



Transportation Commission Meeting

January 21, 2026
7:00PM
VIRTUAL – ZOOM (link below)

AGENDA

1. Public Comment (Not to exceed 10 min)	7:00-7:05
2. Minutes of the December 17 meeting	7:05-7:07
3. Public Hearing: GO Alex Transportation Management Program Annual Budget	7:07-7:30
4. Public Comments: MWCOG Technical Assistance Grants	7:30-7:50
5. Discussion Item: Draft 2026 Annual Workplan and Calendar	7:50-8:10
6. Commissioner Updates	8:10-8:20
7. Written Items	8:20-8:30
A. USDOT Safe Streets and Roads for All Grant	
B. VDOT Technical Assistance Grant	
C. Bus Stop Improvement Updates	
8. Other Business	8:30-8:35

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion.

Next Meeting: WEDNESDAY, February 18, 2026

This meeting of the Transportation Commission is being held electronically. Members of the Transportation Commission and staff are participating either from a remote locations 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

One tap mobile

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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
December 17, 2025
7:00 p.m.

MINUTES

Commissioners Present: Chair Matthew McManus, Vice Chair Leslie Catherwood, Commissioner Dan Beattie, Commissioner Casey Kane, Commissioner Jim Maslanka, Commissioner Melissa McMahon, Councilmember John Chapman, Councilmember Kirk McPike.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief; Josh Etim - GO Alex Program Manager; Amy Posner - EV Planner, City Manager's Office; Ryan Freed - Climate Action Officer, City Manager's Office.

Audio/Visual presentation is available online:

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

Chair McManus called the Transportation Commission meeting at 7:00 p.m.

1. Public Comment

00:30:45

No Public Comment was received.

Motion to close the Public Comment Period: Commissioner McMahon

Second: Commissioner Maslanka

Motion carries 6-0

2. October Minutes

00:32:19

Motion to approve minutes with edits for the October 15, 2025 meeting: Commissioner McMahon

Second: Commissioner Maslanka

Motion carries 6-0

3. Discussion Item: Age Friendly Plan: Transportation Elements

00:32:42

Michael Schuster and **D.T. Oliver**, co-Chairs of the Commission on Aging (COA), which serves as the principal advocate for aging issues and promotes the implementation of age-pertinent laws and policies in Alexandria and the Commonwealth, presented on the transportation elements of the City's **Age Friendly Plan**.

Questions/Discussion

Commissioner Kane suggested the COA also reach out to the Traffic & Parking Board to discuss their goals, especially items concerning Vision Zero, as they often vote for changes the City has recommended in terms of the streetway.

Commissioner McMahon suggested that the TC and COA collaborate on budget and legislative items.

Commissioner McMahon asked how the City's paratransit program relates to the human services transport goal.. **Michael Schuster** replied that the COA works with Senior Services of Alexandria, which contracts with the vendor.

Commissioner McMahon noted that the Transportation Commission's top priorities are in sync with providing services that lift up the experience of older adults.

Commissioner Maslanka asked if the COA has researched autonomous vehicles and other smart street technology. **D.T. Oliver** replied they'd be happy to discuss their perspective on this. **Michael Schuster** added that the COA is currently more focused on making City sidewalks even and level .

4. Discussion Item: Curbside Electric Vehicle Charging

00:53:12

Amy Posner and **Ryan Freed** presented an update on curbside EV charging .

Questions/Discussion

Commissioner McMahon asked if consideration was given to wayfinding legibility to the charging network. **Amy Posner** replied that the plan would provide multiple charging ports in City-owned parking lots; in the first stage, the focus is more on multifamily communities that do not have access to home charging.

Commissioner Kane urged compliance with ongoing efforts like Complete Streets and the Transportation Master Plan to ensure charging stations do not impact the ability for pedestrians, cyclists and the aging population.

Commissioner Maslanka inquired about the impact of the current Administration's views on EV/electrification. **Amy Posner** stated licenses would be issued for 2 years initially, then the City would take a one-year pause to evaluate the data before making a recommendation on how the program should continue.

5. Discussion Item: GO Alex FY27-31 Strategic Plan

01:12:19

Josh Etim presented on the development of the **FY27-31 GO Alex Strategic Plan**.

Questions/Discussion

Commissioner Kane asked if Go Alex could partner with City Council to help people afford e-bikes. **Josh Etim** stated that e-bike acquisition assistance forms part of the overall 5-year plan.

Commissioner Kane suggested that GOAlex partner with local bike shops; and with Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) & ACPS' Bikes in the Schools program.

Commissioner McMahon added that Families for Safe Streets offers walk safety education in schools.

No Public Comment was received.

Motion to close the Public Comment period: Commissioner McMahon

01:31:24

Second: Chair McManus

Motion carries 6-0

6. Action Item: FY 2032 CMAQ/RSTP program

01:31:43

Christopher Ziemann presented on the 2032 Congestion Mitigation and Air Quality Improvements (CMAQ) Grant and the 6-year Regional Surface Transportation Program (RSTP) Project Funding Requests for FY32.

Questions/Discussion

Commissioner Kane registered his frustration with the 7-year lag in funding for the Route 1 project. **Chris Ziemann** stated that the funding request is for the full build-out, the City *does* have funds for interim safety improvements.

No Public Comment was received.

Motion to close the Public Comment period: Commissioner McMahon

01:45:40

Second: Commissioner Beattie

Motion to endorse a letter to City Council in support of the FY 2032 CMAQ/RSTP

01:45:49

funding applications: Commissioner McMahon

Second: Chair McManus

Motion carries 6-0

7. Action Item: FY27 DRP Grant Applications

01:46:17

Christopher Ziemann presented on the Virginia Department of Rail and Public Transportation (DRPT) Fiscal Year 2027 Grant Programs.

Questions/Discussion

Commissioner McMahon asked whether DRPT capital assistance request for bus replacement funding was related to other identified funding sources. **Christopher Ziemann** replied yes.

No Public Comment was received.

Motion to close the Public Comment period: Commissioner McMahon

01:54:31

Second: Chair McManus

Motion carries 6-0

Motion to endorse a letter in support of the FY27 DRPT Grant

01:54:53

Applications: Commissioner McMahon

Second: Commissioner Maslanka

Motion carries 6-0

8. Commissioner Updates

01:55:12

Commissioner Beattie: The Environmental Policy Commission discussed the Braddock Road Trail access and Corridor Improvements project: removing parking spaces on either side of Braddock between Commonwealth and the Metro station. The EPC did not send a letter in support prior to the decision, mainly because we didn't have enough local feedback on the parking space removals.

Vice Chair Catherwood: In November, attended a small group meeting with the City and local residents regarding updates to the West Taylor Run Intersection project. We discussed how the project dovetails with the Duke Street in Motion project and changes that the City needs to make, based on discussions with the consultants working through the design phase, as well as how to present the new information to the communities, which the City will start doing early next year.

Commissioner Kane: The Traffic & Parking Board approved removing parking to add crosswalks near the Mount Vernon Community School. One of these will be diagonal to allow users of the library, Rec center and the elementary school to more easily access the east side of Commonwealth Avenue. We also approved "No Turn on Red" signs at the intersection of Russell High and Monroe Avenue, one of those crazy intersections with 5 sides to it. In discussing that, the City intimated that there will be a further effort to present changes to do the same at additional intersections.

Commissioner Maslanka: attended the public meeting at Landmark Mall in November. Any sort of permanent structure to be designed for the transit center at the West Alexandria Transit Facility should have wind breaks.

Commissioner McMahon: No updates.

Chair Matthew McManus: attended a DASH Advisory Committee (DAC) meeting. Also participated in a public affairs subcommittee of the DAC. We've put in guiding documents about how we work with them. The CEO attended, and we got an update on their fleet.

Councilmember Chapman: Received a budget letter from DASH discussing the budget outlook for this year: challenges with reductions. Will forward to the Commission to review so we can discuss at a future meeting.

Councilmember McPike: The City just adopted our legislative package for the upcoming General Assembly session, which includes a number of transit and transportation-related items. One of the major focuses is going to be funding for WMATA and how to incorporate increased resources, restructuring the funding into the broader state transit conversation. We have some significant language in the package about WMATA and its importance to Alexandria and the Northern Virginia economy as well as references to seeking more transportation funding for multimodal transit options. We look forward to going down to Richmond to talk to our delegation about these matters once the General Assembly convenes in mid-January.

9. Written Items

02:06:05

Item A. Shirlington Circle SMART SCALE Project (pulled by Commissioner Kane): Hope this will enable a conversation with Arlington about reducing the speed limit on Quaker Lane to match that in the City.

Item C. DMV Moves Final Recommendations (*pulled by Commissioner McMahon*): -**Q:** It mentions DMV Moves includes integration initiatives such as Unified Fare Policies – how does that relate to us having free DASH? -**A:** There is no plan to charge fares for DASH again - this was more for other regional jurisdictions: free transfers between WMATA and the local system, as well as fare parity.

Item D. Long Bridge Rail Shutdown (*pulled by Commissioner McMahon*) -**Q:** Does this mean that rail service which would otherwise operate between 8am-1pm and go on through to DC is just going to stop at our station now? Are riders going to transfer to Metro at Alexandria Union Station?

-**A:** Yes, and Amtrak trains would be affected. The window was chosen based on the fact that these hours were the ones with the fewest trains. -**Q:** Does this window overlap in any beneficial way with the bridge replacements? -**A:** The VPRA work is supposed to start early next year, so the work could be going on at the same time.

Item H. New WMATA Route (*pulled by Commissioner Kane*): The Metrobus A25 will now run every 15 minutes on the West End.

10. Other Business

02:13:36

Item A: January 2026 Meeting: A consensus was reached to hold the January 21 TC meeting virtually.

Item B. New Membership Update: Council passed a resolution to approve changes to the new membership of dozens of boards and commissions in September. The revised ordinance that defines the Transportation Commission is now being drafted by the City Attorney's Office to enable legislation, which will go before Council next month. The new Commissioners would start in either February or March.

At 8:50 pm, the Transportation Commission meeting adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 21, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #3 – 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 Transportation Management Program (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 a 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 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.

DISCUSSION: New developments that were approved since the TMP Policy has been in effect (after May 2023) that are subject to the TMP Policy have not been constructed and are not yet contributing to the GO Alex Fund. However, several existing TMPs have enrolled in the new program have made contributions. 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 already. 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

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 21, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #4 – MWCOG TECHNICAL ASSISTANCE GRANTS

ISSUE: The City is proposing applications for two Metropolitan Washington Council of Governments (MWCOG) technical assistance grants for FY 2027: one for the Transportation Land-Use Connections (TLC) Program and one for the Regional Roadway Safety Program (RRSP).

RECOMMENDATION: That the Transportation Commission endorse a letter to City council in support of the MWCOG technical assistance grant applications.

BACKGROUND:

Transportation Land-Use Connections Program

MWCOG's TLC Program provides up to \$100,000 in short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities, and support a variety of transportation alternatives.

The Alexandria Mobility Plan Bicycle and Pedestrian Chapter contains several policies to guide staff's work. Policy B - Address network Gaps states staff shall "Complete pedestrian and bicycle networks equitably and cost-effectively. The City will complete the bicycle and pedestrian networks by pursuing funding for priority projects, accelerating work in underserved areas, and taking advantage of opportunities to make improvements through the repaving program." Under this policy, Strategy 3 recommends to "build out a connected bicycle network of both on- and off-street facilities and shared mobility devices to benefit riders of all ages and abilities."

Regional Roadway Safety Program

MWCOG's RRSP provides up to \$100,000 in short-term consultant services for planning projects that address roadway safety issues and will lead to a reduction in fatal and serious injury crashes.

In 2017, the City adopted a Vision Zero Policy and developed an Action Plan with the goal of eliminating traffic fatalities and severe injuries by 2028. Additionally in 2017, the City conducted the Safe Routes to School Walk Audit around all existing elementary schools, including the Mt. Vernon Community School. In 2023, the City conducted walk audits around

the remaining public schools, including George Washington Middle School. There have been several crashes in this area, as well as a high volume of resident concerns about safety. In 2024, the city received funding to construct median improvements on Commonwealth Avenue, which could be implemented as early as 2026 or 2027. However improvements to Mt. Vernon Avenue have not yet been addressed.

DISCUSSION:

Transportation Land-Use Connections Program

The City proposes to request Technical Assistance from the Transportation Land-Use Connections (TLC) Program of up to \$100,000 to perform a bicycle network gap analysis. With recent bicycle infrastructure approvals and implementation (with more to come), it is worthwhile to examine the bicycle network for any gaps that would make connecting to and within the network safer, easier and more convenient. The TLC application would include funding to identify gaps, conceptual design planning, and a conceptual design cost estimate that will help support future implementation and/or grant applications to enhance mobility, accessibility, safety, and comfort for cyclists.

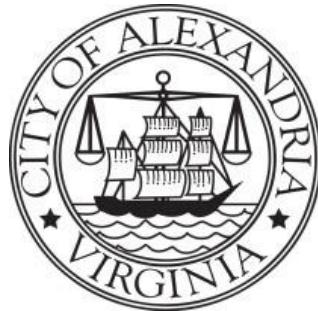
Regional Roadway Safety Program

The City proposes a request for Technical Assistance from the Regional Roadway Safety Program (RRSP) of up to \$100,000 to study safety improvements along Mt. Vernon Avenue between Braddock Road and West Glebe Road. The project would include planning, conceptual design, and community outreach for corridor improvements on Mt. Vernon Avenue, including tactical improvements like painted curb extensions and medians, intersection daylighting, and assessing the possibility of a business district slow zone.

Both projects support strategies in the Alexandria Mobility Plan and address MWCOG Transportation Planning Board's priorities. These projects are expected to lead to further project development in support of the City's adopted goals. If approved, technical assistance would be awarded in Spring 2026, with the project expected to be conducted between Fall 2026 and June 2027. The deadline for applications is February 27, 2026.

ATTACHMENTS:

Attachment 1: DRAFT Endorsement Letter



Alexandria Transportation Commission
301 King Street
Alexandria, VA 2231

www.alexandriava.gov

Phone: 703.746.4025

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

January 21, 2026

Re: Endorsement of the FY 2025 Metropolitan Washington Council of Governments (MWCOG) Grant Applications

Dear Mayor Gaskins and Members of the City Council:

At its January 21 meeting, the Transportation Commission voted to endorse the following staff-recommended technical assistance grant applications to the Metropolitan Washington Council of Governments Transportation and Land Use Connections Program and Regional Roadway Safety Program:

Transportation and Land Use Connections Program:

- Up to \$100,000 to analyze and provide preliminary design to eliminate gaps in the bicycle network.

Regional Roadway Safety Program:

- Up to \$100,000 to study safety improvements along Mt. Vernon Avenue between Braddock Road and West Glebe Road.

These requests support the goals of the Alexandria Mobility Plan, the Vision Zero Action Plan, and community concerns. The Transportation Commission appreciates the opportunity to review staff recommendations for the FY 2027 Transportation and Land Use Connections and Regional Roadway Safety Programs.

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

Sincerely,

Matthew McManus
Chair, Alexandria Transportation Commission

cc: James Parajon, City Manager
Emily Baker, Deputy City Manager and Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, T&ES
Ales Carroll, Complete Streets Program Manager, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 21, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5 – DRAFT 2026 ANNUAL WORKPLAN AND TRANSPORTATION COMMISSION CALENDAR

ISSUE: Consideration of the Draft 2026 Workplan and Draft 2026 Transportation Commission Calendar of meetings.

RECOMMENDATION: That the Transportation Commission receive the Draft 2026 Workplan and Calendar and provide feedback.

BACKGROUND: Every calendar year, the City and the Transportation Commission create a Transportation Commission Workplan to map out anticipated items the Commission will receive throughout the year. This is not an exhaustive list and items might change. The goal is to allow the Commission to anticipate upcoming topics.

The purpose of the 2026 calendar is to eliminate conflicts with holidays, etc., and to ensure that commissioners and the public are aware of dates for the meetings throughout the year.

DISCUSSION: The Draft 2026 Workplan (Attachment 1) was developed based on annual/biennial requirements and Commission input. The Draft 2026 Calendar is provided in Attachment 2. Based on Commissioner discussion at the January meeting, these items will be brought back to the Commission in February.

ATTACHMENTS:

Attachment 1: Draft 2025 Transportation Commission Workplan

Attachment 2: Draft 2025 Calendar

2026 Transportation Commission Work Plan - DRAFT

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Transportation Commission							BREAK	BREAK				
Chair/Vice Chair Election												
Transportation Long-Range Plan												
Discussion Items												EVs
City Planning Studies												
Interdepartmental Long Range Work Plan												
Repaving Update												
Go Alex Strategic Plan												
Duke Street Land Use Plan												
Transportation Funding												
City Budget												
Go Alex FY26 Budget												
GO Alex FY 27 Budget and Work Plan												
NVTA 70% Funds												
SMART SCALE												
CMAQ/RSTP Grant												
Safe Streets for All												
DRPT Transit Assistance and CAP grants												
Federal/State Grants (as needed)												
Transportation Alternatives Program												
I-395 Commuter Choice Grant												
MWCOG Technical Assistance Grants												
Transportation Programs												
Vision Zero Action Plan Implementation												
Complete Streets												
Safe Routes to School												
Trails												
Parking and Curbside Management												
Automated Enforcement Tools												
Capital Bikeshare and Micromobility Update												
Paratransit Program Update												
Transit Planning/Bus Stop Program												
Smart Mobility												
Regional Projects / Plans												
State Legislative Process												
WMATA Budget												

Discussion Item 
 Action Item 
 Written Item 
 Not discussed this year 

Attachment 2: Draft 2026 Calendar

- January 21, 2026
- February 18, 2026
- March 18, 2026
- April 15, 2026
- May 20, 2026
- June 17, 2026
- JULY- NO MEETING
- AUGUST- NO MEETING
- September 16, 2026
- October 21, 2026
- November 18, 2026
- December 16, 2026

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 21, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM # 7 – WRITTEN ITEMS

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the written items.

A. USDOT Safe Streets and Roads for All Grant

In December, staff was notified that the City of Alexandria has been awarded a \$600,000 U.S. Department of Transportation [Safe Streets and Roads for All](#) (SS4A) Planning and Demonstration Grant for FY 2026. The Commission reviewed and endorsed this grant application at its May 2025 meeting.

This grant will support an update to Alexandria's Vision Zero Action Plan and related planning activities to inform future, citywide safety investments. The City's current Vision Zero Action Plan was adopted in 2017 with the goal of reaching zero fatalities and severe injuries by 2028. This funding will allow staff to update the plan using current crash data and trends and to establish a clear path forward for achieving Vision Zero.

Grant-funded work will include:

- Facilitation of a Vision Zero steering committee
- Citywide crash analysis and development of an updated high-injury network
- Road safety audits of up to three corridors
- Development of a high-risk analysis tool to support data-driven decision-making

Key outcomes will include an updated Vision Zero Action Plan that integrates the Safe System Approach, refreshed safety targets, and tools to help prioritize low-cost, Proven Safety Countermeasures across the city.

B. VDOT Technical Assistance Grant – Glebe Road

The Virginia Department of Transportation (VDOT) is providing the City with technical assistance to study mobility, access, and safety improvements to Glebe Road between the

Arlington boundary and Potomac Avenue. This effort will implement a recommendation from the [Arlandria-Chirilagua Small Area Plan](#) to study multimodal corridor improvements on Glebe Road. This effort also aligns with the [Complete Streets Fiscal Year 2026-2030 Work Plan](#), which features the Glebe Road Corridor Improvements Project beginning in Fiscal Year 2027. VDOT will support the City in conducting data collection, planning, community engagement, traffic analysis, and conceptual design for the project. Initial data collection for the project will begin in Spring 2026, with efforts largely getting underway in Summer and Fall 2026.

C. Bus Stop Improvement Updates

Solar Lights for Bus Stops

Twenty (20) solar lighting units will be installed at priority bus stops across Alexandria in the coming weeks. These lights can be programmed to activate whenever it is dark outside and increase in brightness when a rider is near a bus stop. Improved lighting at transit stops is a priority of the Bus Stop Program as it improves visibility, safety, and the bus rider experience.

Old Town Circulator Stop Rebalancing

The Old Town Circulator (OTC) corridor is one of the highest-ridership routes in the City, and continued ridership growth underscores the need for strategic improvements. The current stop configuration is inefficient, with average stop spacing of 598 feet, which is well below the NACTO average of 1,320 feet for urban areas. Rebalancing stops will create more effective stop pairs that improve bus performance, enhance passenger mobility, and support ADA accessibility upgrades. Overall, the proposed improvements include removing 8 stops and adding 5 stops. The proposed approach also aligns with and leverages new development along the corridor. While some parking removal is necessary to support ADA accessibility improvements at bus stops, parking will be restored at other locations along the corridor. The project team will seek approval of parking modifications at a Traffic and Parking Board Public Hearing in January.

King Street Bus Stop Seating

The City has installed benches and lean rails at twelve (12) bus stops along King Street in Old Town. The improved amenities provide a critical enhancement to the rider experience along one of the highest-ridership corridors in Alexandria.