



*Transportation Commission Meeting*

**June 17, 2026**

**7:00 PM**

**2900B Business Center Drive**

**AGENDA**

1. Public Comment (Not to exceed 10 min) 7:00 – 7:10
2. Minutes of the May meeting 7:10 – 7:15
3. **Public Hearing Item:** FY 2027 GO Alex Fund Budget and Work Plan 7:15 – 7:40  
A. NOTE: ITEM DEFERRED TO SEPTEMBER FOR COMMISSION VOTE
4. **Discussion Item:** Smart Mobility Program Update 7:40 – 8:00
5. **Commissioner Updates** 8:00 – 8:10
6. **Written Items** 8:10 – 8:20
  - A. Braddock Road West Project Update
  - B. APWA Smart Intersection Collaboration Award
  - C. CAPSITE Event
  - D. Street Smart Event on Holland Lane
  - E. Long Range Plan Project Updates
  - F. Capital Projects Update
7. **Other Business** 8:20 – 8:30

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*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, SEPTEMBER 16, 2026*

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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

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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 [TransportationCommission@alexandriava.gov](mailto:TransportationCommission@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  
May 20, 2026  
7:00 p.m.

**MINUTES**

**Commissioners Present:** Chair Tim Lovain, Vice Chair Dan Beattie, Commissioner Leslie Catherwood, Commissioner Casey Kane, Commissioner Jim Maslanka, Commissioner Melissa McMahon, Commissioner Matthew McManus; Councilman John Chapman.

**Staff Present:** Christopher Ziemann - Transportation Planning Division Chief; Sara Brandt-Vorel – Capital Project Manager; Max Devilliers – Urban Planner, Transportation & Environmental Services; Michael D’Orazio – Urban Planner, Planning & Zoning.

Audio/Visual presentation is available online:  
<https://www.alexandriava.gov/TransportationCommission>

**1. Public Comment 00:04:34**

Public comment focused on cut-through traffic in Old Town and the possibility of studying new approaches to distinguish local destination traffic from regional pass-through traffic.

- **Carl Fisher**, a resident of Old Town, noted he’d submitted written comments and a memorandum to the Commission and requested that staff continue exploring innovative, data-driven ways to address cut-through commuter traffic affecting Old Town streets such as Henry, Patrick, Duke, Washington, and Braddock. He noted that prior City studies have shown that a substantial share of traffic in the Duke Street corridor consisted of trips that neither began nor ended in Alexandria, and said the resulting congestion, noise, and safety impacts continue to affect residents daily.
- Commissioner discussion following the comment noted that congestion pricing or similar approaches would require state authorization before the City could act, but that the concept may still be worth future exploration, including possible legislative action or a discussion with outside experts.

**2. April Minutes 00:09:13**

**Motion to approve minutes for the April 15, 2026 meeting:** Commissioner Catherwood

**Second:** Commissioner McMahon

**Motion carries 7-0**

**3. Discussion Item: Duke Street Land Use Plan 00:10:40**

**Michael D’Orazio** from the Department of Planning & Zoning presented an update on the Duke Street Land Use Plan. Key points included:

- The plan area spans roughly four miles from the West End/Former Landmark Mall area to the King Street Metro area and is intended to guide future land use, mobility, public realm, parks and open space, and building form along the corridor.
- Staff reported extensive public engagement since the process began in 2025, including more than 50 pop-ups, workshops, community meetings, and online engagement tools intended to reach residents, businesses, and corridor users.
- The recently released framework plans establish an early corridor vision for mobility, land use, redevelopment opportunity areas, affordability retention, and public realm improvements.

- The mobility framework identifies proposed bicycle facilities, pedestrian connections, and new streets that could be realized as redevelopment occurs, while also building on previously adopted transportation planning work such as the Duke Street Transitway and the Alexandria Mobility Plan.
- Staff emphasized that the current mobility map is still conceptual and does not yet classify the specific type of bicycle facility proposed in each location.
- On May 28<sup>th</sup>, a Community meeting will be held to look specifically at Housing and Health; additional public meetings are being planned for June. More detailed recommendations are expected in early summer; the draft full plan will be released in September and public hearings anticipated in December.

### **Questions/Discussion**

Commissioner and Staff discussion regarding the **Duke Street Land Use Plan** focused on:

- The need to avoid scheduling future Duke Street transportation meetings at the same time as Transportation Commission meetings.
- Questions about whether the online engagement map is generating enough public feedback and how residents can add location-specific comments.
- The importance of more visible and proactive outreach to non-English-speaking communities, including direct engagement rather than relying only on translation by request.
- Suggestions to better illustrate how the corridor plan connects to surrounding neighborhoods, trails, other small area plans, and the broader bicycle and pedestrian network beyond the formal plan boundary.
- The importance of showing how this land use planning effort builds on, rather than restarts, prior transportation work such as Duke Street in Motion and the Duke Street Transitway.
- Support for identifying and planning future parallel routes, new internal streets, and redevelopment block structures that can improve circulation for people walking, biking, taking transit, and driving.
- Concerns about relying on shared lane markings as a meaningful bicycle facility and interest in identifying safer, more durable connections instead.
- Interest in utility placement and sidewalk obstructions, with comments that future corridor improvements should account for poles, signs, and other barriers that reduce sidewalk usability.
- Specific concern about the difficult connection between the Van Dorn area, the future West End redevelopment, and the Holmes Run Trail system, including grade changes, narrow sidewalks, and the need to at least identify a future connection strategy in the plan.
- Commissioners also commended staff for the scale and variety of public engagement undertaken to date.

#### **4. Action Item: FY 2033-2034 Smart Scale Grant Applications**

**00:43:58**

**Sara Brandt-Vorel** presented two proposed Smart Scale applications for the upcoming cycle and requested Commission endorsement of a letter to City Council supporting the applications. Key points included:

- The City plans to request up to \$27 million for the King Street/Bradlee Safety and Mobility Enhancements Project and up to \$8 million for the Mount Vernon Avenue North Intersection Improvements Project, for a total request of up to \$35 million.
- The King Street/Bradlee project would fund implementation of previously approved improvements including a dedicated bus lane, sidewalks, a protected two-way cycle track, stormwater treatment, and other transit and pedestrian improvements.
- Staff noted that the King Street/Bradlee project had previously been submitted in an earlier Smart Scale round but was not selected, and that design work has since advanced to strengthen the application.
- The Mount Vernon Avenue North project would fund safety improvements at the intersections of Mount Vernon Avenue with Executive Avenue and Russell Road, building on work identified through the Arlandria-Chirilagua Small Area Plan and subsequent concept development.
- City Council is expected to consider authorizing the applications in June, with materials due to the state by August 1 and preliminary recommendations expected in January.

### **Questions/Discussion**

Commissioner and Staff discussion regarding the **FY2033-2034 Smart Scale Grant Applications** focused on:

- Questions about why the earlier King Street/Bradlee application was not selected and whether more feedback from VDOT would help improve future grant submissions.
- The challenge that Smart Scale is highly quantitative, but the criteria and weighting are themselves policy choices that can affect Northern Virginia projects differently from projects elsewhere in the Commonwealth.
- Interest in whether future City legislative priorities should include advocacy for better applicant feedback and review of Smart Scale criteria and weighting.
- The view that the lack of Northern Virginia awards in the previous round did not necessarily reflect weak Alexandria projects, but rather broader statewide outcomes and scoring dynamics.

**STAFF RECOMMENDATION:** that the Commission endorse the FY 2033-2034 Smart Scale grant applications for the King Street/Bradlee Safety and Mobility Enhancements Project and the Mount Vernon Avenue North Intersection Improvements Project and support a letter to City Council reflecting the Commission’s broader concerns about Smart Scale competitiveness and feedback.

**Motion to endorse the FY 2033-34 Smart Scale grant applications and support a letter to Council speaking to concerns about competitiveness and feedback:** 01:00:48  
 Commissioner McMahon  
**Second:** Commissioner Kane  
**Motion carries 7-0**

**5. Commissioner Updates** 01:01:52

**Vice Chair Beattie:** No updates to report.

**Commissioner Catherwood:** No updates.

**Commissioner Kane:** Reported that the Traffic and Parking Board selected Kursten Phelps as its new representative to the Transportation Commission, pending City Council approval. He also summarized recent Traffic and Parking Board actions, including approval of valet parking on North Lee Street, discussion of nearby loading, bike corral, and enforcement issues, approval of food truck vending changes, and an extended discussion of proposed changes to residential parking permits for certain non-resident household-related users. Kane also noted recent grant awards supporting the Citywide Bicycle Network Gap Analysis, the Mount Vernon Avenue corridor study, and regional work related to pedestrian hybrid beacons, and commended staff for continued success in securing outside funding.

**Commissioner Maslanka:** No updates.

**Commissioner McMahon:** Reported on Planning Commission discussion of upcoming text amendments related to substandard lots and lots without frontage, noting that the topic raised broader questions about frontage, access, emergency response, parking, and how the City evaluates development in its horizontal and vertical built environments.

**Commissioner McManus:** Reported that the DASH Advisory Committee continues to engage the public through a series of spring and summer community events and praised DASH marketing and public engagement efforts.

**Councilman Chapman:** Reported that Councilmember Sandy Marks is expected to join the Transportation Commission as an additional Council representative.

**Chair Lovain:** Gave testimony this week before the Commonwealth Transportation Board (along with Hillary Orr and Jim Durham) in support of Alexandria transportation projects, including Safe Routes to School, highlighted the City’s improved project-delivery performance and progress on the VDOT dashboard.

Commission discussion also highlighted the need to better communicate and celebrate the City’s transportation funding and delivery successes, including through more user-friendly public-facing project and funding

information.

**6. Written Items**

**01:29:54**

**Item A. ADA Bus Stop Improvements (pulled by Commissioner Kane)**

Commissioners praised the Holland Lane and Reinekers Lane bicycle improvements, noting that the projects have improved comfort, reduced gaps in the bicycle network, and made those corridors more functional and intuitive for bicycle travel.

**Item E: Eisenhower-Landmark-Van Dorn Newsletter**

- Commissioners discussed the Landmark/Van Dorn sidewalk project and used it as an example of the long timeline between grant application, funding award, and construction delivery.
- It was reiterated that the City's funding dashboard could do more to show the history, timing, and significance of successful grant-funded projects in a more user-friendly format.

**6. Other Business**

**01:34:49**

The Commission briefly discussed upcoming membership transitions and thanked Commissioner Kane for his service, noting that he would still attend one additional meeting before stepping away.

At **8:33 pm**, the Transportation Commission meeting adjourned.

# City of Alexandria, Virginia

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## MEMORANDUM

DATE: June 17, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #3 – FY 2027 GO Alex Fund Budget and Work Plan

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### **NOTE: COMMISSION VOTE DEFERRED TO SEPTEMBER**

**ISSUE:** The City is proposing the GO Alex Fund FY 2027 Budget and Work Plan.

**RECOMMENDATION:** That the Transportation Commission hold a public hearing and approve the FY 2027 GO Alex Fund Budget and Work Plan.

**BACKGROUND:** In 2023, the City Council adopted the Transportation Management Plan (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 may 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 occurred. Staff will consider unfunded projects in the Transportation chapters of the individual Small Area Plans or the AMP. Additionally, property 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 City expects the GO Alex Fund to have approximately \$1,370,000 of revenue on July 1, 2026. This is a conservative estimated based on the developments that are currently enrolled in the new program and will be invoiced. This figure will likely increase because more existing developments chose to enroll in the new program. At this time, the City is not anticipating any of the new development approved after July 2023 to be completed and therefore invoiced for their GO Alex Fund contribution.

The City seeks to implement projects that have been approved in existing plans. Proposed projects may include grant matching, TMP programs, development specific requests, transit enhancements, multi-modal enhancements, and more. The purpose of this memo is to establish a FY 2027 revenue amount for spending authorization, as summarized in the FY 2027 GO Alex Fund Budget (Attachment 2).

Operating projects include:

- Grant Matches
  - GO Alex CAP Operating Grant Match
  - TRIP: Fare Free WMATA Bus for Students Grant Match
  - Enhanced Mobility (Travel Training)
  - Transit Infrastructure (Bus Stop Improvements + Amenities) Grant Match
- Bike Education classes for youth and adults
- TMP Development Specific Request

The proposed budget categories and estimated allocation of expenses provide a balanced approach that allows the City to deliver near-term projects while evaluating future initiatives that the GO Alex Fund can sustainably support on an ongoing basis.

As funding for this program is just becoming available, staff recommends maintaining an adequate fund balance to support future projects and investments that may require larger or less predictable funding commitments.

**ATTACHMENTS:**

Attachment 1: TMP Policy

Attachment 2: FY 2027 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.

<b>Land Use</b>	<b>Base Rate in FY23</b>
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 2027 GO Alex Fund Budget

FY 2027 Budget	
Revenue	Revenue
Balance Carryover	\$492,800
FY 2026 TMP Contributions (As of June 1, 2026)	\$877,200
<b>Expected GO Alex Fund Balance as of July 1, 2026</b>	<b>\$1,370,000</b>
Expenditures	Expenditures
Operating Projects	
Required TMP Surveys & Baselineing	\$150,000
Grant Matches	\$350,000
Programs (Vision Zero – Bike Education)	\$50,000
Development Specific Requests	\$50,000
Capital Projects	
Neighborhood Complete Streets	\$200,000
<b>Total Expenditures</b>	<b>\$800,000</b>
<b>Remaining Balance Carryover</b>	<b>\$570,000</b>

# FY 2027 GO Alex Fund Budget

FY 2027 Funding Breakdown by Small Area Plan	
Small Area Plan	Balance
<b>Total</b>	<b>\$558,000</b>
AlexWest	
Arlandria-Chirilagua	
Beauregard	
Braddock Road Metro Station	\$62,000
Eisenhower East	
Eisenhower West	\$13,000
Fairlington/Bradlee	
King Street Metro/Eisenhower Ave	
Landmark/Van Dorn	
Northeast	\$8,000
North Potomac Yard	
Northridge/Rosemont	
Old Town	\$10,000
Old Town North	
Potomac West	\$66,000
Potomac Yard/Potomac Greens	\$284,000
Seminary Hill/Strawberry Hill	\$98,000
Southwest Quadrant	
Taylor Run/Duke	
Waterfront	\$17,000

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** JUNE 17, 2026  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION  
**SUBJECT:** AGENDA ITEM #4 – SMART MOBILITY PROGRAM UPDATE

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**ISSUE:** Staff update to Transportation Commission on the City's Smart Mobility Program.

**RECOMMENDATION:** That the Commission receive the presentation for questions and discussion.

**BACKGROUND:** For more than two decades, the City of Alexandria has invested in smart mobility initiatives that leverage technology, data, and innovation to improve the safety, efficiency, and reliability of the transportation system. These efforts have established a strong foundation for deploying emerging technologies and advancing data-driven transportation operations throughout the city.

The Smart Mobility Team coordinates across multiple City departments and external partners to plan, implement, and manage technology projects that support the City's transportation goals. The City's Smart Mobility Program is organized around six key pillars:

- **Transit Innovation** – Advancing technologies that improve transit operations, reliability, accessibility, and the rider experience.
- **Intelligent Traffic and Safety Systems** – Deploying connected and adaptive technologies that enhance traffic operations and improve safety for all roadway users.
- **Human-Centered Mobility** – Using technology and data to improve mobility outcomes for residents, visitors, businesses, and travelers of all ages and abilities.
- **Resilient Street Systems** – Leveraging digital tools and infrastructure data to proactively manage and maintain transportation assets.
- **Digital Mobility Ecosystem** – Creating an integrated data environment that connects transportation systems, supports analytics, and enables better decision-making.

- **Smart Curb Solutions** – Digitizing curbside infrastructure and developing flexible systems to manage curb space as transportation needs evolve.

Collectively, these initiatives support the City's goal of improving how people move throughout Alexandria while preparing transportation infrastructure for future mobility needs.

**DISCUSSION:** The City is currently advancing several major Smart Mobility initiatives that will improve transportation operations, safety, and system performance.

Under the **Intelligent Traffic and Safety Systems** pillar, Alexandria is implementing adaptive traffic signal control, Transit Signal Priority (TSP), and Emergency Vehicle Preemption (EVP) technologies at approximately 150 signalized intersections citywide. These projects use advanced detection and real-time data to improve traffic operations, enhance transit reliability, support emergency response, and reduce delays. The system also captures valuable information on pedestrian, bicycle, freight, and vehicle activity, providing staff with better data to support transportation planning and operations.

Under the **Digital Mobility Ecosystem** pillar, the City is partnering with Virginia Tech to develop a digital twin of Alexandria's transportation network. By integrating data from transportation systems across the city, the platform will enable scenario testing, operational analysis, and long-range planning using real-world conditions before changes are implemented in the field.

Under the **Smart Curb Solutions** pillar, Alexandria recently completed a citywide effort to digitize curbside regulations and infrastructure using the Curb Data Specification (CDS). This standardized digital foundation creates a flexible, plug-and-play framework that will support future curb management technologies and applications.

Under the **Resilient Street Systems** pillar, the City is advancing the SmartScan project, which uses artificial intelligence and mobile sensing technology to collect data on pavement conditions, signs, markings, and other transportation assets. The project will support proactive maintenance, improve asset management, and expand the City's digital inventory of transportation infrastructure.

Under the **Transit Innovation** pillar, the City partners with DASH to deploy and evaluate technologies that improve transit safety, reliability, and efficiency. Current initiatives include Transit Signal Priority (TSP), which helps buses move more efficiently through signalized intersections, and pilot projects such as digital mirror systems that enhance operator visibility and safety while modernizing transit operations.

The City's Smart Mobility Program is supported through a combination of local, state, and federal funding sources. Alexandria has secured nearly \$20 million in funding to implement current Smart Mobility initiatives, including grants and partnerships that support technology

deployment, research, and innovation. This diversified funding strategy allows the City to advance projects that improve transportation operations while minimizing impacts on local funding resources.

Over the coming year, the City will focus on implementing the adaptive traffic signal control program and related signal modernization projects, while continuing development of the Digital Twin initiative with Virginia Tech. Together, these efforts will strengthen Alexandria's ability to operate, maintain, and plan its transportation system using real-time data and advanced analytical tools.

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** JUNE 17, 2026  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION  
**SUBJECT:** AGENDA ITEM #6 – WRITTEN ITEMS

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**ISSUE:** Staff update to Transportation Commission on various projects.

**RECOMMENDATION:** That the Commission receive the written items.

### **A. Braddock Road West Project Update**

As part of the West Braddock Road Corridor and North Howard Street Access and Safety Improvements Study, City staff hosted a project Open House this month at Minnie Howard to share initial project information and design options with the community and seek feedback. This open house was the first round of community engagement and starts a summer of outreach and community input to refine the initial design options. This project was grant funded by the Metropolitan Washington Council of Governments and administered by VDOT, enabling the City to study safety, traffic operations and multimodal conditions in this area, in response to concerns raised by community members and documented in the 2023 Safe Routes to School Audit. Additional information can be found on the project website, including initial design options, a copy of the 2023 audit and a link to an online feedback form:

[www.alexandriava.gov/go/7748](http://www.alexandriava.gov/go/7748)

### **B. APWA's Honorable Mention for Transportation Project of the Year Award - Smart Intersection Collaboration**

The City's Transportation and Environmental Services accepted an honorable mention recognition for the Transportation Project of the Year for under five million dollars for the Smart Intersection Collaboration Project. This project tested out different smart devices at the Potomac Avenue and E. Glebe Road intersection, collecting data and providing key information about intersection safety and travel patterns. This project highlighted not only the use of advanced technology to improve travel safety but also highlighted the collaboration between the City and Virginia Tech Transportation Institute (VTTI). To learn more about this project, visit the project's webpage <https://www.alexandriava.gov/mobility/virginia-tech-smart-intersections-pilot-potomac-yard-metro-station>

### **C. CAPSITE-ITSVA-VTTI-City of Alexandria Smart Mobility Event**

City staff, Sheila McGraw and Hillary Orr presented at a regional transportation event with over 60 attendees, including a number of T&ES staff. Ms. Orr discussed the City's smart mobility

program and outlined the City’s approach to layering and developing smart technology to advance transportation efficiency and safety goals and leveraging strategic partnerships with Virginia Tech and other partners. Ms. McGraw provided an overview of the City’s recent efforts to digitize the curb in Alexandria and how that will position the City to better manage limited resources and respond to changing conditions. Partners at the Virginia Tech Transportation Institute (VTTI) spoke about the overall Smart Mobility Lab and the value of the strategic partnership between public, private and educational entities in developing technology and delivering real-world value. The event concluded with a networking event on the roof of the Virginia Tech building with opportunities for continued discussion with local industry and regional partners.

#### **D. Street Smart Event on Holland Lane**

On May 28, the Metropolitan Washington Council of Governments (MWCOG) launched its annual Street Smart Safety campaign along the newly renovated Holland Lane in Carlyle. The event gathered community leaders, law enforcement, and traffic safety advocates to unveil the streetscape improvements on Holland Lane. It also kicked off MWCOG’s high-visibility enforcement campaign to educate the region’s residents on safe roadway practices across the District of Columbia, suburban Maryland, and Northern Virginia. The campaign supports the region’s Vision Zero goal of eliminating all traffic deaths. The event demonstrates the region’s commitment to improving traffic safety through engineering, education, and enforcement.



*Source: Metropolitan Washington Council of Governments*

### **E. Long Range Plan Project Updates**

Because of temporarily limited staff resources, the Transportation Commission decided to postpone the regularly scheduled bi-annual Transportation Long Range Plan update to 2027. In lieu of this prioritization update, below is a list of projects with updates to them. For projects with no updates, they are not listed below.

1. *Upper King Street Multimodal Redesign* (Quaker Lane to N. Hampton) – Staff will submit an application to SMART SCALE to fund this project to Menokin Drive if approved by City Council.
2. *Madison Street Bike Facility* – This project is currently on hold.
3. *Safe Routes to Schools Walk (SRTS) Audit Implementation* – SRTS recommendations for William Ramsey School have been completed. The Safe School Crossings Project Phase 1, to install curb extensions and medians, is in the engineering design phase. Safe School Crossings Project Phase 1 has been recommended for funding for FY27.
4. *Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station* – The design for this project is complete and construction is expected to begin in 2026.
5. *Vision Zero High Crash Intersection Improvements* – the Safe Streets and Roads for All grant has funded planning for seven high crash intersections on the West End. Planning is underway. The city has been awarded \$3 million from NVTA to further design these intersections, and staff will apply for funding for implementation.
6. *Eisenhower Pipeline Study Recommendations* – the planning for this was completed upon approval from City Council in fall 2024. Staff have applied for implementation funds.
7. *Duke and Van Dorn Street Ramp* – Staff applied for funding from NVTA 70% funds, which will be announced this summer.

### **F. Capital Projects Update**

The City continues to advance multiple transportation projects and key VDOT milestones. The King/Beauregard Project began advertisement to solicit a construction team on June 3, with construction expected to start in Fall 2026. The Access to Landmark Project is currently in the public engagement phase which is expected to occur between May 28 and June 15. For Adaptive Phase II, the next major milestone is obtaining the right-of-way waiver, after which the project will advance toward the 90% design phase. City staff have been coordinating closely with Dominion Energy to advance the Old Cameron Run Trail Project to final design, with bid advertisement anticipated this summer.

The T-Intersections and Citywide Transit Signal Priority projects have completed final design and are awaiting authorization from VDOT to advertise, with construction on both projects anticipated to begin in Fall 2026. The West End Transitway Project is nearing completion of the right-of-way phase, while the Duke Street BRT Project is advancing through the 30% design phase. In addition, construction has begun on the Route 1 Median Project and will conclude by Fall 2026.