

**TRI-CITIES AREA MPO  
TRANSPORTATION ADVISORY COMMITTEE/PLAN2050 COMMITTEE  
Draft Meeting Agenda  
Special Meeting – VIRTUAL**

Tuesday, August 19, 2025, 10:00 AM  
Teams ID: 274 507 475 340 2 Passcode: cf77AX2P

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 6, 2025, mtg. – Att. 1**

**Approval  
Approval**

**ACTION ITEMS:**

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

**Recommendation**

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 5, 2025, 10:00 am (TAC and PLAN2050 Committee)**

**10. Adjournment**

DRAFT

**TRI-CITIES AREA MPO**  
**TRANSPORTATION ADVISORY COMMITTEE/PLAN2050 COMMITTEE**  
**Draft Meeting Minutes**  
*Colonial Heights Public Library 1000 Yacht Basin Drive, Colonial Heights, Virginia*  
June 6, 2025, 10:00 AM

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

<b>Voting Members</b>					
<b>Chesterfield County</b>		<b>City of Colonial Heights</b>		<b>Dinwiddie County</b>	
Hongmyung Lim	V	Matt Ryan	X	Mark Bassett	X
Barb Smith (A)		Alternate - None		Alternate - None	
<b>City of Hopewell</b>		<b>City of Peterburg</b>		<b>Prince George County</b>	
Michael Crocker		Naomi Siodmok (Chair)	X	Robert Baldwin (Vice Chair)	
Alternate - None		Alternate - None		Alternate - None	
<b>Petersburg Area Transit</b>		<b>Crater PDC</b>		<b>VDOT</b>	
Darius Mason		Zak Mumuni (Secretary)	X	Todd Scheid	X
Yvette, Seliem-Poindexter (A)	V	Landon Bridges (A)	X	Larry Hagin (A)	
<b>DRPT</b>					
Wood Hudson	X				
Alternate - None					
<b>Non-Voting Members</b>					
<b>FHWA</b>		<b>FTA</b>		<b>RideFinders, Inc.</b>	
Steven Minor		Chelsea Beytas		Brigitte Carter	V
Alternate - None		Alternate - None		John O'Keefe	
<b>Fort Gregg-Adams</b>		<b>Petersburg National Battlefield</b>			
Fritz Brandt		Alexis Morris			
Alternate - None		Alternate - None			
<b>Plan2050 Committee</b>					
<b>PlanRVA</b>					
Ken Lantz	V				
Sulabh Aryal (A)					
<b>Others Present</b>					
<b>FOLAR</b>		<b>Michael Baker</b>		<b>Chesterfield County</b>	
Heather Barrar	X	Nick Britton	X	Jaliyah Harston	V
Sam Hayes	X				

## 1. Call to Order/Certification of Quorum

The meeting was called to order by Chair Siodmok at 10:03 AM. There was a quorum present.

## 2. Welcome

Chair Siodmok welcomed members and guests.

## 3. Chair's Report

There was no Chair's report.

## 4. Public Comment Period

There was no public comment.

### ADMINISTRATIVE ITEMS:

#### 5. Approval of Agenda

Approved

#### 6. Approval of minutes from the May 2, 2025, mtg. – Att. 1

Approved

Mr. Ryan moved, and Mr. Schied seconded the motion to approve both the TAC/Plan2050 Committee Agenda and the TAC/Plan2050 Committee minutes of the May 2, 2025, meeting. The motion was approved unanimously.

### ACTION ITEMS:

#### 7. UPWP Amendment – Att. 2

Recommended

Mr. Mumuni reminded the committee that they approved of the FY26 UPWP last month. Since then, MPO staff have received the updated numbers for 5303 funding from DRPT. The funding has increased by \$22,460.19. Mr. Mumuni explained that this additional funding will be added to task 3 – Long Range and Short-Range Planning.

Chair Siodmok asked if there were any questions; there were none. Chair Siodmok added that this is just making accommodations for the new funding.

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

#### 8. Adjusted STBG/CMAQ/CRP Allocation Plan

Recommended

Mr. Mumuni explained 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). This transfer will fully fund the project and allow it to proceed to the right-of-way phase.

Mr. Miles added that this will help with the right-of-way increase on the project.

Chair Siodmok added that this has no impact and will help moving forward.

Mr. Schied moved, and Mr. Ryan seconded the motion to adjust the FY26-FY31 STBG/CMAQ/CRP Allocation plan. The motion was approved unanimously.

### **9. Tri-Cities Area Regional Multimodal Mobility Plan – Att. 3**

**Recommended**

Mr. Nick Britton from Michael Baker International presented the draft final Tri-Cities Area Regional Multimodal Mobility Plan.

Mr. Britton explained the TCAMPO Multimodal Mobility Plan was created from using a state document developed by DRPT and VDOT called the Multimodal System Design Guidelines (MMSDG).

Mr. Britton explained that this seems high level and that people get stuck on blank slate planning, but this plan focuses on what corridors do. Mr. Britton added that this plan intends to improve connections between different modes, including walking, bicycling, and public transit. Mr. Britton added that this document underpins environmental practicality for any corridor using land use and transportation. Mr. Britton encouraged the committee members to go and look at the document.

Mr. Britton explained that the MMSDG is a system and how things go together and how people get there. This looks at existing conditions and what can be added. This plan includes a matrix of different templates. Britton explained that the goal is not to take a road and put xyz, but to find what makes sense to go there.

Mr. Britton explained the framework of the MMSDG as examining the existing context, defining multimodal districts, defining multimodal centers, defining multimodal corridors, defining modal emphasis on each corridor, then showing how it all fits together in the multimodal system plan, including the connected networks of corridors that serve key places in the region.

Mr. Britton then started to explain the Methodology for the TCAMPO Multimodal Plan.

Mr. Britton explained that this plan is at a regional level, we took baseline data, then combined it with quantitative and qualitative data. Mr. Britton explained that they talked with local stakeholders about specific engagement. Mr. Britton added that the first round of public meetings didn't work and that it was hard for people to get involved when holding a public meeting.

Mr. Britton added that for the second and third rounds they tried to piggyback on current events that were happening in the community and ask questions to the people there.

Mr. Britton explained that this is qualitative data and rounds 1-3 include a lot of field work. Mr. Britton added that some people didn't want to talk, and some people told them where things needed to be.

Mr. Britton added that all of this information is used and is very qualitative. Mr. Britton added that the Multimodal Mobility Plan is more of an art science while looking at data including activity density, jobs and people, multimodal centers.

Mr. Britton explained that when looking at land use you then get to see multimodal centers and origin destination points. Mr. Britton then explains that multimodal corridors show what modes dominate or what modes could be more impactful.

Mr. Britton continued by explaining Transect Zones and adds that 6 zones are traditional through the new urbanism movement. These transect zones are tiers to describe intensity.

Mr. Britton explained that the TCAMPO would be a T-1 to small urban areas. Mr. Britton added that this doesn't mean that Petersburg doesn't have an urban core. Mr. Britton shares an example of Richmond and how some parts of Richmond aren't even classified as a T-5.

Mr. Hudson added that these transect zones are calibrated to the state and an example of the basis for this would be areas of the state like Tyson's Corner in Northern Virginia.

Mr. Britton explained that there are ways to define definitions for each transect zone, adding that this allows us to get a generalization of special patterns.

Mr. Britton explained that there are three main parts. Part one is the corridors, part two are the transects and part three are cross sections. Mr. Britton continued to state that using these three parts allows us to build out the 3-D idea for the region.

Mr. Britton continued to explain the high and low definitions of the transect zones as defined in the plan. Mr. Britton explained that they used a threshold to show in the TCAMPO region to show a difference between the levels of density. Mr. Britton added that this shows how this plays out with the activity density. Mr. Britton added that Ft. Gregg Adams may be denser depending on the time of year.

Mr. Britton then started to explain part three, cross sections and how they examined the existing right-of-way and what would be needed to fit within the right way and what can be added. Mr. Britton explained that an example would be stripping.

Mr. Britton explained that in this section you have to look at what you want the corridor to look like and how it interfaces with land-use that is currently not a part of the right-of-way. Mr. Britton gave an example of Route 1 and how there is fair amount of development along the corridor but there is lots of grass next to the road.

Mr. Britton then explained that they looked at over 20 projects at a high level and examined VTRANS elements, safety, modal choices, and feasibility.

Mr. Britton explained that the plan ended up with good distribution of projects within the region.

Mr. Britton added that they worked with the cross sections and used a VDOT Tool.

Ms. Barrar added that the mapping was a very strong part of the plan.

Mr. Britton explained how they looked at and applied drawings in the corridors.

Mr. Britton walked the committee through an example project of 6<sup>th</sup> Avenue in the City of Hopewell between Randolph Road and Winston Churchill Drive.

Mr. Britton explained that the multimodal corridor type is a placemaking, major avenue. The multimodal corridor modal emphasis is bicycling and the multimodal transect is a T3, suburban zone.

Mr. Britton explained that they looked at what is there and what fits within the existing right of way. This project adds turn lanes, add sidewalk and bike lanes. This shows in theory adding multimodal approach and elements. Mr. Britton explains that this concept was done for ten projects.

Mr. Britton then explained Crater Road and the importance of bus stops and walking shelters to the hotels.

Mr. Britton then explained that there are projects in all localities within the TCAMPO boundary. Including the following: 6<sup>th</sup> Avenue in Hopewell, S. Crater Road in Prince George, Cox Road in Dinwiddie, Sycamore Street in Petersburg, Route 1 in Chesterfield, and Southpark Boulevard in Colonial Heights. There is a total of ten projects included in the plan.

These are not projects but what you can do. This is underpinned by VTRANS and SMART SCALE.

Mr. Britton added that other recommendations include street tress, bike lane education and enforcement, trail signage and mobility sharing.

Mr. Britton concluded his presentation by explaining how this plan can be used in practice.

Mr. Britton explained that this sounds great, but how do you use it. Mr. Britton explained that the MMSDG allows for a template to be created from the example projects shown in the TCAMPO MMP.

Mr. Britton ended by saying that this plan gives the member localities tools to think about what needs to be on multimodal corridors.

Questions:

Mr. Hudson added that one component of the MMSDG technical cross-sections is grounded in data. This helps the jurisdictions reach goals and provide information. Mr. Hudson added that this will unlock elements and national best practices that fit Virginia.

Mr. Britton added that the data seems qualitative but includes data that is nationally/federally recognized. Mr. Britton encourages the committee to use it as a guide and how you can fit modes in safely.

Mr. Wood added that this work allows us to build a pool of potential projects for a LRTP.

Mr. Britton explained that there is a lot of data that has been turned over to the MPO staff and can be used for other plans.

Chair Siodmok commented that the plan has come a long way from the draft to now. Chair Siodmok thanked Mr. Britton for addressing the comments about the formatting. Chair Siodmok added that this plan now seems less complicated and technical and is now more cohesive.

Ms. Barrar added that it was amazing to be able to comment on the draft as one steering committee. Ms. Barrar added that she thinks this is the first time this has been done in the region and looks forward to continuing to do this.

Ms. Barrar added that there are some edits with the mapping including the ART. Ms. Barrar added that some of the mapping can be used outside of the Plan.

Mr. Britton added that the document is a living document, and it is great to collaborate on one document as it eliminates the same comments.

Ms. Barrar added that this is a lesson learned for how to collaborate in the future.

Mr. Ryan asked Mr. Britton to explain HSIP funding for recommendations. Mr. Ryan added that the city of Colonial Heights used this for high visual signal plates.

Mr. Britton added that this funding could apply to crosswalks or parts as one funding tool in the toolbox. Mr. Britton added that it's not going to fund a whole corridor, but it is a tool.

Mr. Ryan added that Colonial Hights got its first HSIP to put in high visualization back plates. Mr. Ryan added that if we don't have the funding, it's not going to happen.

Mr. Britton added that this helps prove you are looking for a larger scale for projects. Mr. Britton added that plates are specific but one part.

Mr. Ryan added that TAP funding is 80/20 split and as an example the boulevard could cost 15-20 million, so the match is a lot.

Mr. Hudson added that Richmond has started a new program called lighter, quicker, faster that uses maintenance budget to add stripping and flex post to make corridors safer.

Mr. Britton added that this shows what you can do with less money.

Mr. Ryan added that everyone has asked about route 1 but there is just not enough room because of the railroad.

Chair Siodmok asked if there were any other questions. There were none.

Mr. Ryan moved, and Mr. Bassett seconded the motion to accept the Tri-Cities Area Multimodal mobility plan with changes to the maps to accommodate the updated ART. The motion was approved unanimously.

## 10. Election of Chair and Vice Chair

Approved

Chair Siodmok explained that it is time to nominate a new Chair and Vice Chair for the TAC/Plan2050 committee

Mr. Hudson asked if this needs to be separate or a slate.

Mr. Mumuni answered that it can be a slate nomination.

Mr. Hudson moved, and Mr. Bassett seconded the motion to nominate the representative from Prince George County as the FY26 TAC Chair and the representative from Chesterfield as the Vice-Chair. The motion was approved unanimously.

## INFORMATION ITEMS:

### 11. By-Law Changes

Information

Mr. Mumuni explained to the committee about the frequency of quarterly meetings and that MPO staff talked to state partners and bi-monthly meetings would be best. Mr. Mumuni explained to the committee that Mr. Ellington has asked for the TCAMPO Policy committee to meet bi-monthly.

Mr. Mumuni added that another by-law change would be the alphabetical order of the list of the jurisdictions. The existing order looks like it is not using the official name of the jurisdiction and would reorder names of jurisdiction to be alphabetical order based on official names.

Mr. Mumuni added that those two items are to make changes to the by-laws for the policy committee.

Mr. Mumuni added that per the by-laws this would need to go the Policy Committee at two consecutive meetings, being August and September.

Chair Siodmok asked if every other month would have any impact?

Mr. Mumuni explained that Mr. Ellington asked to explore the idea of quarterly meetings for the Policy Committee and VDOT and DRPT recommend bi-monthly.

Mr. Mumuni added that January to June is tight, and we could always have special meetings, if needed.

Mr. Ryan added that there are timetables to award projects that are usually around 60 days. Mr. Ryan added that he is fearful that additional funds are required to fund a project. Mr. Ryan then explained that there were special meetings and moving forward with projects that would not affect the bid. We are constrained by the timetables with awarding projects.

Chair Siodmok asked if this would just be for Policy Committee?

Mr. Mumuni added that yes, TAC will still be monthly.

Chair Siodmok added that she shares the same concerns.

Mr. Mumuni added that the current by-laws already have language around special meetings.  
Mr. Ryan added that sitting on a project for 2 months for funding could have adverse effects.

Mr. Mumuni added that there could be special meetings.

Mr. Hudson added that MPO's of this size meet bi-monthly. Mr. Hudson added that that some MPO's meet quarterly and it's tight, however Charlottesville MPO meets Bi-monthly.

**12. DRPT Report – ([attached here](#))**

**Information**

**13. VDOT Report – ([attached here](#))**

**Information**

#### **14. Upcoming Items**

Chair Siodmok informed the committee that the upcoming items for the next meeting will be the MTP Performance Measures and MTIP/MTP Amendment.

#### **Other Business:**

Chair Siodmok informed the TAC/Plan2050 Committee that she will be joining the VDOT team in July.

#### **15. Next meeting August 1, 2025, 10 am (TAC and PLAN2050 Committee)**

Chair Siodmok stated that the next TAC and Plan2050 meeting will be August 1, 2025, at 10 AM at the Colonial Heights Library.

#### **16. Adjournment**

Seeing no other business, Chair Siodmok adjourned the June 6, 2025, TAC/Plan2050 Committee Meeting at 11:10 AM.

[PowerPoint Presentation](#)

**Tri-Cities MPO**  
Project Groupings

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional					TOTAL COST	
ROUTE/STREET							\$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		
<b>PE TOTAL</b>		<b>\$397,377</b>	<b>\$49,825</b>	<b>\$771,682</b>	<b>\$680,738</b>	<b>\$87,261</b>		
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		
<b>RW TOTAL</b>		<b>\$924,939</b>	<b>\$1,479,760</b>	<b>\$191,464</b>	<b>\$1,634,560</b>	<b>\$393,972</b>		
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		
<b>CN TOTAL</b>		<b>\$699,517</b>	<b>\$1,025,948</b>	<b>\$411,280</b>	<b>\$527,422</b>	<b>\$889,792</b>		
CN AC	Federal - AC OTHER	\$0	\$323,402	\$69,173,660	\$632,246	\$19,898,419		
<b>MPO Note</b>		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 (HIP) 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