

**TRI-CITIES AREA MPO
POLICY COMMITTEE
Draft Meeting Agenda
Crater PDC 1964 Wakefield Street Petersburg, Virginia 23805
March 12, 2026, 4:30 PM
Teams ID: 211 176 445 884 24 Passcode: uh2kA3cr**

- 1) Call to Order**
- 2) Pledge of Allegiance**
- 3) Roll Call & Certification of Quorum**
- 4) Welcome**
- 5) Chair's Report**
- 6) Honoring the Life and Service of Yolanda Stokes**
- 7) Public Comment Period**

ADMINISTRATIVE ITEMS:

- 8) Approval of Agenda**
- 9) Approval of minutes from the February 12, 2026, mtg. – Att. 1**

**Approval
Approval**

ACTION ITEMS:

10) Draft MPO Self-Certification — Att. 2 & 3

Approval

- a) Approval of Signature as part of each MTIP Update process, MPOs are required to self-certify.
 - i) See Attachment 2 for the Draft Self-Certification Questionnaire
 - ii) See Attachment 3 for the Draft resolution for the MPO Director, VDOT Richmond District Engineer, and DRPT Director of Transit signatures.

Action requested: Policy Committee approval of the draft TCAMPO Self-certification by resolution.

11) Conformity Determination Report (2027 – 2030 MTIP & 2045 LRTP)

Approval

- a) On March 6, 2026, the TAC approved the 2027 - 2030 TIP and 2045 LRTP project list for conformity.
 - i) The Interagency Consultation Group (ICG) virtual meeting is scheduled for March 10, 2026, at 9 am to approve the draft Conformity Determination Report. The report will be distributed to the Policy Committee following the conclusion of the ICG meeting.

Action requested: Policy Committee approval of the 2027 - 2030 MTIP and 2045 LRTP Conformity Determination Report.

12) 2027 – 2030 MTIP Development - [Link](#)**Approval**

- a) The MTIP document (the above link) includes the MTIP Individual Highway Projects, MTIP Individual Transit Projects, Table C: Fiscal Constraint by year (Highway) – provided by VDOT, and Table D: Fiscal Constraint by Year (Transit) - provided by DRPT.
 - i) The Draft MTIP also includes the MTIP Groupings List (Appendix A), the Draft Self-Certification (Appendix E), and the Performance Measures with actual results where possible (Appendix G).

Action requested: Policy Committee approval of the Draft FFY 2027 - 2030 MTIP for public review (March 13-April 12).

13) FY26 to FY27 PL Direct Carryover Request**Approval**

- a) Based on PL expenditures to date in FY26 and anticipated spending through the remainder of the fiscal year, TCAMPO expects to have a significant balance of PL funds available for carryover into FY27. TCAMPO/Crater PDC staff is coordinating with VDOT, DRPT, FHWA, and FTA to develop the draft FY27 Unified Planning Work Program (UPWP), which will identify how these additional funds are proposed to be programmed.
 - i) To carry over PL funds, MPOs are required by VDOT to submit a formal request by March 31, 2026. The TAC recommends carrying over \$150,000 in PL funds from FY26 into FY27.

Action requested: Policy Committee approval of the FY26 to FY27 PL Direct Carryover Request.

14) FY25-26 Transportation Alternatives**Approval**

- a) Three Transportation Alternatives (TA) applications were submitted within the TCAMPO area for this funding round:

ID	Jurisdiction	Project Title	Rank	Priority	Cost	Request
12757	Colonial Heights	Southpark Boulevard Sidewalks Phase 1	1	6	\$917,159	\$733,727
12735	Chesterfield	Woodpecker (Southlawn-JM Jones) Sidewalk	1	15	\$2,381,547	\$1,905,237
12728	Colonial Heights	Charles Dimmock Sidewalks	16	19	\$1,512,994	\$1,210,395

- i) MPO staff met with VDOT staff, RRTPO staff, and Mr. Davis (our CTB-member) on February 2, 2026, to review TA program requirements, application rankings, and funding strategies under constrained resources.
- ii) Based on application scores, district comments, and project deliverability, MPO staff recommended the Southpark Boulevard Sidewalks Phase 1 (Colonial Heights) project for funding. This project ranked first based on concept and benefit score and demonstrates strong cost-benefit performance. With \$600,000 in TA funds available, only \$133,727 is

- required to fully fund the TA request for this project, allowing full implementation of Phase 1 without the need for multi-year commitments or supplemental funding sources.
- iii) The remaining applications are higher-cost projects that would require phased or multi-year TA funding commitments or have access to other funding programs, limiting the effectiveness of partial TA funding. This recommendation prioritizes deliverability, geographic equity, and efficient use of TA funds while remaining consistent with regional scoring outcomes within the Tri-Cities Area Metropolitan Planning Organization planning area.
 - iv) Mr. Davis has kindly funded the shortfall of \$133,727 to let the Southpark Boulevard Sidewalks Phase 1 (Colonial Heights) project take-off.
 - v) See Attachment X for the resolution

Action requested: Policy Committee approval of the project for implementation.

15) SMART SCALE Round 7 TCAMPO Applications

Approval

- a) At this time, TCAMPO staff proposes to submit an application for the U.S. Route 460 – Hickory Hill Road to I-295 Interchange Western Ramps STARS study (9 intersections, each with 3 options).
 - i) This item provides an opportunity for the MPO to discuss whether TCAMPO or the PDC should pursue any additional applications.

Action requested: Policy Committee approval of the project application for SMART SCALE Round 7 and authorize TCAMPO staff to work with VDOT to pursue additional applications.

16) 2024 – 2027 MTIP Amendments – Att. 4, 5, 6 & 7

Approval

- a) DRPT has requested the MPO to make changes to the 2024 – 2027 MTIP to amend the project funding for CDAA002 (Paratransit Operating)
 - i) The proposed amendment is to add \$100,000 to FFY26 Federal 5320 Funding, add \$80,000 to FFY26 State Funding, and \$20,000 to FFY26 Local Funding.
 - ii) See attachment 4 for the requested letter from DRPT.
 - iii) See attachment 5 for the proposed amendment tables.
- b) PAT has requested the MPO to make changes to the 2024 – 2027 MTIP to amend the project funding for PAT0052 (Replace 1 ADP Hardware)
 - i) The proposed amendment is to add \$70,000 to FFY26 5339 Funding and add \$180,000 to FFY26 Local Funding.
 - ii) See attachment 6 for the requested letter from PAT
 - iii) See attachment 7 for the proposed amendment tables.

Action requested: Policy Committee approval of the proposed 2024 – 2027 MTIP Amendments.

17) Funding Re-Allocation Request – Att. 8

Approval

- a) VDOT has proposed a transfer of funds for UPC 109264 (Temple Ave and Route 1 Signal Replacement, Colonial Heights) to cover a deficit.
 - i) VDOT staff proposes two transfers from the MPO's STBG and CMAQ balance entries to fully fund the current \$661,181 deficit that needs to be resolved to allow the project to advance to re-advertisement. After this transfer, the MPO's STBG/CMAQ program is very tight on funds and will have very little to work with for this next round of allocations.
 - ii) Colonial Heights has been informed that they would have to use another fund source if the bids come in higher than the available allocation after the transfer is completed.
 - iii) This transfer will zero out previous funds for STBG/CMAQ balance entries.
 - iv) See Attachment 8 for the summary.

Action requested: Policy Committee approval of the proposed transfer of funds.

INFORMATION ITEMS:

18) [DRPT Report](#)

19) [VDOT Report](#)

**Information
Information**

UPCOMING ITEMS

20) Certification Review Update

21) STBG/CMAQ Scoring

22) Draft FY27 UPWP

23) PLAN2050

Other Business:

24) Next meeting April 9, 2026, 4:30 PM

25) Adjournment

TRI-CITIES AREA MPO**POLICY COMMITTEE****Draft Meeting Minutes****Crater PDC 1964 Wakefield Street Petersburg, Virginia 23805**

February 12, 2026, 4:30 PM

Members and Alternatives (A), Present (X), Virtual (V):

Voting Members					
Chesterfield County		City of Colonial Heights		Dinwiddie County	
Kevin Carroll (Chair)	X	John Wood (Vice Chair)	X	Casey Dooley	
Alternate - None		Alternate - None		Alternate - None	
City of Hopewell		City of Petersburg		Prince George County	
Vacant		Mayor Samuel Parham	X	T.J. Webb	X
		Alternate - None		Alternate - None	
Petersburg Area Transit		Crater PDC		Secretary of Trans. Des.	
Darius Mason	V	E. Jay Ellington	X	Dale Totten	X
Yvette Seliem-Poindexter (A)		Andrew Franzysen (A)		Mark Riblett (A)	V
Non-Voting Members					
DRPT		FHWA		FTA	
Mr. Wood Hudson	V	Vacant		Vacant	
Alternate - None					
RideFinders, Inc.					
Brigitte Carter					
Alternate - None					
Others Present					
PlanRVA		VDOT		Crater PDC	
Ken Lantz	V	Todd Scheid	V	Zak Mumuni (Secretary)	X
Chesterfield County		Naomi Siodmok	V	Landon Bridges	X
Hongmyung Lim	X	Jim Ponticello	X	Marian Kamatchi	X
Barbara Smith	V	Daniel Grinnell	X		

1) Call to Order/Certification of Quorum

Chair Carroll called the meeting to order at 4:38pm by welcoming everyone to the meeting. Chair Carroll asked to certify a quorum. Ms. Kamatchi called roll and a quorum was certified.

Chair Carroll then called for everyone to rise and recite the Pledge of Allegiance.

Chair Carroll commented on the tradition of starting the meeting with the Pledge of Allegiance.

Chair asked that the item be added to the agenda going forward.

2) Welcome

3) Chair's Report

Chair Carroll began his report with a greeting.

Chair Carroll commented that the last few meetings had been cancelled because of the lack of pressing items.

Chair Carroll stated that the agenda has a few items this evening.

Chair Carroll transitioned to the public comment period.

4) Public Comment Period

Chair Carroll introduced the public comment period by explaining that this section of the meeting is reserved for the community to speak to the MPO about any issue that they might have as a part of our meeting on a regular basis.

Chair Carroll, seeing none, closed the public comment period. Chair Carroll transitioned to the first administrative item.

ADMINISTRATIVE ITEMS:

5) Approval of Agenda

Approved

Chair Carroll introduced the approval of the agenda by asking if there were any amendments to the agenda. There were none.

Mr. Ellington moved to approve the February 12, 2026, Meeting Agenda, Vice Chair Wood seconded the motion. The motion was passed unanimously.

Ms. Kamatchi commented about the passing of Board Member Ms. Yolanda Stokes.

Chair Carroll thanked Ms. Kamatchi for bringing it to his attention.

Chair Carroll suggested that at the next meeting there be more information to share.

Chair Carroll confirmed that the agenda was approved and he transitioned to the approval of the minutes

from the November 13, 2025, Policy Committee meeting.

6) Approval of minutes from the November 13, 2025, mtg. – Att. 1

Approved

Chair Carroll introduced the item and called for a motion to approve the minutes from the November 13, 2025, Policy Committee meeting.

Vice Chair Wood, moved to approve the minutes from the November 13, 2025, Policy Committee meeting, Mr. Totten seconded the motion. The motion was passed unanimously.

Chair Carroll transitioned to the first action item.

ACTION ITEMS:

7) UPWP Amendments — Att. 2

Approved

Mr. Mumuni explained the proposed amendment to the FY26 UPWP to reprogram remaining funds associated with the Long-Range Transportation Plan. In FY25, the UPWP allocated Section 5303 funds for the TCAMPO's Multimodal Mobility Plan, with an anticipated remaining balance of \$16,000 at project closeout; the actual remaining amount was \$11,000. The amendment updates the FY26 UPWP to accurately reflect this balance. Mr. Mumuni explained that the adjustment is minor with less than 1% of the total budget and that all relevant UPWP tables (8, 10, and 11) have been revised accordingly.

Chair Carroll asked if there were questions or discussion on the proposed UPWP Amendment. There were no questions or comments, Chair Carroll called for a motion to approve the Amendment.

Vice Chair Wood, moved to approve the Amendment to correctly reflect the remaining funds and to reallocate those funds for other uses, Mr. Webb seconded the motion. The motion passed unanimously.

Chair Carroll transitioned to next action item.

Please find the link to the [February 12, 2026 Amended FY26 Unified Planning Work Program \(UPWP\)](#).

8) FY24-27 MTIP Amendment for UPC T30829 – Att. 3

Approved

Mr. Mumuni explained the proposed amendment to the MTIP for the Enon Church Road Intersection Improvement Study on Route 10 in Chesterfield County. The amendment adds \$40,000 in RSTP funds in FY26 to ensure the project continues to advance without delay. TCAMPO staff requested approval of the amendment to support smooth project progression.

Chair Carroll asked if there were questions on this item.

Vice Chair Wood asked for clarification on the necessity of the amendment, noting that they had assumed the funds would have already been available as part of the project's anticipated progress.

Mr. Mumuni explained that the project is currently a Study and as the project progresses the financing will change.

Vice Chair Wood stated that the project is changing because it's going from the Study to actual operation.

Chair Carroll moved to approve the FY24-27 MTIP Amendment for UPC T30829, Vice Chair Wood seconded the motion. The motion passed unanimously.

Chair Carroll transitioned to the next action item.

9) TCAMPO FY27-30 MTIP and 2045 CLRP Conformity – Att. 4, 5 & 6

Approved

Mr. Mumuni explained that the MPO is in the process of developing the Metropolitan Transportation Improvement Program (MTIP) and that an air quality conformity analysis is required to ensure the program meets federal air quality standards. As part of this process, an Interagency Consultation Group meeting is scheduled for March 10, 2026, prior to the next Policy Committee meeting. Mr. Mumuni requested that the Policy Committee authorize the TAC to review the conformity project list and approve it for use in the conformity analysis.

Vice Chair Wood moved to authorize the TAC to review and approve the fiscally constrained FY27-30 TIP and 2045 project list for conformity. The motion passed unanimously.

Vice Chair Wood commented that the project must go forward.

Chair Carroll transitioned to the next action item.

10) Performance Measures (PLAN2050 & CMP)

Approved

Mr. Mumuni explained that following the Committee's approval of the goals and objectives for Plan 2050, the Long-Range Transportation Plan, the next required step is to develop performance measures. These measures will allow us to track progress toward achieving the goals and objectives you have endorsed, and toward realizing the regional vision for the plan. Mr. Mumuni then shared the performance measures that TCAMPO staff has developed.

Mr. Ellington explained that the performance measures are organized into five categories. Selecting any category displays the corresponding performance measures associated with it.

Mr. Mumuni presented the performance measures developed to support the five previously approved Plan 2050 goals.

- **Economic Development:** Measures include average peak-period travel time, employment change, system reliability (planning time index; percent of reliable interstate and non-interstate miles), multimodal access to activity centers (population within ½ mile of transit), freight reliability, and miles of sidewalks, bike lanes, and trails.
- **Equity & Accessibility:** Measures include average trip length, percent of EJ populations within ½ mile of transit, and number of jobs accessible within 30 minutes by transit.
- **Safety:** Measures track motorized and non-motorized fatalities and serious injuries, including total numbers and rates.
- **System Management:** Measures include percent of bridges in good or poor condition, pavement condition (interstate and non-interstate), and percent of transit vehicles or facilities beyond their

useful-life benchmarks.

- Environment: Measures include VOC and NOx emission reductions, annual peak-hour excessive delay, percent of non-Single Occupant Vehicles (SOV) travel, and impacts on environmentally sensitive areas.

Mr. Mumuni demonstrated how the dashboard displays performance measures across the five goal areas: Economic Development, Equity & Accessibility, Safety, System Management, and Environment. Selecting each category shows the corresponding metrics.

For example, the Economic Development dashboard presents AM/PM congestion levels, employment trends by county, and system reliability using the Planning Time Index.

Mr. Mumuni also reviewed how these measures align with the Congestion Management Process (CMP), highlighting key CMP objectives: reducing congestion, improving reliability, expanding equitable transit access, and reducing motorized and non-motorized serious injuries and fatalities. CMP metrics include travel time index, peak-hour excessive delay, percent non-SOV travel, truck travel reliability, average trip length, EJ population access to transit, and job accessibility within 30 minutes.

A CMP-specific dashboard was also developed to display data for congestion, reliability, access, and safety.

Vice Chair Wood asked about the source of the raw data used in the analysis. Mr. Mumuni responded that the data is provided through VDOT, which receives federally contracted ERICS data. He added that staff extract this data and use programming tools to generate the required performance metrics.

Vice Chair Wood asked whether federal requirements obligate MPOs to establish specific goals to receive grant funding, and whether the related performance metrics must demonstrate progress toward those federally designated goals. He further commented that setting goals and corresponding performance measures is, in fact, a federal requirement for participation in transportation planning and funding programs. Vice Chair Wood observed that the goals are ambitious and asked whether additional funding mechanisms might be available to support achieving them. Vice Chair Wood then stated that, despite the challenges, the MPO must adopt the proposed goals and performance metrics to remain eligible for federal funding.

Vice Chair Wood moved to approve the PLAN2050/CMP Performance Measures, Mayor Parham seconded the motion.

Chair Carroll asked VDOT how the “drive alone” metric is calculated within the dashboard, specifically about how VDOT determines the percentage of vehicles with single-occupant drivers in each jurisdiction, and what data sources or methods are used to generate those figures.

Mr. Totten added that data used by applications such as Waze— including user-reported information such as police presence is integrated with the same traffic datasets that inform congestion metrics. He commented that crash-related slowdowns are primarily detected through changes in vehicle speed captured by roadway sensors and data platforms.

Mr. Totten asked that Mr. Mumuni to display road reliability graph and focus on the Tri-Cities area.

Mr. Totten explained that the map displays reliability levels. He further explained that although the Interstate system appears in green and labeled as having “low” reliability, the label indicates low issues

with reliability—meaning the roadway is highly reliable. In contrast, Route 1 shows moderate reliability due to factors such as traffic signals and frequent access points that slow traffic.

Mr. Totten and Mr. Webb observed that the terminology could be confusing, as “low reliability” typically suggests poor performance.

Chair Carroll commented that the graphics were produced by MPO Staff and suggested adding clarifying language or labeling to make the interpretation more intuitive for the public.

Chair Carroll, not seeing or hearing any other discussion, brought attention to the motion and second. Chair Carroll called for approval of the motion. The motion passed unanimously.

Chair Carroll transitioned to the Information Items.

Please find the link to the [PLAN2050 Performance Measures](#).

Please find the link to the [CMP Performance Measures](#).

Please find the link to the [CMP Dashboard](#).

INFORMATION ITEMS:

11) FY27-32 STBG/CMAQ - Att. 7 & 8

Information

Mr. Mumuni explained the status of the STBG/CMAQ applications and commented on several minor corrections made to the Policies and Procedures document used for project evaluation.

- Table 9 was updated to accurately reflect all performance measures used in the methodology, including job growth, access to freight, and proximity to activity centers, rather than listing only “sensitive features.”
- Table 13 was corrected to replace crash frequency and crash rate with the appropriate measures for active transportation projects: walk/bike score and congestion.
- Table 18 was revised to retile the measures such as Job Growth, Access to Freight Jobs, and Proximity to Activity Centers for clarity and consistency.

Mr. Mumuni explained that these were technical corrections and did not require committee action.

Chair Carroll introduced the topic of FY27-32 STBG/CMAQ applications. There were a total of 10 applications and 6 projects. Three for Chesterfield, one for Colonial Heights, one for Dinwiddie and one for Hopewell.

The total funding requested is approximately \$18 million, while the available funding is about \$9 million.

Mr. Mumuni explained that MPO Staff are currently collecting data to evaluate and rank the projects. Once the rankings are complete, VDOT will provide funding allocation information, after which staff will conduct a cost-benefit analysis. The results and recommended rankings will be presented at the next meeting.

Chair Carroll, hearing no discussion, transitioned to the DRPT report.

Please find the link to the [Updated Tri-Cities Area MPO STBG and CMAQ Project Review, Selection, and Funds Allocation Process.](#)

12) DRPT Report

Information

Mr. Hudson provided the DRPT update, noting the following items:

- FY27 Section 5303 applications, which fund MPO transit planning activities, are now open and will close on May 1.
- DRPT is currently conducting FY27 grant reviews and will contact applicants if additional information or supporting documentation is needed.
- DRPT will release an updated Coordinated Human Service Mobility Plan on February 17. The plan addresses statewide transit needs for older adults, individuals with disabilities, and others with mobility challenges. It will be posted on the DRPT website, accompanied by outreach efforts.
- The DRPT rail team is beginning work on the State Rail Plan, with public and MPO engagement activities expected in the spring.

Mr. Hudson concluded by welcoming any questions.

There were no questions, Chair Carroll transitioned to the VDOT report.

13) [VDOT Report](#)

Information

Mr. Totten provided updates on several programs and projects:

- Transportation Alternatives Program (TAP):
The staff-recommended scenario for districtwide TAP funding was submitted last Friday in coordination with the Richmond District CTB member, Mr. Davis. The program will proceed through the spring review process, including approval by the Policy Committee for projects within its jurisdiction. Additional discussion is expected at next week's CTB meeting, with final adoption in June.
- SMART SCALE Round 7:
Pre-applications open March 2, with a submission deadline of April 1. Full applications will open June 1. Local staff across the district are actively working with VDOT on pre-application preparation.
- Fall Line Trail – Design Build Phase 2:
The project is in the design approval phase and entering right-of-way acquisition. Construction is anticipated to begin in September. A groundbreaking ceremony is expected in late spring, with details forthcoming.
- I-64 Gap Widening Project:
Construction is active along all 29 miles of the corridor. Motorists are urged to exercise caution; New Kent County continues to issue a significant number of speeding citations in the work zone.
- I-95 Traffic Monitoring Pilot (Richmond–Hanover):
VDOT is launching a pilot project on I-95 between Bryan Park and Sliding Hill Road to install detection devices providing real-time traffic data. The system will incorporate artificial intelligence to predict incidents and improve response times. Device installation is expected to occur over the next two years as part of a multi-year initiative. Although outside the Tri-Cities area, VDOT commented its relevance given ongoing discussions about traffic monitoring technology.

Mr. Totten concluded the report and welcomed questions.

Chair Carroll commented on VDOT's efforts with road maintenance during and after the recent winter storm.

Chair Carroll transitioned to Upcoming Items.

UPCOMING ITEMS

14) Certification Review – Att. 9

15) Transportation Alternatives (TAP)

16) FY27-FY30 MTIP Development

17) FY27 Carryover Request

18) FY27-32 STBG/CMAQ Scoring

19) TCAMPO FY27-30 MTIP and 2045 CLRP Conformity

Chair Carroll read the list of upcoming items for future meetings and asked if there was any other business.

Vice Chair Wood asked Mr. Totten about the Fall Line Trail groundbreaking location and date.

Mr. Totten explained that the location for the Fall Line Trail groundbreaking ceremony has not yet been determined. Planning is still underway, and details will be shared once available. Vice Chair Wood asked whether the event might be held at Patton Park.

Mr. Totten explained that it is too early to identify a site, though Patton Park is a likely option given its location. He added that the previous groundbreaking for Design-Build Phase 1 in Ashland was held at the former trolley line, a location already suited for public events. The construction of Design Build Phase 2 will begin in September 2026.

Mr. Ellington explained that the Federal Highway Administration (FHWA) certification review is underway. He explained that this review occurs every four to five years and includes a required public input process and a second notice about the review will be sent to members.

The certification review public meeting for the Tri-Cities Area MPO is scheduled for February 24, 2026, from 4:00 PM to 5:00 PM.

Mr. Ellington explained that the Richmond MPO session will follow on February 25. Mr. Ellington encouraged members to participate online and offer their comments. He emphasized the importance of demonstrating active public engagement for FHWA, even if comments come primarily from MPO participants.

Mr. Ellington explained that the Crater Planning District Commission (CPDC) continues exploring the establishment of a regional transportation authority for the South-Central Virginia area. Mr. Ellington has asked local jurisdictions to adopt supportive resolutions.

Mr. Ellington will travel to the Southside Planning District Commission in April to discuss including Brunswick and Mecklenburg counties in the proposed transportation authority. He offered transportation authority maps to any members who would like copies.

Chair Carroll provided an informational update regarding pending legislation in the Virginia General Assembly that may significantly impact local land-use authority.

Other Business:

20) Next meeting March 12, 2026, 4:30 PM

Chair Carroll informed the Policy Committee that the next meeting is scheduled for Thursday, March 12, 2026, starting at 4:30 PM. The meeting will be located at the Crater PDC office building.

21) Adjournment

Chair Carroll called for a motion to adjourn the meeting.

Mayor Parham moved to adjourn the meeting, Vice Chair Wood seconded the motion. The motion passed unanimously.

Chair Carroll adjourned the meeting at 5:48 pm.

SELF-CERTIFICATION QUESTIONS

ORGANIZATION AND STRUCTURE

1. Is the TCAMPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law?
 - *Yes, by a continuing agreement in 1974 between the Commonwealth of Virginia Department of Highways and the Crater Planning District Commission. In 1979, the Secretary of Transportation designated the Tri-Cities Area policy Committee as the Metropolitan Planning Area (MPO) for the Tri-Cities Area.*
2. Does the TCAMPO Policy Committee include elected officials, providers of major modes of transportation, and appropriate state officials?
 - *Yes, 6 locality-elected officials, 1 transit provider, and 2 agencies*
3. Is training about the transportation planning process provided for the TCAMPO Policy Committee and TAC?
 - *Informal training is provided by the MPO Director.*
4. Does the TCAMPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?
 - *The TCAMPO boundary encompasses existing urbanized area plus contiguous area expected to become urbanized within the 20-year forecast period. Portions of the MPO boundary were formally established by agreement between RRTPO and TCAMPO in 2014.*

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

1. Is the transportation planning process continuous, cooperative, and comprehensive?
 - *Yes, the UPWP, LRTP, and MTIP show the programs, plan, and projects that demonstrate the MPO's planning process is continuous, cooperative, and comprehensive.*
2. Is there a currently adopted Unified Planning Work Program (UPWP)? Yes, [FY26 UPWP](#)
3. Are tasks and products clearly outlined?
 - *Yes, see the FY26 UPWP.*
4. Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding, and a summary of the total amounts of federal and matching funds?
 - *Yes, see FY26 UPWP.*
5. Is the work identified in the UPWP completed in a timely fashion?
 - *FY25 tasks were completed in a timely fashion.*
6. Is there a valid Long Range Transportation Plan (LRTP)? Yes, [Plan2045](#)
 - a. Does the LRTP have at least a 20-year horizon at the time of adoption? Yes.
 - b. Does it address the ten planning factors? Yes.
 - c. Does it cover all modes applicable to the area? Yes.
 - d. Does the LRTP specify the TCAMPO's project selection methodology? Yes.
 - e. Is it financially constrained? Yes.
 - f. Does it include funding for the maintenance and operation of the system? Yes.
 - g. Is it updated/reevaluated in a timely fashion (at least every four or five years)? Yes,

- these plans are updated every 5 years. MPO staff are currently working on PLAN2050.
- h. Does the area have a process for including environmental mitigation discussions in the planning process? Yes.
7. Is there a valid Transportation Improvement Program (TIP)? Yes, [FFY 2024-27 MTIP](#).
 - a. Is it consistent with the LRTP? Yes.
 - b. Is it fiscally constrained? Yes.
 - c. Is it developed cooperatively with the state and local transit operators? Yes.
 - d. Is it updated at least every four years and adopted by the TCAMPO and submitted to the Governor? Yes, MPO staff is currently working on the development of the FFY 2027 – FFY2030 MTIP.
 8. Does the area have a valid Congestion Management Process? Yes, [link](#). MPO staff are currently working to update the CMP.
 - a. Is it consistent with the LRTP? Yes.
 - b. Is it used for the development of the TIP? Yes.
 - c. Is it monitored and reevaluated to meet the needs of the area? Yes.
 9. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? Yes.

TITLE VI AND RELATED AUTHORITIES

1. Does the planning process meet the following requirements of federal law? Yes, [Final Title VI Nondiscrimination Plan](#).
 - a. Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation? Yes, [Title VI Discrimination Complaint Procedures](#).
 - b. American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation? Yes, [Page 61 of FFY 2024-27 MTIP \(Appendix F\)](#).
 - c. Disadvantaged Business Enterprises (DBE): Does the TCAMPO have a DBE policy statement that expresses commitment to the DBE program? Yes, [Page 62 of FFY 2024-27 MTIP \(Appendix F\)](#).
2. Environmental Justice: Has the TCAMPO identified low-income and minority populations within the planning area and considered the effects in the planning process? Yes, *is identified and discussed in [Plan2045](#) and its [Technical Appendices](#)*.

PUBLIC PARTICIPATION PLAN

1. Does the area have an adopted Public Participation Plan (PPP)? Yes, *adopted in 2024, [2024 Public Participation Plan Update](#)*.
 - a. Did the public participate in the development of the PPP? Yes.
 - b. Was the PPP made available for public review for at least 45-days prior to adoption? Yes.
 - c. Is adequate notice provided for public meetings? Yes.
 - d. What sources does TCAMPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)?

Website, TCAMPO Facebook page, Facebook Groups.

- e. Are meetings held at convenient times and at accessible locations? Both the Policy Committee and the TAC meet at the Crater PDC Office. The public also can participate via Teams.*
 - f. Is the public given an opportunity to provide oral and/or written comments on the planning process? Yes, via comment periods, surveys, etc. throughout the planning, TIP, and LRTP processes and our public meetings.*
 - g. Does TCAMPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households? Yes, we have been able to better reach them via Facebook Groups, our website, and online surveys; and are developing additional methods.*
 - h. Is the PPP periodically reviewed and updated to ensure its effectiveness? Yes, the PPP was updated in September of 2024.*
 - i. Are plans/program documents available in an electronic accessible format? Yes, our plans/program document (in PDF format) are on our website.*
2. Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters? *Various interagency processes include PHOPs, FOLAR, Crater PDC committees, etc.*

DOCUMENTATION AND REPORTING

- 1. What supporting documentation/information is provided to the TCAMPO Board when the self-certification is approved? *This document with the links.*
- 2. How is the self-certification provided to the Federal agencies? *Will send draft self-certification to the TAC and Policy Committee for review and approval for public review, then after public review the self-certification is approved by the TAC and Policy Committee (signed by the MPO, VDOT, and DRPT) at time of MTIP adoption.*
- 3. Is there continuity and consistency between the self-certification and quadrennial Federal Certification? *While we try to coordinate these, VDOT and DRPT are also trying to get these better coordinated with their processes.*

**TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION
CERTIFICATION OF THE TRANSPORTATION PLANNING AND PROGRAMMING
PROCESS**

The Tri-Cities Area Metropolitan Planning Organization, Virginia Department of Transportation, and Virginia Department of Rail and Public Transportation hereby certify that the conduct of the metropolitan planning and programming process complies with all applicable requirements as listed below, and that this process includes activities that support the development and implementation of the Long-Range Transportation Plan and associated Air Quality Conformity Determination (as applicable), the Transportation Improvement Program and associated Air Quality Conformity Determination (as applicable), and the Unified Planning Work Program.

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.336 (a);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Tri-Cities Area Metropolitan
Planning Organization**

**Virginia Department of
Transportation**

**Virginia Department of
Rail & Public Transportation**

Signature

Signature

Signature

Printed Name

Printed Name

Printed Name

Title

Title

Title

Date

Date

Date



COMMONWEALTH of VIRGINIA

Maria Zimmerman
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

February 18, 2026

Tri-Cities MPO
1964 Wakefield Street
Petersburg, VA 23805

FY2024-2027 Transportation Improvement Program Revision: FTA Section 5310 Projects

Dear Zak Mumuni,

The Virginia Department of Rail and Public Transportation (DRPT) has received pre-application requests from Human Service Mobility Providers for Section 5310 Federal funds within your MPO. DRPT has screened the service providers' pre-application and is requesting that the MPO preemptively update the TIP to reflect the pre-application requests to expedite processing of these awards within Federal Fiscal Year 2026. **This request should not be interpreted as an intent to award funds.**

DRPT is requesting the MPO make the following **amendments** to the TIP for Federal Fiscal Year 2026:

STIP ID: CDAA002 (New TIP Block)

Title: Paratransit Operating

Recipient: Crater District Area Agency on Aging

- FFY26 Federal 5310 Funding: \$100,000
- FFY26 State Funding: \$80,000
- FFY26 Local Funding: \$20,000

Please consider these requests at an upcoming Technical Advisory Committee meeting with later approval by the Policy Board. TIP changes should be approved and transmitted to DRPT no later than March 31, consistent with the deadline for making FFY26 TIP changes. If there are any questions, please contact me at (804) 965-3514 or tiffany.dubinsky@drpt.virginia.gov.

Sincerely,


Tiffany Dubinsky
Director of Transit Planning
Department of Rail and Public Transportation

Action Type	New Block
MPO Name	Tri-Cities MPO
Project Title	Paratransit Operating
STIP ID	CDAA002
Recipient	Crater district Area Agency on Aging

Table 3 TIP Action Requirements checklist		
Approved STIP Project Total Estimated Cost	Estimate Increase Requiring Amendment	Is a TIP Amendment Needed?
Up to \$2,000,000	>100%	TRUE
>\$2,000,000 to \$10,000,000	>50%	
>\$10,000,000	>25%	

Line Item Description (update if changing or adding a new project)

Crater District Area Agency on Aging will operate transportation services for people with a disability and older adults.

Table 1 Existing TIP Block Details (Copy and paste amounts from current/old TIP block)						
Fund Source	Previous	FFY24	FFY25	FFY26	FFY27	Total
FTA 5310		-	-	-	-	-
						-
Fed Subtotal:	-	-	-	-	-	-
State		-	-	-	-	-
Local		-	-	-	-	-
Non-Fed Total:	-	-	-	-	-	-
Year Total:	-	-	-	-	-	-

Table 4 Summary of TIP Change Amounts						
	Previous	FFY 24	FFY 25	FFY 26	FFY 27	Total
FTA 5310				100		100
0						
Fed Subtotal:				100		100
State				80		80
Local				20		20
Non-Fed Total:	-	-	-	100	-	100
Total:	-	-	-	200	-	200

Table 2 Revised TIP Block Details (Add new/updated amounts)						
Fund Source	Previous	FFY24	FFY25	FFY26	FFY27	Total
FTA 5310		-	-	100	-	100
						-
Fed Subtotal:	-	-	-	100	-	100
State		-	-	80	-	80
Local		-	-	20	-	20
Non-Fed Total:	-	-	-	100	-	100
Year Total:	-	-	-	200	-	200

Summary of Changes (Provide a narrative summary of changes and justification)	
For FFY26, add \$100,000 in FTA 5310, \$80,000 in State, and \$20,000 in local funds.	



Petersburg Area Transit
100 W. Washington St,
Petersburg, VA 23803
Phone: (804) 733-2450

February 19, 2026

Zak Mumuni
Assistant Director of Transportation
Tri-Cities MPO
1964 Wakefield Ave
Petersburg, VA 23805

Re: Tri Cities MPO FY 2024-2027 TIP changes

Dear Mr. Mumuni:

Petersburg Area Transits requests changes to the FY 2024-2027 Transportation Improvement Program (TIP) to revise the project funding for the following Transit TIP Blocks.

The specific details of the request are as follows:

- **STIP ID: PAT0021– Rehab/Renov Admin Bldg. -Administrative Modification**

Add

- FFY26 5339: \$24,000
- FFY26 State: \$ 35,000
- FFY26 Local: \$ 26,000

- **STIP ID: PAT0051– Replace 1 Support Vehicle -Administrative Modification**

Add

- FFY26 5339: \$16,000
- FFY26 State: \$ 37,000
- FFY26 Local: \$ 2,000

- **STIP ID: PAT0052– Replace 1 ADP Hardware -Amendment**

Add

- FFY26 5339: \$70,000
- FFY26 State: \$ 0
- FFY26 Local: \$ 180,000
-

The requested changes align the TIP with the Petersburg Area Transit request for federal funding assistance through the 5339 program. Thank you for your support in this effort. Should you have any questions, please let me know.

Sincerely,

Queenie Byrd

Attachments: STIP Action Form

Instructions:

Make a copy of this tab for each TIP action being requested

1. Enter values from the existing TIP block in the green table (Table 1) then enter new values in the blue table (Table 2). The TIP action Requirements Checklist (Table 3) will determine if an amendment is required using project's current total TIP block amount and % change in amounts. All new projects are amendments regardless of the dollar amount.

2. **DRPT STIP funds are entered in \$1,000s**, include a detailed description of changes in the appropriate description field

3. Skip funding rows that are not relevant and do not add any additional funding sources

- Use "other Federal for Fed fund sources that are not listed

- Enter STBG as RSTP

- Enter CARES/CRRSAA/ARP as Federal Stimulus

4. Transit Agency: Submit the form to your DRPT Planning Contact and/or forward it to the MPO along with your TIP action request memo.

5. MPO: Include a copy of this workbook and updated TIP document along with evidence of TIP changes to DRPT (For Admin Mod include a dated letter. For a TIP

Amendment include a copy of the passed board resolution).

MPO Name	Tri-Cities MPO
Project Title	ADP Hardware
STIP ID	PAT0052
Recipient	Petersburg Area Transit
Action Type	Amendment

Table 1 Existing TIP Block Details (Copy and paste amounts from current/old TIP block)						
	Previous	FY 2024	FY 2025	FY 2026	FY 2027	
FTA 5307						-
FTA 5307(h)						-
FTA 5309						-
FTA 5310						-
FTA 5329						-
FTA 5337						-
FTA 5339					24	24
Federal Stimulus						-
Flexible STP						-
CMAQ						-
RSTP						-
Other Federal						-
State					5	5
Local					1	1
Non-Fed Total:	-	-	-	-	6	6
Year Total:	-	-	-	-	30	30

Table 4 Summary of TIP Change Amounts						
	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Total
FTA 5307						
FTA 5307(h)						
FTA 5309						
FTA 5310						
FTA 5329						
FTA 5337						
FTA 5339				70	-	70
Federal Stimulus						
Flexible STP						
CMAQ						
RSTP						
Other Federal						
State					-	-
Local				180	-	180
Non-Fed Total:	-	-	-	180	-	180
Total:	-	-	-	250	-	250

Actions Triggering a TIP Amendment:

- Adding a project is an amendment
- Addition or deletion of a project phase
- Major change to project phase start date
- Major change to design, concept, or scope
- Any change that requires air quality conformity determination
- Changes in cost meeting what is outlined in the TIP Action Requirements Checklist

Table 3 TIP Action Requirements checklist		
Approved STIP Project TEC	Estimate Increase Requiring Amendment	Is a TIP Amendment Needed?
Up to \$2,000,000	>100%	TRUE
>\$2,000,000 to \$10,000,000	>50%	
>\$10,000,000	>25%	

Table 2 Revised TIP Block Details (Add new/updated amounts)						
	Previous	FY 2024	FY 2025	FY 2026	FY 2027	
FTA 5307						-
FTA 5307(h)						-
FTA 5309						-
FTA 5310						-
FTA 5329						-
FTA 5337						-
FTA 5339				70	24	94
Federal Stimulus						-
Flexible STP						-
CMAQ						-
RSTP						-
Other Federal						-
State					5	5
Local				180	1	181
Non-Fed Total:	-	-	-	180	6	186
Year Total:	-	-	-	250	30	280

Summary of Changes (Provide a narrative summary of changes and justification)	
Add FFY26 funding in the following amounts: \$16,000 FTA 5339, \$0 state, \$180,000 local	

Proposed Transfers for Tri-Cities MPO Concurrence – March 2026

Transfers requiring approval section:

Proposed Transfer #1A	
Donor Project (From):	UPC 70725 – RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY
Impact to Donor:	Impact – Funds are being swapped for out year funds – no impact to the donor as the project was not selected for TAP funding this round.
Recipient Project (To):	109264-TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT
Impact to Recipient:	Impact – Impact – This will draw down the funds available in the balance entry, and will lessen RSTBG funding availability for other projects.
Amount:	RSTP/CMAQ funds, Previous = 316,303 TOTAL TRANSFER = 316,303
Comments:	Impact – This project is heading to re-advertisement and VDOT has reviewed the estimate and found it to be reasonable.
Recommendation:	This transfer of is supported by Tri-Cities MPO and Richmond District Programming/Planning staff.

Proposed Transfer #1B	
Donor Project (From):	UPC 70722 – RICHMOND TRI-CITIES CMAQ BALANCE ENTRY
Impact to Donor:	Impact – This will draw down the funds available in the balance entry, and will lessen CMAQ funding availability for other projects.
Recipient Project (To):	109264-TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT
Impact to Recipient:	Impact – These funds will allow the project to move forward to scoping milestone
Amount:	CMAQ funds = Previous 344,664, Y1(FY27) \$214 TOTAL TRANSFER = \$344,878
Comments:	Impact – This project is heading to re-advertisement and VDOT has reviewed the estimate and found it to be reasonable.
Recommendation:	This transfer of is supported by Tri-Cities MPO and Richmond District Programming/Planning staff.