

TRI-CITIES AREA MPO

Policy Committee

Draft Meeting Agenda

Special Meeting – VIRTUAL

Tuesday, August 19, 2025, 4:30 PM

Teams ID: 225 714 096 506 6 Passcode: EZ2iH34H

1. Call to Order/Certification of Quorum
2. Welcome
3. Chair's Report
4. Public Comment Period

ADMINISTRATIVE ITEMS:

5. Approval of Agenda
6. Approval of minutes from the June 12, 2025, mtg. – Att. 1

Approval
Approval

ACTION ITEMS:

7. TIP MTIP Amendments for Construction Grouping – Att. 2 **Approval by Resolution**

Due to the advancement of several significant projects in the *Construction: Alternative Transportation* MTIP Grouping (also known as *Construction: Transportation Alternatives/Byway/Non-Traditional* Grouping in the STIP), the MTIP/STIP Grouping will need to be amended to increase federal funding authorization. As such, VDOT has requested TCAMPO approval for a MTIP Amendment.

VDOT is requesting a Metropolitan Transportation Improvement Program (MTIP) amendment to the *Construction: Alternative Transportation* Tri-Cities MPO Project Grouping to increase federal authorization for immediate preliminary engineering (PE) and right-of-way (RW) funding needs for projects advancing to those stages this month (August) and future project phases for the group. This amendment will ensure Appomattox River Trail, Fall Line Trail, and sidewalk projects have the appropriate funding to advance to various stages of project development in Fiscal Year (FY) 2026.

INFORMATION ITEMS

NONE

UPCOMING:

8. MTP Performance Measures

Other Business:

9. Next meeting September 11, 2025, 4:30 pm

10. Adjournment

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**TRI-CITIES AREA MPO
POLICY COMMITTEE
Draft Meeting Minutes
Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
June 12th, 2025, 4:30 PM**

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

Voting Members					
Chesterfield County		City of Colonial Heights		Dinwiddie County	
Kevin Carroll (Vice Chair)	X	John Wood	X	Casey Dooley	X
Alternate - None		Alternate - None		Alternate - None	
City of Hopewell		City of Petersburg		Prince George County	
Ms. Yolanda Stokes		Mayor Samuel Parham	X	T.J. Webb (Chair)	
Alternate - None		Alternate - None		Alternate - None	
Petersburg Area Transit		Crater PDC		Secretary of Trans. Des.	
Darius Mason	X	E. Jay Ellington	X	Dale Totten	
Yvette, Seliem-Poindexter (A)		Andrew Franzyshe (A)		Mark Riblett (A)	V
Non-Voting Members					
FHWA		FTA		RideFinders, Inc.	
Steven Minor		Chelsea Beytas		Brigitte Carter	
Alternate - None		Alternate - None		Alternate - None	
DRPT					
Mr. Wood Hudson	V				
Alternate - None					
Others Present					
PlanRVA		VDOT		Chesterfield County	
Ken Lantz	V	Larry Hagin	V	Hongmyung Lim	X
FOLAR		Todd Scheid	V	Michael Baker International	
Wendy Austin	X	Crater PDC		Nick Britton	X
Prince George County		Zak Mumuni (Secretary)	X		
Jeff Stokes	X	Landon Bridges	X		

1. Call to Order/Certification of Quorum

The meeting was called to order at 4:34 P.M. by Vice Chair Carroll

2. Welcome

Vice Chair Carroll welcomed members and guests.

3. Chair's Report

Vice Chair Carroll said that since he is the vice chair he has no Chairs report.

4. Public Comment Period

Vice Chair Carroll asked if there was anyone with public comments, there were none.

ADMINISTRATIVE ITEMS:

5. Approval of Agenda

Approved

6. Approval of minutes from the May 8, 2025, mtg. – Att. 1

Approved

Mr. Dooley moved, and Mr. Parham seconded the motion to approve the June 12 Policy Committee Agenda and the May 8 Policy Committee Minutes. The motion was approved unanimously.

ACTION ITEMS:

7. UPWP Amendment – Att. 2

Approved

Mr. Mumuni explained to the committee that TCAMPO Staff received FY26 5303 allocations from DRPT. This allocation has increased from \$144,406 in FY25 to \$166,866.19 in FY26. The increase was an increase of \$22,460.19. Mr. Mumuni added that this increase will be added to Task 3, Long Range and Short-Range Planning. This brings the total FY26 UPWP budget to \$812,509.

Mr. Dooley moved, and Mr. Parham seconded the motion to amend the FY26 UPWP. The motion was approved unanimously.

8. Adjusted STBG/CMAQ/CRP Allocation Plan – Att. 3

Approved

Mr. Mumuni explained to the committee that VDOT has requested a transfer of RSTBG funds in the amount of \$163,566 from UPC 70725 (Balance Entry) to UPC 109265 – Ashland Street Improvements - Phase I (City of Hopewell). Mr. Mumuni added that the transfer will fully fund the project and allow it to proceed to the Right of Way phase.

Mr. Wood asked if this doesn't increase funding for another project?

Mr. Mumuni confirmed that was correct.

Mr. Wood asked what the donor project was.

Mr. Mumuni explained that the funds are coming from the balance entry.

Mr. Wood moved, and Mr. Mason seconded to approve the transfer of funds from UPC 70725 to UPC 109265. The motion was approved unanimously.

9. Tri-Cities Area Regional Multimodal Mobility Plan – Att. 4

Approved

Vice Chair Carroll explained that the Multimodal Plan aims to create a conceptual document that focuses on alternative modes of transportation including walking, bicycling, and transit in the Tri-Cities area. This plan acts as a guiding document for the Tri-Cities Area using the Commonwealth of Virginia's Multimodal System Design Guidelines (MMSDG), developed by DRPT and adopted by VDOT. The plan examines the mobility landscape of the Tri-Cities region and shows a comprehensive approach to connecting the Tri-Cities Area. The plan strives to analyze the region and create project profiles that will guide each locality on how to use the MMSDG in their jurisdictions.

Mr. Mumuni informed the Vice Chair that there was a presentation about the Multimodal Mobility Plan.

Vice Chair Carroll mentioned that this is a comprehensive document.

Mr. Britton from Michael Baker International introduced himself and thanked the committee for their time. Mr. Britton added that this has been a yearlong process, and he will be around afterwards if there are any questions.

Mr. Britton started the presentation by walking the committee through the process of the presentation. Mr. Britton explained that he we start with an introduction the explain Multimodal Planning and how the Multimodal System Design Guideline (MMSDG) was incorporated into this plan, then explained the overall project methodology. Mr. Britton then explained the plan development looking at both transect zones and cross sections. Mr. Britton then explained that he will show the committee the multimodal recommendations showing example projects and other recommendations. Mr. Britton then showed how this plan can be used in practice. Lastly Mr. Britton explained that he would conclude with any questions.

Mr. Britton explained that the MMSDG is a document produced by DRPT and incorporated into VDOT's road design manual. Mr. Britton added that this focuses on goals including improving multimodal connectivity, promoting sustainability, underscoring the complete streets concept, and translating community perspectives into right-of-way decisions. Mr. Britton added that this will allow us to incorporate other modes to mix into the existing right-of-way.

Mr. Britton continued by explaining the MMSDG. Mr. Britton explains that the planning steps include what is the context, what is being connected, how they are being connected, and lastly how does it fit together. Mr. Britton adds that this is a well-developed foundation to use as a guidance. Mr. Britton added that some roads might not be appropriate for bikes, but other modes might and these documents show guidance.

Mr. Britton then walked the committee through the project methodology.

Mr. Britton explained that there was a database created to show existing conditions that they had helped from the steering committee to gather. Mr. Britton added that they then went to events in the area to get community feedback. Mr. Britton explained how they piggybacked off already scheduled events to meet people where they were and had surveys as well as heard comments from the community.

Mr. Britton then walked the committee through the existing conditions overview. Mr. Britton showed the committee maps including the existing transit networks in the region as well as the rail network. Mr. Britton added that the Amtrack station in Petersburg is about of the multimodal system. Mr. Britton then showed the committee showing the existing land use for the region. Mr. Britton explained that this helps when further examining the activity density and looking at jobs and people.

Mr. Britton explained the plan development to the committee and explained how the pattern and maps help show activity density. Mr. Britton explained activity density as being people plus jobs per acre. Mr. Britton explained multimodal centers as being concentrations of activity that support multimodal transportation. Mr. Britton then explained multimodal districts as places that are linked by multimodal connections. Lastly, Mr. Britton explained multimodal corridors and corridors that connect districts and centers and that a corridor is either a through or placemaking corridor. Mr. Britton gave an example of 95 as a through corridor, adding that he hopes no one walks it, but it connects the region. Vice Chair Carroll added that he hopes no one tries to walk 95.

Mr. Britton added that this shows an example of how important corridors are to the region and by looking at these types of corridors, a data set to be created to help see where people are walking in the region.

Mr. Britton then walked the committee through transect zones. Mr. Britton explained that this allows for consistency to be shown in the density of jobs and people. Mr. Britton added that they have mapped out the transect zones in the region using the MMSDG. Mr. Britton added that Petersburg and Hopewell are the most densely populated in the region.

Mr. Britton then walked through the Cross sections. Mr. Britton explained that cross sections are sample sections of right-of-way that show the individual elements that constitute a corridor. Mr. Britton added that this is a slice of a roadway. Mr. Britton continued to inform the committee that these were designed using the templates in the MMSDG and this gives information on what could be placed in the right-of-way. Mr. Britton added that this uses measures that are already used in the state such as VTRANS and SMART SCALE. Mr. Britton added that these metrics are used in this plan and will show the best practices. Mr. Britton added that different cross sections show what could happen in that right-of-way. Mr. Britton added that they worked with the steering committee planners and engineers to identify over 20 projects. Those projects were then put through metrics to then identify the top 10 projects. Mr. Britton added that 2 projects were in Hopewell, Petersburg, Colonial Heights, and Chesterfield, while one project was selected in Dinwiddie and Chesterfield.

Mr. Britton then walked the committee through the example projects, starting first with 6th Avenue in the City of Hopewell. Mr. Britton explained that this is a placemaking corridor and allows for a sense of place in the community. Mr. Britton added that there was an interest in adding bike/ped. Mr. Britton added that they took the information and then built out the cross section. Mr. Britton added that this design shows using the rights-of-way to add street trees, bike lanes and reduce the from four lanes to two. Mr. Britton explained that these projects are very often a blank slate, and you have to work with what is already existing. Mr. Britton added that these are adaptive and that the template doesn't always work.

Mr. Britton then walked the committee through the Crater Road corridor located in Prince George County. Mr. Britton added that this is a very simplistic design that doesn't change the right-of-way. Mr. Britton explained that this adds protection for pedestrians.

Mr. Britton then explained the other example projects including Cox Road, Sycamore Street, Route 1, and Southpark Boulevard. Mr. Britton added that Southpark Boulevard adds access to shopping and the interstate and hoping to be a pleasant place for pedestrians and people riding bikes.

Mr. Britton then walked the committee through the other recommendations that were made in the plan. Mr. Britton explained that there was an interest in street trees in Hopewell and ways to reduce heat islands. Mr. Britton added that another recommendation is bike lanes and education, as well as Trail signage and future use of mobility sharing.

Mr. Ellington asked about utility poles that are not in the cross section.

Mr. Britton explained that they could work around utility pools and could replace the street trees with the utility pools.

Mr. Ellington asked if there was a standard for utilities?

Mr. Britton gave an example of Route 1 and how there is less right-of-way on the sides and have street trees in the middle but could push trees to the side and repurpose that area for utilities. Mr. Britton added that this would still be a good way to have a median and help slow down traffic. Vice Chair Carroll added that there are restrictions on street trees.

Mr. Britton then walked the committee through, in practice, what the plan can be used for. Mr. Britton explained that the projects are examples and there are obvious constraints such as budget and politics, but this can be used as a template. Mr. Britton added that two different types of roads might give you two different options. Mr. Britton added that this plan was not to replicate these projects but to adapt these ideas and practices. Mr. Britton continued to explain that these principles are underpinned by metrics included in SMART SCALE and VTRANS and are based on good planning practices. Mr. Britton added that this plan can be used as a canvas to help create templates and ideas for future projects.

Mr. Britton concluded his report and asked if there were any questions.

Mr. Mason asked if through the survey were there any suggestions on bus lanes.

Mr. Britton explained that there was lots of talk about shelters at stops and access to the bus.

Vice Chair Carroll stated that this is a very comprehensive document for the area and for each jurisdiction to look at. Vice Chair Carroll added that this should be shared with leadership in each locality. Mr. Ellington added that the Tac has seen this document.

Mr. Parham moved, and Mr. Mason seconded the motion to accept the Multimodal Mobility Plan and include in other MPO products.

Vice Chair Carroll added that this was great work and should be helpful to the region.

10. Election of Chair and Vice Chair

Approved

Vice Chair Carroll explained that according to the Bylaws, the positions of Chair and Vice Chair rotate annually in alphabetical order.

Vice Chair Carroll explained that in FY25, T.J. Webb (Prince George) held the role of Chair, while Kevin Carroll (Chesterfield) served as Vice Chair. For FY26, the Policy Committee representative from Chesterfield will assume the Chair position, and the Policy Committee member from Colonial Heights will take on the role of Vice Chair.

Vice Chair Carroll added that he owed Mr. Wood a thank you for taking his spot when it was his time since he was new to the Policy Committee. Vice Chair Carroll thanked Mr. Wood and said that the bar has been set high. Mr. Wood added that it is always good to have a new perspective on the committee.

Mr. Parham moved, and Mr. Dooley seconded the motion to approve the slate for the election of officers. The motion was approved unanimously.

INFORMATION ITEMS:

11. DRPT Report – ([attached here](#))

Information

12. VDOT Report – ([attached here](#))

Information

13. Upcoming Items

Vice Chair Carroll explained that the following items will be upcoming at the next MPO Policy Committee Meeting: MTP Performance Measures, MTIP and MTP Amendment, and By-Law Changes.

Other Business:

14. Next meeting August 7, 2025, 4:30 PM

Vice Chair Carroll added that this meeting has been very efficient, and the next meeting will take place August 7, 20205 at 4:30 PM in the same location.

15. Adjournment

Mr. Parham moved, and Mr. Ellington seconded the motion to adjourn the meeting. The motion was approved unanimously.

[PowerPoint Presentation](#)

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Attachment 2

Tri-Cities Metropolitan Planning Organization Resolution Approving the Revision of the FFY 24-27 Metropolitan Transportation Improvement Program (MTIP) to Authorize Additional Federal Funds for the Construction: Alternative Transportation Grouping, which is Referred to as the Construction: Transportation Alternatives/Byway/Non-Traditional Grouping in the Statewide Transportation Improvement Program (STIP)

WHEREAS, the transportation priorities of the Tri-Cities Area Metropolitan Planning Organization (MPO) are consistent with those of the Commonwealth of Virginia; and

WHEREAS, it is the intent of the Tri-Cities Area MPO for the Metropolitan Transportation Improvement Program (MTIP) to be consistent with the State Transportation Improvement Program (STIP); and

WHEREAS, it is the intent of the Tri-Cities Area MPO for the MTIP to be consistent with the Commonwealth of Virginia's Six Year Improvement Program (SYIP); and

WHEREAS, this MTIP Grouping is included in the 2045 Metropolitan Transportation Plan (MTP):

Construction: Alternative Transportation; and

WHEREAS, the Virginia Department of Transportation has requested an amendment to the grouping to ensure prompt project delivery via increasing the grouping's federal fund authorization; and

WHEREAS, the grouping is exempt from conformity under the provisions of 40 CFR Part 93.126.

NOW THEREFORE BE IT RESOLVED, that the Tri-Cities Area MPO FFY 2024 – 2027 MTIP be amended to reflect the increased federal authorization for the Construction: Alternative Transportation Grouping, which is referred to as the Construction: Transportation Alternatives/Byway/Non-Traditional Grouping in the STIP.

Upon a motion by _____ (_____) with a second by _____ (_____) and carried by a voice vote a motion was adopted on August 19, 2025, with _____ members voting Aye, _____ members voting Nay, and _____ board members Abstaining.

The Honorable Kevin Carroll, Chair, Tri-Cities Area Metropolitan Planning Organization

Date

Zak Mumuni, Secretary, Tri-Cities Area Metropolitan Planning Organization

Tri-Cities MPO**Project Groupings**

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$96,412,090
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$21,815	\$0	\$0	\$0	\$87,261
	Federal - CMAQ	\$230,185	\$0	\$240,000	\$680,738	\$0
	Federal - RSTP	\$118,981	\$40,000	\$435,922	\$0	\$0
	Federal - TAP/F	\$26,396	\$9,825	\$95,760	\$0	\$0
PE TOTAL		\$397,377	\$49,825	\$771,682	\$680,738	\$87,261
PE AC	Federal - AC OTHER	\$0	\$0	\$990,415	\$109,077	\$0
RW	Federal - AC CONVERSION	\$44,760	\$0	\$179,040	\$0	\$0
	Federal - DEMO	\$344,500	\$1,378,000	\$0	\$0	\$0
	Federal - HIP/F	\$400,000	\$0	\$0	\$1,600,000	\$0
	Federal - RSTP	\$102,482	\$101,760	\$0	\$0	\$308,168
	Federal - RTAP	\$8,640	\$0	\$0	\$34,560	\$0
	Federal - TAP/F	\$24,557	\$0	\$12,424	\$0	\$85,804
RW TOTAL		\$924,939	\$1,479,760	\$191,464	\$1,634,560	\$393,972
RW AC	Federal - AC OTHER	\$0	\$223,800	\$3,465,163	\$2,185,284	\$682,399
CN	Federal - AC CONVERSION	\$74,896	\$0	\$85,983	\$0	\$213,600
	Federal - CMAQ	\$66,282	\$0	\$0	\$0	\$265,129
	Federal - RSTP	\$118,416	\$230,784	\$0	\$242,880	\$0
	Federal - RTAP	\$161,637	\$277,902	\$215,184	\$153,460	\$0
	Federal - STP/STBG	\$0	\$56,373	\$0	\$0	\$0
	Federal - TAP/F	\$278,287	\$460,889	\$110,113	\$131,082	\$411,063
CN TOTAL		\$699,517	\$1,025,948	\$411,280	\$527,422	\$889,792
CN AC	Federal - AC OTHER	\$0	\$323,402	\$69,173,660	\$632,246	\$19,898,419
MPO Note		TIP AMD - add \$9,825 (TAP) FFY24, add \$435,922 (RSTP), \$95,760 (TAP) & \$990,415 (AC-Other) FFY25 PE phase; add \$1,378,000 (DEMO) FFY24, add \$3,465,163 (AC-Other) FFY25, add \$308,168 (RSTP), \$85,804 (TAP) & \$682,399 (AC-Other) FFY27 RW phase; add \$56,373 (SRS) & \$346,738 (TAP) FFY24, add \$69,056,379 (AC-Other) FFY25, add \$411,063 (TAP) FFY27 CN phase				

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the \"Match\" column. Non-federal fund sources are as noted in the \"Program Note\" and show