose submitting the two projects listed below for FY 2032 funding. These projects, as well as the prior year CMAQ/RSTP funding awards, are shown in Attachment 2. The City's funding request for FY 2032 is up to \$5.2M and includes the following projects:

FY 2032 CMAQ/RSTP Proposed Program

Project Name	FY 2031
Duke Street and Route 1 Safety Improvements	\$3,200,000
Capital Bikeshare	\$1,000,000
Safe Streets Studies	\$1,000,000
TOTAL	\$5,200,000

Duke Street and Route 1 Safety Improvements

Both Duke Street and Route 1 (Patrick and Henry Streets) were identified as high crash corridors in the City's Vision Zero Action Plan. This project seeks to implement long-term improvements identified in the Regional Road Safety Grant from MWCOG several years ago. These include median islands, curb extensions, changes in lane configuration, and striping changes. The concept designs were approved in 2024, and the project was submitted for SMART SCALE funding but was not awarded.

Proposed Funding: Up to \$3,200,000

Capital Bikeshare

This funding will be used for Capital Bikeshare station replacements. Capital Bikeshare stations reach the end of their useful life after ten years. Securing this funding ensures a plan to replace stations on schedule.

Proposed Funding: Up to \$1,000,000

Safe Streets Studies

This funding will be able to be used for a variety of functions related to safe streets. These could include updates to the Vision Zero Action Plan, Safe Routes to School walk audits, high priority corridor and intersection studies, or other projects. The needs will be assessed and determined prior to FY32.

Proposed Funding: Up to \$1,000,000

ATTACHMENTS:

Attachment 1: DRAFT Transportation Commission Endorsement Letter

Attachment 2: FY 2026 - FY 2031 CMAQ/RSTP Approved and FY 2032 Proposed Funding



Alexandria Transportation Commission
 301 King Street
 Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Honorable Mayor Gaskins and Members of City Council
 City Hall
 301 King Street
 Alexandria, VA 22314

December 17, 2025

Re: Endorsement of Congestion Mitigation and Air Quality Improvements (CMAQ) and Regional Surface Transportation Program (RSTP) Project Funding Request for FY32

Dear Mayor Gaskins and Members of City Council:

At its December 17 meeting, the Transportation Commission voted to endorse the CMAQ and RSTP Project Funding Request for FY32 for up to \$5.2 million. We enthusiastically support funding for multi-modal transportation projects which have many goals, including reducing air pollutants in nonattainment areas such as the Washington region. The City's request for FY32 includes funding for Safety projects and Capital Bikeshare.

FY 2032 CMAQ/RSTP Proposed Program

Project Name	FY 2031
Duke Street and Route 1 Safety Improvements	\$3,200,000
Capital Bikeshare	\$1,000,000
Safe Streets Studies	\$1,000,000
TOTAL	\$5,200,000

Sincerely,

Matthew McManus
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James F. Parajon
Emily Baker, Deputy City Manager and Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES

CMAQ/RSTP FY26-FY31 Program & FY32 Proposed									
Project Name	PRIOR YEAR	FY26	FY27	FY28	FY29	FY30	FY31	FY32 Proposed	PROJECT TOTAL
West End Transitway Operations	\$ -	\$ -	\$ -	\$ 1,000,000		\$ 2,293,748	\$ -		\$ 3,293,748
Duke Street Transitway Operations	\$ -	\$ -	\$ 3,756,473	\$ 3,746,965	\$ 4,948,983	\$ -	\$ -		\$ 12,452,421
Alexandria Bus Shelters FY 21	\$ 2,186,753	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,186,753
Transportation Demand Management	\$ 7,002,793	\$ 423,865	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 7,426,658
Alexandria Transit Store (Commuter Outreach)	\$ 1,200,000	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -		\$ 1,400,000
Bike Sharing Initiative	\$ 2,520,187	\$ 412,092	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 3,932,279
ITS Integration (SMART MOBILITY)	\$ 8,038,495	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 8,038,495
SMART Mobility Implementation	\$ -	\$ 4,146,043	\$ 1,048,116	\$ -	\$ -	\$ -	\$ -		\$ 5,194,159
DASH Technology (CAD/AVL)	\$ 3,220,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,220,869
Backlick Run Multiuse Path Phase I	\$ 733,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 733,894
City of Alexandria Transportation Master Plan	\$ 840,077	\$ -	\$ -	\$ -	\$ 917,000	\$ -	\$ -		\$ 1,757,077
DASH Charging Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -		\$ 1,000,000
Mount Vernon Avenue North	\$ 4,115,000	\$ 103,864	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,218,864
Multimodal Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -		\$ 500,000
Safe Routes to School - Commonwealth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ 1,750,000		\$ 3,150,000
Citywide Bus Bulbs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000		\$ 3,500,000
King- Bradlee	\$ 3,016,899	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 3,016,899
Transitway Enhancements	\$ 1,454,491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,454,491
Beauregard St Multi-Use Trail (Bicycle Facility)	\$ 3,577,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 3,577,000
Duke Street at Route 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	\$ 3,200,000
Safe Street Plan Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
CMAQ/RSTP Subtotal	\$ 26,964,698	\$ 5,085,864	\$ 4,804,589	\$ 4,946,965	\$ 5,865,983	\$ 5,193,748	\$ 5,250,000	\$ 5,200,000	\$ 78,695,375

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #8 – FY 2027 DRPT GRANT APPLICATIONS

ISSUE: The City is proposing to apply for the Virginia Department of Rail and Public Transportation (DRPT) FY 2027 Grant Programs.

RECOMMENDATION: That the Transportation Commission:

1. Endorse the attached letter (Attachment 1) in support of the following DRPT grant applications:
 - Up to \$42,500,000 in eligible expenses for State Aid Transit Operating Assistance;
 - Up to \$16,000,000 for State Aid Capital Assistance;
 - Up to \$110,000 for the Public Transportation Workforce Development Program;
 - Up to \$500,000 for the MERIT Minor Enhancement program
 - Up to \$1,025,000 for free WMATA student fares (TRIP)
 - Up to \$350,000 for the Commuter Assistance Program (CAP);

BACKGROUND: The City applies annually to the Virginia DRPT for grant funds that support transit operating assistance and capital expenses for DASH, Metro, DOT/Paratransit, and commuter outreach programs. State aid grants reimburse the City for funds spent on transit activities. These funds go directly to the City's Northern Virginia Transportation Commission (NVTC) Fund and are used to pay the City's annual WMATA operating budget.

The City operates a commuter outreach program, through the GO Alex team, that provides information, encouragement, and incentives to support Council's goal of increasing transit ridership and transportation options other than a single-occupant vehicle while still ensuring that residents, workers, and visitors can reach destinations within Alexandria. This strategy is endorsed in the "Mobility Options" chapter of the Alexandria Mobility Plan. In FY 2024 and 2025, some of these funds were used to promote DASH's free fares and the all-day network.

DISCUSSION: The City and DASH plan to submit applications for six DRPT grant programs that will help offset City expenses and provide greater support for DASH. The programs all work toward the City's goal of supporting multimodal transportation options and reducing single-occupancy vehicle trips to relieve congestion. The summaries below reflect the proposed applications and align with the guidelines and criteria outlined by DRPT for each pot of funding:

MERIT - State Operating Assistance (State Aid Grant)

City of Alexandria Transit Operating Assistance - (total eligible expenses – up to \$42,500,000):

Operating assistance to jurisdictions is allocated based on system size and system performance for both DASH and DOT paratransit. Operating costs have increased over the past few years due to labor and fuel costs. The amount the Commonwealth can provide in operating assistance varies annually but has typically been between 20% and 30%.

MERIT - Capital Assistance (State Aid Grant)

Bus Replacements – (up to \$16,000,000)

DASH has fifteen (15) bus replacements planned for FY27 to maintain State of Good Repair. There is a total of \$15.4 million in secured funding for bus replacements in FY27, including \$5 million in Federal Low No funds and \$10.4 million in local CIP funds (NVTAA 30%, TIP, and CIP fund balance). Five (5) of the replacement buses will need to be diesel electric hybrid technology due to Federal Low No funding. Staff plans to apply for State reimbursement of these bus replacement purchases for an amount of up to \$16 million, leveraging the DRPT MERIT Capital Assistance Program. This would enable City staff to maximize the leverage of available State funds to minimize the City share of this CIP project.

Public Transportation Workforce Development Program

DASH Public Transit Workforce Development– (up to \$110,000):

This grant will allow DASH to continue developing transit workforce with one intern and one apprentice in FY27. This grant will allow these new employees to gain valuable experience in the public transportation industry. A 20% local match is required.

MERIT – Minor Enhancements

Transit Access and Amenities – Up to \$500,000

The MERIT Minor Enhancement program funds capital projects or programs that add capacity or include the purchase of new assets with a total project cost less than \$3 million. This application would fund the design and/or construction of transit access and amenities Citywide, for example bus shelters, lighting, benches, bus arrival screens, ADA improvements, and other potential concrete work. In FY25, DRPT funds allowed the City to provide much-needed quick-build improvements like ADA boarding pads, benches, bus stop pole replacements, and a small deployment of solar lighting units. With new contracting mechanisms in place, the FY26 DRPT funds will be used to install bus shelters, bus bulbs, innovative seating, an expansive deployment of solar lighting units, and more capital-intensive improvements.

This work builds on the last two years' TRIP awards and complements the work of other efforts in the Bus Stop Program, such as ADA improvements and the Bus Shelter II project. These improvements would enhance safety, comfort, and convenience for transit riders, making the bus a more practical and convenient option to reduce SOV driving. Both the Alexandria Transportation Commission, and the ATC Board of Directors have

been requesting that staff seek funding for transit access and amenities over the past few years. There is a 32% local match for these projects.

Free WMATA fares for Students – Up to \$1,0250,000

With last year's grant award, the City has been working with WMATA to institute a free-fare program on Metrobuses for middle and high school students. This allowed staff to more fully understand the costs and requirements of implementing such a program, such as specific fare cards, rider education, etc. Therefore, this year, the City would apply for a DRPT's Fare Free TRIP program, which is a four-year program with state funding reducing every year. The proposal would front-load fixed costs in the first year, such as cards, education materials, and potentially a class to teach 6th graders how to use the bus. The costs are estimated as follows:

- FY27 – up to \$350,000 (20% local match - \$70,000)
- FY28 – up to \$250,000 (40% local match - \$100,000)
- FY29 – up to \$225,000 (70% local match - \$157,500)
- FY30 – up to \$200,000 (100% funded locally)

DASH also ran a successful student fare free program before going completely fare free, and staff anticipates similar successes by expanding this program to WMATA services. Additionally, Arlington County has a similar program. The benefits to the City are potentially easing of crowding on school buses, a sense of independence for students, and the ability to gather anonymized trip data on this demographic, which is intentionally not included in other survey tools. The local match would be paid for with the GO Alex fund.

Commuter Assistance Program

GO Alex – (up to \$350,000):

The Commuter Assistance Program grant provides reimbursement to the City for operating dollars spent on GO Alex programming and staffing. These funds will support staffing and fund future programming such as promoting different transportation options in the City, including DASH, Metro, and Capital Bikeshare. A 20% local match is required.

If approved by DRPT, funds would require formal adoption by the Commonwealth Transportation Board and incorporation into the state's six-year program in the spring of 2026. Funds would be available on or after July 1, 2026.

FISCAL IMPACT: Operating and Capital Assistance funds provided by DRPT to jurisdictions do not require a local match, as these are treated as a reimbursement to localities for funds spent on transit. Funding will be allocated by a regional formula depending on which expenditures qualify for reimbursement; as such, the expected award or grant amount is unknown at this time. Based on the funding rates for FY 2026, the City could generally expect to be reimbursed around 24% percent for operating assistance and around 68% for capital assistance.

The estimated local match for the Workforce Development Program would require up to \$22,000, which would need to be identified in the FY 2027 budget or supplemental appropriation process. If the required local match is not available and DASH cannot determine a local match,

the Alexandria Transit Company Board of Directors may withdraw, amend the grant applications, or decline to enter into the necessary agreements.

The Commuter Assistance Program would require up to a \$70,000 local match, which could be funded by the GO Alex Fund. If the required local match is not available, the City may withdraw, amend the grant applications, or decline to enter into the necessary agreements.

For the TRIP grants, the total local match would require up to \$160,000 for the Transit Access and Amenities program, which could be funded by a combination of sources, including funding received by new developments under the GO Alex fund, any existing projects with local funding that could act as a match, or NVT A 30% funding. If the local match could not be identified for transit access and amenities, the City may withdraw or otherwise amend the grant applications. The Free WMATA Student fares would require an local match in FY27 of up to \$70,000, or 20%, which will be funded through the GO Alex fund. Because of state aid steps down every year, the local match for FY28 is estimated up to \$100,000 (40%), for FY29 \$157,500 (80%), and for FY30 there would be no state funding and the expected cost would be \$200,000, therefore, the entire local match for this program would total \$527,500 over the four fiscal years. It should be noted that these are estimates, and these figures will be refined based on the first year's results.

ATTACHMENTS:

Attachment 1: Draft Letter of Support



Alexandria Transportation Commission
301 King Street, Alexandria, VA 22314
Phone: 703.746.4025

Honorable Mayor Gaskins and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314
December 17, 2025

Re: Endorsement of the FY 2027 DRPT Operating and Capital Assistance State Aid Applications, the Commuter Assistance Program Operations Grant Applications, and the Transit Rider Incentive Program, and Approval of Required Matching Funds.

Dear Mayor Gaskins and Members of City Council:

At its December 17 meeting, the Transportation Commission voted to endorse the staff recommended funded requests through six DRPT grant programs:

DRPT Operating Assistance

Up to \$42.5 million to offset the City's operating expenses for FY 2027 and provide greater support for DASH and DOT Paratransit.

DRPT Capital Assistance

Up to \$12,500,000 to submit for reimbursement for the purchase and replacement of buses. Reimbursements are typically funded between 60% and 68%.

Public Transportation Workforce Development Program

Up to \$110,000 to fund DASH professional development program.
This requires a \$22,000 local match

MERIT Minor Enhancement Program

Up to \$500,000 for bus stop amenities
This requires a \$160,000 local match

Transit Rider Incentive Program

Up to \$1,025,000 for a Metrobus fare free program for middle school and high school students.
This requires a \$527,500 local match.

Commuter Assistance Program

Up to \$350,000 to fund two staff and programming.
This requires a \$70,000 local match

These requests support goals in the Alexandria Mobility Plan including supporting multimodal transportation and reducing single occupancy vehicle trips. The Transportation Commission appreciates the opportunity to review staff recommendations for the FY 2027 DRPT Grant requests.

If you have any questions, do not hesitate to contact me.

Sincerely,

Matthew McManus
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James Parajon
Emily Baker, Deputy City Manager and Interim Director, T&ES
Josh Baker, General Manager, DASH
Hillary Orr, Deputy Director of Transportation, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 9 – WRITTEN ITEMS

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the written items.

A. Shirlington Circle SMART SCALE Project

Last month, the Commonwealth Transportation Board (CTB) voted to add the Shirlington Circle SMART SCALE Project to the approved list of projects funded for FY 2030. NVTA submitted the application on behalf of Arlington and Alexandria, and the project will be administered by VDOT. This is a big win for the City and the community that has long supported it. The project will improve safety, reduce congestion, and enhance multimodal connections at this key regional interchange.

B. MERIT Grant Program Change Proposal

The Department of Rail and Public Transportation (DRPT) has been leading an effort to update the criteria that will be used to evaluate reimbursements to the State Aid programs. This has become controversial because Northern Virginia agencies would potentially receive less state support for transit than in previous years. After advocacy from NVTC and others, DRPT has announced they will slow the process and re-evaluate formula revisions.

C. DMV Moves Final Recommendations

DMVMoves has reached a major regional milestone, with both the COG and WMATA Boards formally endorsing the plan's vision for securing \$460 million per year in new Metro capital funding beginning in FY2028 and advancing key integration initiatives such as regional bus priority corridors, unified fare policies, and shared service standards. The process now shifts to the local level, where jurisdictions—including Alexandria—are being asked to adopt endorsement resolutions in early 2026 to reinforce regional consensus and support forthcoming state legislation needed to implement the funding framework. For Alexandria, DMVMoves directly aligns with transit priorities such as the Duke Street Transitway, Route 7 BRT, DASH improvements, and long-term Metro reliability, while providing a pathway to more predictable WMATA capital contributions. Staff will work with NVTC and COG on model language and bring a local endorsement resolution to the Transportation Commission and City Council early next year as part of coordinated regional advocacy.

D. Long Bridge Rail Shutdown

The Long Bridge Replacement is one of the most significant transit investments in the region because of the cost and importance to freight and passenger rail service. Construction is anticipated to commence in January 2026. In order to accommodate the existing rail service, construction will only be permitted to operate between 8am and 1pm on weekdays. During this time all rail service between Washington DC and Alexandria will stop between 8am and 1pm. This work and service disruption is expected to last up to five years.

E. WATC Pop Up Engagement Event

On November 19th, 2025, T&ES staff partnered with a local team of architects and designers to host a full-day, interactive pop-up engagement effort centered on the future of West Alexandria Transit Center (WATC). Held from 7:00 AM to 6:30 PM, nearly 75 commuters, bus riders, and pedestrians joined to share experiences and ideas for a new, modern transit facility. Staff shared three design concepts, and attendees expressed a preference for weather protection, greenery/plants, innovative lighting, placemaking elements, and an eye-catching design. The project team is continuing the collaborative effort to select a preferred design alternative. Construction is expected to begin in phases in 2027.

F. Food Truck Code Changes

The City Council, per the Traffic and Parking Board and City staff's recommendations, voted unanimously to approve the establishment of a new ordinance under Chapter 10-4 of the City Code that mimics the right-of-way enforcement language from Chapter 9-15 of the Code in order to explicitly empower Parking Enforcement Officers to issue \$40 citations to food trucks and ice cream trucks in violation of said ordinance. The City Council also voted to delegate the authority of adding and removing designated on-street food truck vending locations citywide to the Director of T&ES with recommendations from the Traffic and Parking Board. City staff hopes that these Code changes will help to address complaints from residents and businesses about undesirable food truck parking and vending habits while also providing a more streamlined and quicker process for adding more designated vending locations for food trucks on streets citywide.

G. Parking Enforcement Pilot Contractor Update

At the October 28 City Council meeting, staff gave a presentation on the pilot parking enforcement program and received input from Council on how to proceed with the program and requested additional information on several elements of the program. The presentation can be viewed [here](#) starting at 2:14. The presentation included information about how the pilot program increased parking enforcement and allowed Parking Enforcement Officers to focus on other areas of the City while ensuring Old Town has adequate coverage with the contracted officers. City Council unanimously supported continuing and expanding the pilot. Staff is working to answer questions from Council and chart out a path forward to continue to use the parking enforcement contractors to support the City's Parking Enforcement Officers.

H. New WMATA Route

On December 15, WMATA will launch the new A29 Metrobus route to provide peak-period service between Van Dorn Street Metro and McPherson Square Metro in Downtown D.C. The A29 will allow Alexandria residents to avoid the Pentagon and have a one-seat ride into D.C., with stops at the West Alexandria Transit Center (*formerly Landmark*), Mark Center, and

Shirlington. Staff is working to accommodate WMATA's request for new bus stops on Sanger Avenue to support the A29 but must ensure that ADA accessibility is achieved before service can be established. The new bus stops are located near future West End Transitway BRT stations.