

**TRI-CITIES AREA MPO
POLICY COMMITTEE
Draft Meeting Agenda
Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
November 13, 2025, 4:30 PM**

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

ADMINISTRATIVE ITEMS:

- 5. Approval of Agenda** **Approval**
- 6. Approval of minutes from the August 19, 2025, mtg. – Att. 1** **Approval**

ACTION ITEMS:

- 7. TIP/STIP Amendment (I-85/95 Interchange Improvements) – Att. 2 & Att. 3** **Approval**

This TIP/STIP Amendment is necessary because the project has been designated as Regionally Significant and is therefore no longer eligible for inclusion in a grouped TIP/STIP. Consequently, this UPC will be removed from its current STIP grouping.

See attachment 2 for the explanation of the TIP/STIP Amendment

See attachment 3 for the TIP/STIP Amendment Resolution.

Action requested: Policy Committee's approval of the TIP/STIP Amendment

- 8. Funding Re-Allocation Request — Att. 4, Att. 5 & Att. 6** **Approval**

MPO staff was informed that three projects—UPC 118949, UPC 118951, and UPC 121417—are experiencing funding shortfalls. VDOT has recommended funding transfers to address these deficits.

See attachment 4 for the explanation of the transfers.

- **UPC T30760 – ART Grove Ave (Squaw to Peter Jones) - Petersburg**
Currently has \$722,890 of funding between FY27 (\$357,866) and FY28 (\$365,024), but the planned Transportation Alternatives Program (TAP) application was not submitted. VDOT recommends transferring funding from Balance Entry to FY30 (\$357,866) and FY31 (\$365,024) to support current project deficits.
- **UPC 118949 – ART Western Extension - Petersburg**
Shortfall: \$341,627 – Transfer of \$341,627 from Balance Entry to cover the deficit.

- **UPC 118951 – Enon Church Rd at Bermuda Orchard Road (Pedestrian Improvements) - Chesterfield**

Shortfall: \$69,249 – Transfer of \$69,249 from Balance Entry to cover the deficit.

- **UPC 121417 – Appomattox Greenway Trail Boulevard Spur - Colonial Heights**

Shortfall: \$181,965 – Transfer of \$145,572 in Federal TA funds from Balance Entry.

See attachment 5 for resolution from Colonial Heights committing to the local match.

See attachment 6 for the resolution.

Action requested: Policy Committee's approval of the proposed transfer of funds to help address the shortfalls.

9. Letter of Support/Resolution – Transportation Authority – Att. 7, Att. 8, Att. 9 & Att. 10 **Approval**

Crater PDC staff along with Crater PDC's Transportation Authority Sub-Committee have been working on the research and development of the proposed South-Central Virginia Transportation Authority (SCVTA). Senator Aird is sponsoring the bill, and their office is currently working on drafting the legislation for the 2026 legislative session.

Crater PDC staff are currently reaching out to potential member localities for letters of support. So far, the PDC has received letters from the City of Emporia and Prince George County.

See attachment 7 for the current Transportation Authorities in the Commonwealth with their current revenue and membership with the proposed revenue and membership for the SCVTA.

See attachment 8 for a draft map of the proposed SCVTA.

See attachment 9 for the Transportation Authority Talking Points and Process.

See attachment 10 for the proposed Resolution.

Action requested: Policy Committee's support for the creation of the South-Central Virginia Transportation Authority.

10. 2026 TCAMPO Safety Targets - Att. 11 & Att. 12 **Approval**

The CTB approved the CY2026 Statewide Safety Targets at its July 16, 2025, meeting. MPOs have 180 days after the State submits their targets to FHWA (in this case, by February 28, 2026) using either the State's targets or their own targets.

See attachment 11 for the proposed Safety Targets.

See attachment 12 for the Safety Letter.

Action requested: Policy Committee's approval of the TCAMPO CY2026 Safety Targets.

11. PLAN2050 Performance Measures - ([Performance Measures](#), [Dashboard](#))

Approval

The Policy Committee approved the Vision statement in March and the Goals and Objectives in May for PLAN2050.

Once these were established, the next step in the planning process is to develop performance measures. These measures help staff prioritize projects, demonstrate progress, align with national goals, and track advancement toward regional objectives.

Action requested: Policy Committee's approval of the PLAN2050 Performance Measures.

INFORMATION ITEMS:

12. CMP Performance Measures Update - ([Performance Measures](#), [Dashboard](#))

Information

13. DRPT Report – Att. 13

Information

14. VDOT Report – Att. 14

Information

UPCOMING ITEMS

15. Plan2050 – Consultant Update

16. STBG/RSTP Project Applications

Other Business:

17. Next meeting January 8, 2025, 4:30 PM

18. Adjournment

**TRI-CITIES AREA MPO
POLICY COMMITTEE
Draft Meeting Minutes
Special Meeting – VIRTUAL**
Tuesday, August 19, 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)	V	John Wood	V	Casey Dooley	
Alternate - None		Alternate - None		Alternate -None	
City of Hopewell		City of Petersburg		Prince George County	
Ms. Yolanda Stokes		Mayor Samuel Parham	V	T.J. Webb (Chair)	V
Alternate - None		Alternate - None		Alternate - None	
Petersburg Area Transit		Crater PDC		Secretary of Trans. Des.	
Darius Mason		E. Jay Ellington		Dale Totten	V
Yvette, Seliem-Poindexter (A)	V	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					
Alternate - None					
Others Present					
PlanRVA		VDOT		Chesterfield County	
Ken Lantz	V	Larry Hagin	V	Hongmyung Lim	V
FOLAR		Naomi Siodmok	V	Crater PDC	
Jackson Bartlett	V	FHWA		Zak Mumuni (Secretary)	V
City of Petersburg		Daniel Koenig	V	Landon Bridges	V
Jared Crews	V				

1. Call to Order/Certification of Quorum

The meeting was called to order by Vice Chair Wood at 4:31 PM. There was a quorum present. Vice Chair Wood explained that Chair Carroll was in Atlanta and that his internet connection wasn't the best so to ensure the meeting ran smoothly Vice Chair Wood would be stepping in to chair the meeting.

2. Welcome

Vice Chair Wood welcomed members and guests.

3. Chair's Report

There was no Chair's report.

4. Public Comment Period

Vice Chair Wood asked if anyone from the public was online with any comments. Mr. Wood noted that there were no public comments. He noted that time has been given for public comments.

ADMINISTRATIVE ITEMS:

5. Approval of Agenda

Approved

Vice Chair Wood explained the agenda for this meeting including the approval of the June 12, 2025 meeting, and the amendments to the TIP MTIP for Construction Grouping.

Vice Chair Wood moved, and Chair Carroll seconded the motion to approve the TCAMPO Policy Committee Agenda. The motion was approved unanimously.

ACTION ITEMS:

6. TIP MTIP Amendments for Construction Grouping – Att. 2 **Approved by Resolution**

Vice Chair Wood explained to the committee that this is for the advancement of PE and Construction prior to the funds being available and when funds become available these projects will already in place to start.

Vice Chair Wood continued to explain that 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.

Vice Chair Wood continued to explain that 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.

Mr. Mumuni explained to the committee that there were a total of 13 changes to the MTIP grouping adding \$435,922 to FY25 PE Federal – RSTP, \$9,825 to FY24 PE Federal – TAP, \$95,760 to FY25 PE Federal – TAP, \$990,415 to FY25 PE AC Federal – AC Other, \$1,378,000 to FY24 RW Federal – Demo, \$308,168 to FY27 RW Federal – RSTP, \$85,804 to FY27 RW Federal – TAP, \$3,465,163 to FY25 RW AC Federal – AC Other, \$682,399 to FY27 RW AC Federal – AC Other, \$56,373 to FY24 CN Federal – STP/STBG, \$346,738 to FY24 CN Federal – TAP, \$411,063 to FY27 CN Federal – TAP, and \$69,056,379 to FY25 CN AC Federal – AC Other.

Vice Chair Wood asked if there were any questions. Vice Chair Wood explained that there are people online if there were any questions.

Vice Chair Wood explained that this is being done to facilitate the process and approve the authorization of federal funds to VDOT.

Vice Chair Wood moved, and Mr. Webb seconded the motion to approve the MTIP Amendments for the Construction Grouping. The motion was approved unanimously.

7. Approval of minutes from the June 12, 2025, mtg. – Att. 1

Approved

Vice Chair Wood explained that he skipped over the approval of the minutes from the June 12 meeting. Vice Chair Wood asked if anyone had any questions regarding the minutes. There were none.

Vice Chair Wood moved, and Chair Carroll seconded the motion to approve both the TAC/Plan2050 Committee Agenda and the TAC/Plan2050 Committee minutes of the June 12, 2025, meeting. The motion was approved unanimously.

INFORMATION ITEMS

Vice Chair Wood informed the committee that there were no informational items.

UPCOMING:

8. MTP Performance Measures

Vice Chair Wood asked if there were any updates on the performance measures. Mr. Mumuni answered that this informed the committee that the upcoming items for the next meeting will be the MTP Performance Measures

Other Business:

9. Next meeting September 5, 2025, 10 am (TAC and PLAN2050 Committee)

Vice Chair Wood explained that the next Policy Committee meeting will be September 11, 2025, at 4:30 PM.

Vice Chair Wood asked if this would be at the Petersburg Area Transit Multimodal Station.

Mr. Mumuni answered yes.

10. Adjournment

Vice Chair Wood asked if there were any other questions. There were none. Vice Chair Wood explained that there were 3 approvals in a row. He continued to explain that he will see everyone on September 11, 2025, and to keep safe.

Mr. Webb moved, and Mr. Carroll seconded the motion to adjourn the meeting. The motion was approved unanimously.

The meeting was adjourned at 4:43 PM.

[PowerPoint Presentation](#)

Tri-Cities MPO

Interstate Projects

UPC NO		128132	SCOPE		Safety		
SYSTEM		Interstate	JURISDICTION		Petersburg	OVERSIGHT	NFO
PROJECT		#SMART26 I-85/95 INTERCHANGE IMPROVEMENTS				ADMIN BY	VDOT
DESCRIPTION		FROM: I-95 Ramp 50A TO: I-85 ramp (1.3900 MI)					
PROGRAM NOTE		TIP AMD - add \$3,468,701 (AC-NHPP) FFY27 PE phase					
ROUTE/STREET		I-95 (0095)				TOTAL COST	\$45,990,644
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC		\$0	\$0	\$0	\$0	\$3,468,701

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 shown in the "Match" column, when applicable.

Attachment 3

Tri-Cities Metropolitan Planning Organization Resolution Approving Revision of the FFY 2021-2024 Metropolitan Transportation Improvement Program to Amend UPC128132

WHEREAS, the transportation priorities of the Tri-Cities Area MPO are consistent with those of the Commonwealth of Virginia;

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

WHEREAS, it is the intent of the Tri-Cities Area MPO for the Metropolitan Transportation Improvement Program to be consistent with the Commonwealth of Virginia's Six Year Improvement Program;

WHEREAS, the Virginia Department of Transportation has requested an amendment to the transportation project to ensure prompt project delivery; and,

WHEREAS, the project would be considered Regionally Significant and must be moved from its current STIP Grouping.

WHEREAS, the project phase to be added is exempt from conformity under the provisions of 40 CFR Part 93.126, Table 2 ("Planning and technical studies").;

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's FFY 2021-2024 Metropolitan Transportation Improvement Program be amended to reflect the projects' design, concept, scope, and schedule.

Upon a motion by _____ () with a second by _____ ()
and carried by a voice vote a motion was adopted on November 13, 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

Proposed Transfers for TriCities MPO Concurrence – October 2025

Transfers requiring approval section:

Proposed Transfer #1	
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):	UPC T30760 – APPOMATTOX RIVER TRAIL - GROVE AVE (SQUAW TO PETER JONES)
Impact to Recipient:	Impact – This is the RSTBG balance entry and there will be less out year funds but more early year funds. No overall impact to the balance entry.
Amount:	RSTBG funds: FY27 \$357,866 and FY28 \$365,024 swapped to FY30 \$357,866 and FY31 \$365,024 FY30 and FY31 TOTAL TRANSFER = \$722,890
Comments:	Impact – Petersburg did not submit a final FY 27 Transportation Alternatives application for this project, so this transfer between the project and the balance entry is moving the funds to the out year to allow for the FY27 and FY28 funds to be utilized for other projects to advance. This leverage will be available to Petersburg for the next Transportation Alternatives cycle.
Recommendation:	This transfer is supported by Tri-Cities MPO and Richmond District Programming/Planning staff.

Proposed Transfer #2	
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):	UPC 118949 –Appomattox River Trail (ART) - Western Extension
Impact to Recipient:	Impact – These funds will allow the project to move forward to scoping milestone
Amount:	ORIGINAL ESTIMATE = \$789,265 (1/23/2025) FY29 CMAQ funds = \$341,627 from 127921 to 118949 and FY31 CMAQ funds = \$341,627 from 70722 to 127921 TOTAL TRANSFER = \$341,627
Comments:	Reason – Environmental costs increased due to increased cultural resources and hazmat efforts. Railroad related costs were not initially anticipated. Unit prices were updated 10/29/2025. Impact – This project is heading to scoping and VDOT is seeking to fully fund the project related to the scoping estimate, with the understanding that further estimate refinement may occur at project milestones.
Recommendation:	This transfer of out year funds is supported by Tri-Cities MPO and Richmond District Programming/Planning staff.

Proposed Transfer #3	
Donor Project (From):	UPC T27908 – CARBON REDUCTION PROGRAM BALANCE ENTRY TRI-CITIES
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):	UPC 118951 – Enon Church Road at Bermuda Orchard Road - Ped Improvements
Impact to Recipient:	Impact – This funding will allow the project to be scoped at full funding. NOTE that the funds will be moved from FY28 from 124274 to 118951 and then the funds will be replenished to 124274 from the balance entry (FY31 funds). The schedule for 124274 will not be impacted.
Amount:	ORIGINAL ESTIMATE = \$1,037,416 (12/5/2024) FY28 CRP 69,249 funds from 124274 to 118951 and FY31 CRP 69,249 funds from T27908 to 124274 = \$69,249 TOTAL TRANSFER = \$69,249
Comments:	Reason - Estimate increase is due primarily to additional design features related to the crosswalk and an increase in anticipated inspection costs. Impact – This project is heading to scoping and VDOT is seeking to fully fund the project related to the scoping estimate, with the understanding that further estimate refinement may occur at project milestones.
Recommendation:	This transfer of out year funds is supported by Tri-Cities MPO and Richmond District Programming/Planning staff.

Proposed Transfer #4	
Donor Project (From):	UPC 70466 – STATEWIDE TAP BALANCE ENTRY- UNALLOCATED
Impact to Donor:	Impact – This will draw down the TAP >200k (Tricities) funds available in the balance entry, and will lessen TAP >200k funding availability for other projects in the Tri-cities area.
Recipient Project (To):	UPC 121417 – #SMART24 - APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR
Impact to Recipient:	Impact – This funding will allow the project to be scoped at full funding.
Amount:	ORIGINAL ESTIMATE = \$952,604 (6/18/2025) FY26 TAP >200k (Tricities) funds = 7,370 (previous years) and \$138,202 TOTAL TRANSFER = \$145,572
Comments:	Reason - Project was granted approval to move the proposed spur to an adjacent location and avoid significant environmental impacts to wetland areas. The cost of the design refinement and inflationary impacts to the unit cost of bid items have increased the overall project cost. Impact – This project is heading to scoping and VDOT is seeking to fully fund the project related to the scoping estimate, with the understanding that further estimate refinement may occur at project milestones.
Recommendation:	This transfer of out year funds is supported by Tri-Cities MPO and Richmond District Programming/Planning staff. NOTE: Local match will be required from the City and the City will need a resolution providing this match. A resolution has already passed to support this match.

Attachment 5

A RESOLUTION NO. 25-54

Authorizing the submission of a request to the Tri-Cities MPO for additional funding up to \$181,965 for the Boulevard spur of the Appomattox Regional Trail project; authorizing the transfer of Transportation Alternatives Program (TAP) fund allocations from the Tri-Cities Statewide TAP Balance Entry UPC 70466 to UPC 121417; committing to pay the 20% local match for the funding transfer (\$36,393); and providing for future maintenance and upkeep of completed projects.

WHEREAS, the City is a recipient of Virginia Department of Transportation funds under various grant programs for transportation-related projects; and

WHEREAS, the Virginia Department of Transportation requires each locality, by resolution, to provide assurance of its commitment to funding its local share; and

WHEREAS, a budget shortfall has been detected in the Appomattox River Greenway Trail (ARGT) Boulevard Spur project, which is attributed to inflated costs for construction since the original funding was approved in 2022; and

WHEREAS, the City needs to request from the Tri-Cities MPO additional funding of up to \$181,965 by transfer of TAP fund allocations from the Tri-Cities Statewide TAP Balance Entry UPC 70466 to UPC 121417; and

WHEREAS, the City must commit to pay the 20% match for the funding transfer of approximately \$36,393 and commit to provide future maintenance and upkeep on the completed project; NOW THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLONIAL HEIGHTS:

1. Council authorizes the submission of a request the Tri-Cities MPO for additional funding of up to \$181,965 for the Appomattox River Greenway Trail Boulevard Spur project and the transfer of Transportation Alternatives Program fund allocations from the Tri-cities Statewide TAP Balance Entry UPC 70466 to UPC 121417.
2. Council commits to paying the 20% local match for the funding transfer (\$36,393) and to providing future maintenance and upkeep on the completed project.

2. The City Manager or his designee is authorized to execute all agreements and addendums related to the Appomattox River Greenway Trail Boulevard Spur project.
3. This resolution shall be in full force and effect upon its approval.

Approved:

T. S. Kochuba
Mayor

Attest:

Danella B. Wences
City Clerk

I certify that the above resolution was:

Adopted on October 14, 2025

Ayes: 7 Nays: 0 Absent: 0 Abstain: 0

The Honorable Elizabeth G. Luck, Councilwoman:

Aye

The Honorable Tricia L. Palmer, Councilwoman:

Aye

The Honorable Craig R. Skalak, Councilman:

Aye

The Honorable Brad E. Slaybaugh, Councilman:

Aye

The Honorable John T. Wood, Councilman:

Aye

The Honorable John E. Piotrowski, Vice-Mayor:

Aye

The Honorable T. Gregory Kochuba, Mayor:

Aye

Pamela B. DeLoe
City Clerk

Approved as to form:

Andrew A. Meyer
City Attorney

Attachment 6

Tri-Cities Area Metropolitan Planning Organization Resolution Approving Transfers for UPC T30760, UPC118949, UPC 118951 and UPC 121417

WHEREAS, the transportation priorities of the Tri-Cities Area MPO are consistent with those of the Commonwealth of Virginia;

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

WHEREAS, a transfer is needed in order to help fully fund UPC 118949 (Appomattox River Trail Western Extension) allowing the City of Petersburg to cover the project deficit;

WHEREAS, a transfer is needed in order to help fully fund UPC 118951 (Enon Church Rd at Bermuda Orchard Road – Pedestrian Improvements) allowing the County of Chesterfield to cover the project deficit;

WHEREAS, a transfer is needed in order to help fully fund UPC 121417 (Appomattox Greenway Trail Boulevard Spur) allowing the City of Colonial Heights to cover the project deficit;

WHEREAS, the MPO wishes to transfer:

- \$357,866 of FY27 RSTBG from UPC T30760 to UPC 70725
- \$365,024 of FY28 RSTBG from UPC T30760 to UPC 70725
- \$357,866 of FY30 RSTBG from UPC 70725 to UPC T30760
- \$365,024 of FY31 RSTBG from UPC 70725 to UPC T30760
- \$341,627 of FY29 CMAQ from UPC 127921 to UPC 118949
- \$341,627 of FY31 CMAQ from UPC 70722 to UPC 127921
- \$69,249 of FY28 CRP from UPC 124274 to UPC 118951
- \$69,249 of FY31 CRP from UPC T27908 to UPC 124274
- \$145,572 of FY26 TAP > 200 k (Tri-Cities) from UPC 70466 to UPC 121417

NOW THEREFORE BE IT RESOLVED THAT the Tri-Cities Area Metropolitan Planning Organization's allocations for the FY26-FY31 SYIP be amended to revise the allocations for these programs/projects.

Upon a motion by _____ (_____) with a second by _____ (_____) and carried by a voice vote a motion was adopted on November 13, 2025, with ____ members voting Aye, ____ members voting Nay, and ____ board members Abstaining.

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

November 13, 2025

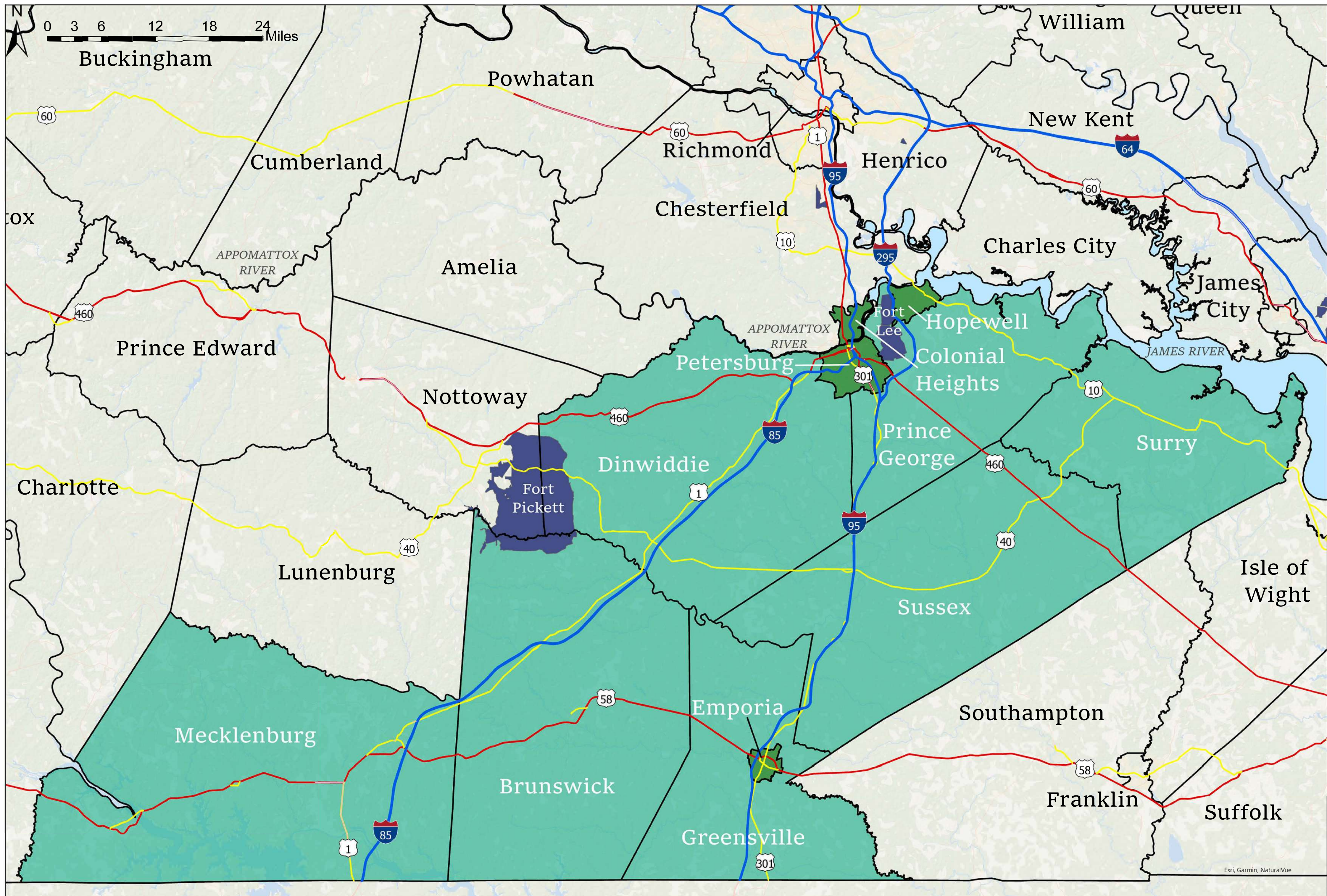
Zak Mumuni, Secretary
Tri-Cities Area Metropolitan Planning Organization

Attachment 7

NVTA	HRTAC	CVTA	Proposed
Created - 2002	Created - 2014	Created - 2020	
Revenue	Revenue	Revenue	Revenue
Sales and Use Tax (0.7 %) - \$357 M	Regional Sales and Use Tax (0.7%) - \$201.6 M	Regional Sales and Use Tax (0.7%) - \$165 M	Regional Sales and Use Tax (0.7%)
Grantors Tax: 10 cents per \$100) - \$33 M	Fuels Tax (9.3¢ for gasoline, 9.4¢ for diesel) - \$67.6 M	9.3¢ per gallon of gasoline and 9.4¢ per gallon of diesel - \$56.9 M	9.3¢ per gallon of gasoline and 9.4¢ per gallon of diesel
Transient Occupancy Tax (TOT: 2 % on lodging) - \$20 M	Grantor’s Tax (\$0.06 per \$100) - \$6.3 M		
IOEP Allocation - \$17.3 million	Transient Occupancy Tax (1% of the occupancy charge) - \$11.0 M		
	Recordation Tax - \$20.0 M		
Revenue Sharing	Revenue Sharing	Revenue Sharing	Revenue Sharing
70% — Regional Revenue	Revenues to be used solely for the benefit of localities	35% retained by the Authority for regional transp. projects	Revenues to be used solely for the benefit of localities
30% — Local Distribution		15% allocated to the GRTC for public transit and mobility services	
		50% returned proportionally to local jurisdictions	
Membership (17)	Membership (23)	Membership (18)	Membership
1. Voting (14)	1. Voting (19)	1. Voting (12)	1. Voting
Chief elected officials - 9	Chief elected officials of cities - 10	Chief elected officials of each county - 7	Chief elected officials of each county
Virginia House of Delegates - 2	Chief elected officials of counties - 4	Chief elected officials of City of Richmond and Town of Ashland - 2	Chief elected officials of each city
Virginia Senate - 1	Virginia House of Delegates - 3	Virginia House of Delegates - 1	Virginia House of Delegates - 1
Non-legislative citizen members - 2	Virginia Senate - 2	Virginia Senate - 1	Virginia Senate - 1
		CTB member - 1	CTB member - 1
Decisions of the Authority - affirm. vote of two-thirds of members	Decisions of the Authority - affirm. vote of two-thirds of members	Decisions of the Authority - weighted by population	Decisions of the Authority - affirm. vote of two-thirds of members
2. Non-Voting Ex Officio (3)	2. Non-Voting Ex Officio (4)	2. Non-Voting Ex Officio (6)	2. Non-Voting Ex Officio
Director of DRPT	CTB member	Director of DRPT	Director of DRPT
Common. Transp. Comm. / VDOT Commissioner	Director of DRPT	VDOT Commissioner	VDOT Commissioner
Chief elected officer of one town	VDOT Commissioner	Executive Director of the Virginia Port Authority	Executive Director of the Virginia Port Authority
	Executive Director of the Virginia Port Authority	CEO of GRTC	VPRA
		CEO of Richmond Metropolitan Transportation Authority	
		CEO of Capital Region Airport Commission	

South-Central Virginia Transportation Authority

DRAFT CREATED 10/2025 Attachment 8



Transportation Authority Talking Points and Process

Transportation Authority: Overview

A **Transportation Authority (TA)** is a regional body that plans, funds, and prioritizes transportation investments (roads, transit, multimodal projects) across multiple jurisdictions. It typically has taxing authority (sales, fuel, or grantor's tax) to raise dedicated revenue for regional transportation projects.

Key Talking Points

1. Purpose and Need

- Our region lacks a *dedicated, predictable funding source* for transportation infrastructure.
 - Local budgets and state allocations alone cannot keep up with **growth, maintenance, and safety needs**.
 - A Transportation Authority allows **regional control of regional dollars**, ensuring funds stay within the region that generates them.
 - It provides the structure to pursue **multimodal priorities**—roads, transit, bike/ped, and freight.
-

2. Equity and Fairness

- The TA model ensures **local decision-making** — elected officials from member counties and cities decide how to invest funds.
 - Revenues are **proportionate** to the area's economic activity and **reinvested locally**.
 - Counties already contributing to state transportation revenues (e.g., through gas or sales tax) deserve a mechanism to capture and direct a fair share regionally.
-

3. Economic and Strategic Benefits

- Dedicated funding helps **leverage federal and state grants** (e.g., SMART SCALE, BIL/IIJA).

- Supports **economic competitiveness**, especially along major corridors (e.g., I-85/I-95, I-64, US-460).
- Helps attract and retain employers who depend on reliable infrastructure.
- Provides **regional coordination** for projects crossing jurisdictions.

4. Governance and Accountability

- Governed by a **board of local elected and designated officials**.
- Transparent budgeting, regular audits, and project tracking build **public trust**.
- Projects are selected through **data-driven evaluation** and consistent with the region's **Long-Range Transportation Plan (LRTP)** and **Transportation Improvement Program (TIP)**.

5. Revenue Sources

Common mechanisms used in Virginia:

- **New: Sales and use tax** (0.7% CVTA, 0.7% NVTA, 0.7% HRTAC)
- **Existing: Fuel or diesel tax** (Gas 9.3¢ CVTA, 9.3¢ NVTA; Diesel = 9.4¢)

All typically require **General Assembly enabling legislation**.

Process to Create or Expand a Transportation Authority

Stage	Key Steps	Typical Actors
1. Regional Consensus	- Localities agree on the need and scope. - Conduct revenue and needs studies. - local resolution or letters of support.	MPO, PDC, counties, cities

Stage	Key Steps	Typical Actors
2. Legislative Concept Development	- Define governance structure, tax authority, and revenue sharing. - Identify enabling legislation sponsors.	Local legislative liaisons, MPO/PDC, General Assembly delegation
3. General Assembly Enabling Legislation	- Introduce and pass enabling act creating the TA. - Include tax authority, governance, and fiscal controls.	General Assembly, Governor
4. Local Action	- Member jurisdictions pass resolutions opting in (if required). - Appoint representatives to the TA board.	Boards of Supervisors, City Councils
5. Organizational Setup	- Establish bylaws, staffing, and initial administrative framework. - Develop financial policies, designation of Fiscal Agent, and capital improvement program (CIP).	TA board, VDOT/DRPT coordination
6. Funding Activation	- Tax/fee collection begins. - Project prioritization and bond issuance (if applicable).	TA finance staff, Designation of Fiscal Agent
7. Integration with Regional Planning	- Align with LRTP, TIP/STIP, and performance-based planning.	MPO, TA, VDOT, DRPT

Crater PDC

10/16/2025

Attachment 10

**RESOLUTION FOR THE TRI-CITIES AREA
METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the Tri-Cities Area Metropolitan Planning Organization (MPO) assists Crater Planning District Commission (CPDC) and the Virginia Department of Transportation (VDOT) in managing, planning, and funding transportation projects in the tri-cities area, and

WHEREAS, the future development of the tri-cities area depends on an excellent transportation system and many needed improvements, and

WHEREAS, a transportation committee from the Crater Planning District Commission has recommended the development of a Transportation Authority to allow local funding and prioritization of improvements projects in our area, and,

WHEREAS, a legislative bill is being drafted to present to the Commonwealth General Assembly for consideration to establish a new Transportation Authority, and

WHEREAS, the Tri-Cities Area Metropolitan Planning Organization is in general support of the creation of the Transportation Authority, and

WHEREAS, the Tri-Cities Area Metropolitan Planning Organization supports sending its Resolution of Support to the Crater Planning District Commission, all area legislators, and the incoming governor,

NOW, THEREFORE, BE IT RESOLVED in legal session of the Tri-Cities Area Metropolitan Planning Organization, we acknowledge the support for the creation, by the legislature, of the South-Central Transportation Authority and now therefore authorizes the Tri-Cities Area Metropolitan staff on November 13, 2025, to provide the Resolution to all interested parties.

E. J. Ellington, Executive Director

Kevin Carroll, Board of Supervisors

November 13, 2025

Date

November 13, 2025

Date

Attest: _____

Name

Date: _____

Attachment 11

Performance Measures	State 2025 Target	State 2026 Target	MPO 2025 Target	MPO 2026 Target
Fatalities	913.8	882	19	20.26
Fatalities Rate	1.05	1	1.11	0.91
Number of Serious Injuries	7,200.40	6,424.00	207	206.4
Serious Injuries Rate	8.24	7.29	12.79	9.29
NMFSI	706.6	604	17	14.1

11/13/2025

Mr. Stephen Read, P.E.
 State Highway Safety Engineer
 Traffic Operations Division
 Virginia Department of Transportation
 1401 East Broad Street
 Richmond, VA 23219

Dear Mr. Read:

Tri-Cities Area MPO (TCAMPO) submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the following five safety measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of the non-motorized fatalities and serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the table below. Please check a box to indicate if your MPO plans to adopt the statewide annual percent targets or to establish your own. If the MPO elects to use a different methodology, provide the percent changes in the table and describe the methodology in the section below.

- ☐ The MPO plans to adopt the statewide annual goal percent changes
- ☒ The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	-1.31%	-4.47%
Serious Injuries	-1.31%	+1.27%
Non-Motorized Fatalities and Serious Injuries	-0.96%	-3.75%
Vehicle Miles Traveled (VMT)	+2.51%	+3.93%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2024 to 2026

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

2026 Safety Performance Targets

Please enter the five-year average target values in the table below. If the MPO adopts the statewide goal percentages, copy the values from the “2026 MPO Targets” table in the Excel target setting workbook. If the MPO elects to use a different methodology, update the goal percent changes in the Excel target setting workbook and copy the values from the “2026” MPO Targets” table.

Target Description	Target Value from Target Setting Workbook
Fatalities	20.3
Fatality Rate	0.910
Serious Injuries	206
Serious Injury Rate	9.290
Non-Motorized Fatalities and Serious Injuries	14

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2026 safety targets are submitted for each performance measure on all public roads within 180 days after VDOT reported its statewide targets, which falls on **February 28, 2026**.

For questions or comments, please contact me at zmumuni@craterpdc.org and 804-861-1666(340) .

Respectfully,

Zakari Mumuni

TCAMPO, 1964 Wakefield St, Petersburg, VA 23805

DRPT Updates

FY27 Grantee Application Workshop

DRPT will host our annual grant application workshop for FY27 grant opportunities on **November 19th at 11am**. Registration details will be sent via email closer to the event.

FY27-FY30 S/TIP Coordination Meetings

As a part of our S/TIP update cycle, DRPT has begun scheduling coordination meetings between MPOs and relevant transit agencies. Doodle polls are being sent out 2-3 weeks in advance of anticipated meetings to coordinate availability. Please complete these as soon as possible.

Statewide Rail Plan Kickoff

DRPT has begun preparing for the update to our statewide rail plan. Engagement across the commonwealth will begin in early 2026! Reach out to your assigned planner with any questions, comments, or concerns you have ahead of engagement.

2025 CHSM Plan Update

DRPT is inviting all transportation providers and advocates to host a pop-up engagement event in September and October to gather feedback on the DRPT CHSM Plan. Rider input will help identify gaps, set priorities, and guide funding decisions that make mobility more equitable across the Commonwealth.

A do-it-yourself kit, which includes logistics guidance and sample questions, factsheet handout, and feedback forms, may be paired with a one-time or ongoing event, hosted whenever convenient. To register to host an engagement event, you may click here [Coordinated Human Service Mobility Plan - DRPT](#).

The Plan update is anticipated to be complete by the end of 2025.

FY27 Section 5310 Pre-Application Webinar

DRPT will host a pre-application workshop on **November 18th**. There are two sessions: 9:30 am for New applicants and 1:00 pm for returning applicants.

FRA NOFO – Federal-State Partnership (FSP) for Intercity Passenger Rail

FRA has published a Notice of Funding Opportunity (NOFO) for the Federal-State Partnership for Intercity Passenger Rail (FSP) ([HERE](#)). This grant provides funding for capital projects that reduce state-of-good-repair backlogs, improve performance, or expand or

establish new intercity passenger rail service. Over \$5 billion is available for award for this grant.

Applications are due by January 7th, 2026.



TCAMPO Policy Committee Meeting
November 13, 2025
VDOT Richmond District Updates

Commonwealth Transportation Board (CTB)

- [Draft Minutes CTB Workshop Meeting October 2025](#)
 - The link above will take you to the presentations given at the October 14th CTB Meeting.
 - Presentations related to the Richmond District:
 - WMATA Annual Update
 - Virginia has seen 54 Consecutive Months of Ridership Growth. In March through June 2025, all months surpassed 24 million trips on Metrobus and Metrorail for the first time since August through November 2019.
 - VDOT Development & Delivery Results
 - Statewide Results for FY25 Project Development and Delivery:
 - ❖ Project Development: 76% of projects on time and 80% of projects on budget.
 - ❖ Project Delivery: 85% of contracts on time and 92% of contracts on budget.
 - VDOT Maintenance & Operations Comprehensive Review Briefing
 - VDOT'S Maintenance and Operations Program has annual budget of \$2.4 billion.
 - Maintenance Budget:
 - ❖ \$770 Million – Pavement; \$220 Million – Bridges; \$480 Million – Routine Maintenance; \$260 Million – Roadside; and \$225 Million – Emergency Funds.
 - Traffic & Operations Budget:
 - ❖ \$40 Million – Guardrail; \$25 Million – Ferries; \$210 Million – Traffic Items; \$70 Million Special Structures Daily Operations; and \$100 Million – Operations Centers/SSP.
 - VDOT – Amendment of the Rules & Regulations Governing Relocation Assistance (24VAC30-41) & Removal of Associated Guidance Document
 - Required to implement the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the associated federal regulation.
 - Establishes the procedures for VDOT's provision of relocation assistance to persons displaced by any project on which state or federal funds are or will be utilized.
 - Reasons for Removal:
 - ❖ The document was originally intended to be an internal resource for relocation agents in the field, this document is no longer used or needed, the document largely duplicates information contained in regulatory text, and other resources are now available for agents regarding relocation assistance.
 - VDOT – Regulatory Reduction Efforts: Removal of Document Incorporated by Reference from 24VAC30-91 – Subdivision Street Requirements (SSR)
 - VDOT has identified an opportunity to reduce regulatory requirements under

- the Subdivision Street Requirements (SSR) regulation (24VAC30-91).
 - The SSR (an older regulation) establish the conditions and standards that must be met for certain subdivision streets constructed by private entities to be accepted into the state secondary system for maintenance by VDOT.
 - The SSR was replaced by a more recent regulation, the Secondary Street Acceptance Requirements (SSAR).
- VDOT – Revenue Sharing Program – Program Guidelines Update
 - Formatting updates to provide consistency with other Local Assistance Division guideline documents
 - Content updates to improve readability, streamline the document, and reduce redundancy
 - Adjustment to streamline the process of canceling a Revenue Sharing project
- Recommendation for CTB Policy: Project Labor Agreements
 - What is a PLA?
 - ❖ A pre-hire collective bargaining agreement with one or more labor organizations that establishes the terms and conditions of employment for a specific project.
 - Recommended Policy: A Project Labor Agreement may be used on a project funded as a whole or in part with state and/or federal funding allocated by the CTB only upon a finding by the Board that:
 - ❖ The use of a PLA on the project will clearly and significantly benefit the project and advance the interests of the Public and the Commonwealth from the standpoint of quantifiable cost savings, effectiveness, efficiency, quality, safety and timeliness (Interests of the Public and the Commonwealth) and meet the requirements of the Virginia Right to Work statutes.
- Priority Project Recommendations
 - There are significant unallocated Priority Transportation Fund (PTF) amounts anticipated in the Six-Year Improvement Program
 - Grant Anticipation Revenue Vehicle Bonds (GARVEE) proceeds planned in the Six-Year Financial Plan have not been allocated
 - These funds are not allocated through the SMART SCALE process
 - The CTB can allocate these funds to eligible priority projects
 - Staff is recommending the advancement of a select group of priority projects with these funds:
 - ❖ Meadowville Road (Route 618) at I-295 Bridge/Intersection is on the Other Priority Projects List with a recommended amount of \$24,261,177.
- VTRANS Long-Term Risk/Opportunity Register & Strategic Actions
 - The Board's preferences regarding the trends and their impacts are captured in the Long-term Risk and Opportunity Register.
 - ❖ Staff is recommending the removal of 4 of the 19 risks and opportunities documented in 2021.
 - Trend trackers are used to monitor changes and fluctuations associated with the identified trends.
 - ❖ Staff recommendation:
 - a) Remove three trend trackers included in the 2021 policy.
 - b) Add two trend trackers.
 - c) OIPI to annually report on the identified trend trackers to the CTB.
- VTrans Performance Measures & the 2025 OIPI Biennial Report
 - The presentation included the following:
 - ❖ Surface Transportation Performance results
 - a) In April 2025, the CTB revised its Vision, Guiding Principles, Goals and Objectives.
 - b) As part of its actions in April 2025, the CTB also adopted measures and targets to monitor and evaluate performance against the goals and objectives.
 - c) The March 2025 presentation includes the proposed measure targets. <https://ctb.virginia.gov/media/ctb/agendas->

[and-meeting-minutes/2025/03/2025-03-ctb-vtrans-measures.pdf](#)

❖ 2025 Biennial Report on Surface Transportation requirements

- [Draft Minutes CTB Action Meeting October 2025](#)
 - The link above will take you to the action/agenda items discussed and voted upon during the October 15th CTB Meeting.
 - Agenda/Action Items related to the Richmond District (Tri-Cities Area MPO):
 - Action on Regulatory Reduction Efforts: Removal of Document Incorporated by Reference from 24VAC30-91.
 - Motion carried, resolution approved, unanimously.
 - Action on Annual WMATA Certifications.
 - Motion carried, resolution approved, unanimously.
- [CTB – Next Meeting](#) (VDOT Auditorium)
 - Workshop Meeting on November 10th at 10:00 am.
 - Action Meeting on November 10th at 10:00 am or upon adjournment of the Workshop Meeting.

Funding & Programming Activities*

- [Transportation Alternatives](#) & [Revenue Sharing](#) (FY27 – FY32 SYIP)
 - VDOT Richmond District has submitted the Transportation Alternative Applications to VDOT Central Office for final validation.
 - VDOT Richmond District will finish the review of the Revenue Sharing applications by Friday, November 14th and submit to VDOT Central Office for final validation.
 - If you have any questions or comments, please direct them to Naomi Siodmok at Naomi.Siodmok@vdot.virginia.gov.
- [SMART SCALE - Round 7](#)
 - VDOT Richmond District has set the Engagement Deadline for SMART SCALE Round 7 to be November 21st. Please reach out to Naomi Siodmok at Naomi.Siodmok@vdot.virginia.gov with any questions that you may have.

Key Projects / Status and Schedule

- [Fall Line](#)
 - VDOT Design-Build Packages:
 - DB#1 (Holly Hill Rd to Walder Ln; includes Chickahominy River crossing, UPC 121374) –
 - Project has been completed. Trail is officially open for public use.
 - DB#2 (Patton Park to W Hundred Rd/Chester Linear Park, UPC 121511) –
 - First monthly progress meeting was held 9/19/25.
 - Construction is planned to start in September of 2026.
 - Coordination/Kickoff meeting was held with CSX to discuss the bridge over the railroad.
 - General Construction Information (unchanged from previous months) –
 - Construction is underway along Henrico County's Spring Park section of the Fall Line Trail.
 - We kindly urge residents to avoid the construction site of the Fall Line Trail during this period. The area is not open for pedestrian use and safety is our top priority.
- [Powhite Parkway Project EIS](#)
 - Powhite Parkway Extension NEPA Study (UPC 122800)
 - The location public hearing for the recommended preferred alternative to inform the CTB location decision will be on 12/9/2025 from 6-8 pm at Cosby High School
- [I-64 Gap Widening Project](#)

- [Segment A](#) – MM 204.9 to MM 215.6 in New Kent County (UPC 122805)
 - Project is under active construction.
 - Estimated completion is Summer 2027.
- [Segment B](#) – MM 215.6 to MM 224.3 in New Kent County (UPC 123831)
 - Project is under active construction.
 - Estimated completion is Summer 2029.
- [Segment C](#) – MM 224.3 to MM 233.3 in James City County/Hampton Roads District (UPC 123129 & 123832)
 - Project is under active construction.
 - Estimated completion is Fall 2027.
- Speed enforcement for the I-64 widening construction zone is actively in effect.

Upcoming Public Hearings/Citizen Information Meetings ([Calendar](#))

- No Public Hearings or Citizen Information Meetings have been scheduled for November.

Upcoming Training Opportunities – Business Opportunity & Workforce Development (BOWD) ([Calendar](#))

- [BOWD Center events | Capability Statement: What is it and Do I Need One \(Part 1\) | Virginia Department of Transportation](#)
 - Date & Time: November 10th, 2025 from 10:00 AM to 12:00 PM
 - Location: BOWD Center – 6000 Elko Track Road, Sandston, VA 23150
 - Contact Information: Not Available
- [BOWD Center events | Capability Statement: What is it and Do I Need One \(Part 2\) | Virginia Department of Transportation](#)
 - Date & Time: November 17th, 2025 from 10:00 AM to 12:00 PM
 - Location: BOWD Center – 6000 Elko Track Road, Sandston, VA 23150
 - Contact Information: Not Available
- [BOWD Center events | Strategic Networking for Business Success: Building Relationships That Last | Virginia Department of Transportation](#)
 - Date & Time: Tentative Date is set for November 20th from 9:00 AM to 12:00 PM
 - Location: BOWD Center – 6000 Elko Track Road, Sandston, VA 23150
 - Contact Information: Not Available
- [Local Assistance Division events | Project Management Milestone Series – 30% Plan Review | Virginia Department of Transportation](#)
 - Date & Time: November 20th, 2025 from 1:00 PM to 3:30 PM
 - Location: Richmond District Office – Hawthorne Training Room – 2430 Pine Forest Drive, Colonial Heights, VA 23834
 - Contact Information: Amy Ettinger – amy.ettinger@vdot.virginia.gov or 804-201-8154
- [Local Assistance Division events | Project Management Milestone Series – Value Engineering | Virginia Department of Transportation](#)
 - Date & Time: December 4th, 2025 from 9:00 AM to 11:00 AM
 - Location: Richmond District Office – Hawthorne Training Room – 2430 Pine Forest Drive, Colonial Heights, VA 23834
 - Contact Information: Amy Ettinger – amy.ettinger@vdot.virginia.gov or 804-201-8154

*Willingness to Hold a Public Hearing: A public hearing is held if a written request is made and contact by VDOT cannot resolve the questions and concerns.