

**TRI-CITIES AREA MPO
TRANSPORTATION ADVISORY COMMITTEE/PLAN2050 COMMITTEE**

Draft Meeting Agenda

Crater PDC 1964 Wakefield Street Petersburg, Virginia 23805

February 6, 2026, 10:00 AM

Teams ID: 287 118 813 495 20 Passcode: 5R283kW7

- 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 November 7, 2025, mtg. – Att. 1** **Approval**

ACTION ITEMS:

- 7) **UPWP Amendments — Att. 2** **Recommendation**
 - a) TCAMPO staff propose an amendment to the FY26 UPWP to update the amount of funding for FY25 Section 5303. The approved FY26 UPWP projected \$16,415 of FY25 Section 5303 funding available to be used in FY26. Following the completion of the Multimodal Mobility Plan the actual remaining FY25 Section 5303 funding was \$10,940. This was an over projection of \$5,475. The corrected available funding is split between FY25 Section 5303-Match (\$1,035) and FY25 Section 5303-Non-Match (\$9,905).
 - i) See Attachment 2 for the justification and updated Table 8 (Task 3 Long-Range and Short-Range Planning Budget), Table 10 (Complete FY26 UPWP Budget), and Table 11 (FY26 PL, STBG, and Sec 5303 Allocations and FY24/FY25 Carryover Funds).
 - ii) Please find the link to the [Draft to be Amended UPWP](#).

Action requested: Recommend for Policy Committee's approval of the proposed UPWP Amendments.

- 8) **FY-24-27 MTIP Amendment for UPC T30829 – Att. 3** **Recommendation**
 - a) VDOT is proposing a MTIP amendment to UPC T30829 (Route 10/Enon Church Road Intersection Improvement Study) to add \$40,000 to FFY26 from RSTP.
 - i) This is a study-only project and VDOT is recommending a MTIP amendment to ensure there are no delays.
 - ii) See Attachment 3 for the proposed amendment.

Action requested: Recommend for Policy Committee's approval of the MTIP Amendment.

INFORMATION ITEMS:

- 9) **PLAN2050 Update** **Information**

- a) PLAN2050 (Existing Conditions)
 - i) Presented at the November TAC meeting but was tabled at the Policy Committee due to technical difficulties.
- b) CMP
 - i) Presented at the November TAC meeting but was tabled at the Policy Committee due to technical difficulties.

10) Updated MPO Safety Targets – Att. 4

Information

- a) The Safety Targets were presented and approved by the TAC at the November Meeting.
 - i) The proposed fatality target for the 2026 MPO Safety Targets was 20.26. After discussion, the Policy Committee recommended increasing the target to 22, which aligns it with the 2020-2024 five-year average.
 - ii) See attachment 4 for the updated letter to be sent to VDOT.

11) FY27-32 STBG/CMAQ - Att. 5 & 6

Information

- a) Appendix A – STBG/RSTP Scoring Methodology - Corrections
 - i) See attachment 5 for the corrected versions of Table 9 (Economic Development Performance Measure Weights), Table 13 (Mobility and Congestion Performance Measure Weights) and Table 18 (Economic Development Performance Measure Weights) in the Tri-Cities Area MPO STBG and CMAQ Project Review, Selection, and Funds Allocation Process Appendix A – STBG/RSTP Scoring Methodology.
 - ii) Please find the link to the [Updated Tri-Cities Area MPO STBG and CMAQ Project Review, Selection, and Funds Allocation Process](#).
- b) FY27-32 Applications
 - i) TCAMPO Staff received a total of 10 Applications (6 Projects) for STBG/CMAQ funding.
 - ii) See attachment 6 for a list of the projects that applied for STBG/CMAQ funding.
 - iii) VDOT Richmond District staff are in the process of reviewing project applications and generating cost estimates.
 - iv) VDOT Central Office staff are in the process of scoring the CMAQ projects.
 - v) TCAMPO staff are working internally on scoring the STBG projects.

12) TCAMPO FY27-30 MTIP and 2045 CLRP Conformity – Att. 7, 8 & 9

Information

- a) The Interagency Consultation Group (ICG) Meeting for the FY27-30 TIP and 2045 LRTP will be held virtually on March 10, 2026. The time will be sent out to the ICG members, once received.
 - i) See attachment 7 for the Richmond and Tri-Cities FY27-30 MTIP and 2045 LRTP Conformity Schedule.
 - ii) See attachment 8 for the ICG member list.
- b) MPO staff received projects from stakeholders to be included in the development of the TCAMPO FY27-30 MTIP. The current 2045 LRTP is still in effect and will need to be run for this conformity analysis.
 - i) See attachment 9 for the draft 2045 CLRP project list (Table 1) and TCAMPO FY27-30 MTIP Project list (Table 2a (Highway Projects), and Table 2b (Transit Projects)) for conformity.

- c) TCAMPO staff will recommend that the Policy Committee authorize the TAC to approve the fiscally constrained FY27-30 TIP and 2045 project list for conformity at the Policy Committee meeting on February 12, 2026.

- 13) DRPT Report
- 14) VDOT Report

**Information
Information**

UPCOMING ITEMS

- 15) TCAMPO FY27-30 MTIP Report
- 16) TCAMPO FY27-30 MTIP and 2045 CLRP Conformity Report
- 17) STBG/CMAQ Scoring
- 18) Draft FY27 UPWP
- 19) PLAN2050

Other Business:

- 20) Next meeting March 6, 2026, 10:00 AM
- 21) 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
November 7, 2025, 10:00 AM

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

Voting Members					
Chesterfield County		City of Colonial Heights		Dinwiddie County	
Hongmyung Lim (Vice Chair)	X	Matt Ryan	X	Mark Bassett	X
Barb Smith (A)	V	Alternate - None		Alternate - None	
City of Hopewell		City of Peterburg		Prince George County	
Josh Sementelli		Jared Crews	X	Robert Baldwin (Chair)	X
Alternate - None		Alternate - None		Alternate - None	
Petersburg Area Transit		Crater PDC		VDOT	
Darius Mason		Zak Mumuni (Secretary)	X	Naomi Siodmok	X
Yvette, Seliem-Poindexter (A)		Landon Bridges (A)	X	Todd Scheid (A)	V
DRPT					
Wood Hudson					
Alternate - None					
Non-Voting Members					
FHWA		FTA		RideFinders, Inc.	
Vacant		Vacant		Brigitte Carter	V
Alternate - None		Alternate - None		John O'Keefe	
Fort Lee		Petersburg National Battlefield			
Fritz Brandt		Alexis Morris			
Alternate - None		Alternate - None			
Plan2050 Committee					
PlanRVA					
Ken Lantz	V				
Vacant					
Others Present					
FOLAR		VDOT		Crater PDC	
Sam Hayes	X	Daniel Grinnell	V	Marian Kamatchi	X
Heather Barrar	X	Steven Minor	V	Jay Ellington	V
DRPT		City of Colonial Heights			
Evan Tuten	V	Andrew Barnes	X		

1. Call to Order/Certification of Quorum

The meeting was called to order by Chair Baldwin at 10:00am. There was quorum present.

2. Welcome

Chair Baldwin welcomed everyone.

3. Chair's Report

Chair Baldwin stated that he had no report but wished everyone a Happy Thanksgiving.

4. Public Comment Period

Chair Baldwin asked if there were any comments from the public present or attending virtually. Not hearing any public comments, Chair Baldwin moved onto the administrative items.

ADMINISTRATIVE ITEMS:

5. Approval of Agenda

Approved

Chair Baldwin introduced the item, explaining that some changes have been made to the agenda packet since being sent out.

Mr. Ryan moved to approve the TAC/PLAN2050 Committee agenda as presented, Vice Chair Lim seconded. The motion was approved unanimously.

6. Approval of minutes from the October 3, 2025, mtg. – Att. 1

Approved

Chair Baldwin introduced the item.

Vice Chair Lim moved to approve the TAC/PLAN2050 minutes from October 3, 2025, as presented, Mr. Ryan seconded. The motion was approved unanimously.

ACTION ITEMS:

7. Funding Re-Allocation Request — Att. 2 & Att. 3

Approved

Chair Baldwin introduced the action item and asked Mr. Mumuni if he was going to present the item. Mr. Mumuni thanked the chair and started the presentation.

Mr. Mumuni explained that UPC T30760, The Appomattox River Trail from Squaw to Peter Jones in Petersburg currently has \$722,890 of funding between FY27 and FY28, but the planned Transportation Alternatives Program (TAP) application was not submitted. Mr. Mumuni explained that VDOT recommends transferring \$357,866 in funding from Balance Entry to FY30 and transferring \$365,024 from FY31 to help support current project deficits.

Mr. Mumuni then explained that UPC 118949, UPC 118951, and UPC 121417 had deficits.

Mr. Mumuni explained that UPC 118949, the ART Western Extension in Petersburg has a Shortfall \$341,627. Mr. Mumuni added that VDOT recommends transferring \$341,627 from Balance Entry to cover the deficit.

Mr. Mumuni continued by explaining that UPC 118951, Enon Church Rd at Bermuda Orchard Road in Chesterfield has a Shortfall of \$69,249. Mr. Mumuni added that VDOT recommends transferring \$69,249 from Balance Entry to cover the deficit.

Mr. Mumuni continued to explain that UPC 121417, Appomattox Greenway Trail Boulevard Spur in Colonial Heights has a shortfall of \$181,965. VDOT recommends transferring \$145,572 in Federal TA funds from Balance Entry.

Mr. Mumuni explained that this concluded his report.

Chair Baldwin asked if there were any questions or comments on the item.

Vice Chair Lim commented that this is fine for TAC, but for the Policy Committee, it may be helpful to include the original estimate for each project alongside the current proposed implementation. Vice Chair Lim added that this would allow them to see the differences clearly.

Vice Chair Lim commented about the Art Western extension explaining that when he checked the six-year VDOT website, he noticed about a 40% increase. Vice Chair Lim asked what caused that change, adding that if you don't have that information now, that's okay, but the Policy Committee might ask about it.

Mr. Mumuni responded that he does not have that information right now, but it's available and staff can get that for the Policy Committee.

Vice Chair Lim added that it might be best if you add that to that agenda packet for the Policy Committee to look at.

Chair Baldwin asked if there were any more questions. Seeing none, Chair Baldwin asked for a motion.

Mr. Ryan moved to approve the motion, Vice Chair Lim seconded the motion. The motion passed unanimously.

8. Letter of Support – Transportation Authority – Att. 4, Att. 5 & Att. 6

Approved

Chair Baldwin introduced the action item and asked Mr. Mumuni to present.

Mr. Mumuni explained that the TA bill is currently being drafted. Mr. Mumuni continued to explain that the PDC has received three letters of support or resolutions from Emporia, Greenville, and Prince George. Mr. Mumuni explained that staff is asking the Policy Committee to support this initiative for review. The proposal includes a new 0.7% sales tax and

redistributing the state's current 9.3 cents per gallon of gas and 9.4 cents per gallon of diesel to the proposed TA. Mr. Mumuni explained that these funds will be used exclusively for local benefits, adding that the TA structure is modeled after CVTA, with a chart for voting and non-voting members included in the attachments.

Mr. Ryan asked if this process is moving faster than expected.

Mr. Mumuni responded that staff is targeting the bill to go to the next legislative session.

Mr. Ryan commented that at the last meeting, there were concerns about finding a sponsor, but we now have strong support, and a senator is drafting the bill.

Mr. Mumuni responded yes, we have the senator working on it. We believe this is enough to move legislation forward, barring any state-level obstacles.

Vice Chair Lim commented that from Chesterfield County's perspective, they still believe that this process is in the early preliminary stage and think that it may require an additional year or so to work through the administrative aspects in collaboration with the legislator and the elected officials. Vice Chair Lim explained that they would expect more significant and detailed information to be developed before the county can consider offering a recommendation of support.

Vice Chair Lim asked what they were being asked to support. Vice Chair Lim asked about the specific details that are being proposed for their endorsement and what revenues are expected to be generated as well as who's going to be responsible for administering this initiative. Vice chair Lim explained that at this time the county is not going to recommend supporting this until they have that understanding and details.

Ms. Siodmok asked staff when would this information be available?

Mr. Mumuni thanked the members for their questions and comments. Mr. Mumuni explained that staff is having a hard time getting detailed data and county revenue numbers from the state. Mr. Mumuni continued to inform the members that staff have been talking with Laura Farmer, the CFO at VDOT, and there's some transition happening, but she's sharing the best information she can. Mr. Mumuni continued to explain that staff just wants to make sure we have all the data available so counties can make informed decisions, adding that it is not a precondition for the bill. Mr. Mumuni explained that staff will provide that information to you once it is received to help with any decisions.

Mr. Mumuni added that the funds are already paid to the state, whatever is generated for a month, you pay that month. It's only the sales and revenue taxes that is going to be an extra tax. Mr. Mumuni added that once staff obtain that data, they will share that with the TAC.

Vice Chair Lim commented that this has been discussed before, and he thinks we don't have the exact details that the elected officials and their legislators should have to make such a decision. Vice Chair Lim added that in the county side, they are not going to recommend supporting it until they have that information. Vice Chair Lim added that he thinks we're kind of rushing into this process a little bit without knowing the detailed information.

Chair Baldwin asked if staff expects the bill to include all the detailed organizational structure, or will it be more general at first?

Mr. Mumuni answered that the revenue sources, the use of the revenues and the composition of the authority, will have to be part of the legislation. Mr. Mumuni added that once the legislation is created, then the details of the TA can be established.

Chair Baldwin asked what is the expected time frame? Chair Baldwin continued to explain that we're trying to get this through the Policy Committee in time to get it to be introduced to the General Assembly. Chair Baldwin added that we are getting close.

Mr. Mumuni responded yes, that is the intent.

Ms. Siodmok asked does the Policy Committee meet next month. Continuing to ask if there is potential for staff to get these questions answered by the next TAC meeting in December and then go to the Policy Committee.?

Mr. Mumuni answered that's a very tough one for us because we are relying on data from elsewhere that we have no control over Mr. Mumuni added that Mr. Ellington is on the call, and he's been talking to his counterparts and making sure that we get all the information that we need to be able to answer all the questions. Mumuni added that Mr. Ellington has been attending Board of Supervisor meetings and answering any questions, explaining that Mr. Ellington understands the information that is needed.

Mr. Ryan added that Chesterfield's in a unique situation where they're already part of a TA, then asked if they'll be part of two TAS now?

Mr. Mumuni responded that the conceptualization now is to have them support this initiative, but they will not be officially part of the SCVTA because they're already part of the CVTA.

Mr. Crews asked if PDC staff reaching out to member localities is currently ongoing? Mr. Crews added that he has a lot of the same questions. Mr. Crews continued that to his knowledge he doesn't know if they were reached out to, at least not in his office Mr. Crews added that he is just trying to get some clarification on that, but he thinks he would find himself in a similar spot where he is not really comfortable committing and supporting without additional information.

Mr. Mumuni responded that this is very good feedback. Mr. Mumuni added that he doesn't know the contacts that Mr. Ellington reached out to but will let them know their concerns.

Chair Baldwin explained that Mr. Ellington came to Prince George Board of Supervisors meeting, adding that he worked with the county administrator's office to get on the agenda for the Board of Supervisors meeting.

Ms. Siodmok mentioned that Mr. Ellington was on the call asking if he wanted to clear up the confusion? Ms. Siodmok added that this might get deferred until next month once we get more information asking if there is anything else that can be added to address the concerns?

Chair Baldwin asked if this gets pushed back a month, would policy committee meet in December?

Mr. Mumuni responded that normally the TAC and Policy Committee doesn't meet in December but there can always be a special meeting scheduled.

Chair Baldwin responded there seems to be unreadiness and recommend the TAC move this forward. Chair Baldwin added that he would need a motion if the intent is to recommend this action or to defer until the December meeting.

Ms. Siodmok commented that VDOT is pretty comfortable with the idea but added that they understand if other localities have questions, adding that the concept is generally supported by VDOT.

Mr. Ryan commented that staff is looking for who's interested and we'll hash out the details later Mr. Ryan added that it appears that everybody wants the details up front before they say yes or no.

Chair Baldwin explained that the Board of Supervisors in Prince George County have already voted in favor. Chair Baldwin added that it would be nice to see the details but it's not as critical in the decision as it is to others.

Mr. Ryan commented that this is based off of what has been created in Richmond.

Chair Baldwin asked for a motion.

Ms. Siodmok moved to approve the motion to support the idea of creating a South-Central Virginia Transportation Authority, with awareness that there is need for more information on how this will operate and function to be presented to the TAC at another time. Mr. Ryan seconded.

Mr. Crews asked If there would be a follow up vote at the second conversation, to decide whether they support this action or not?

Ms. Siodmok asked if representatives on the TAC are making a motion like this, adding that there's still the opportunity for the locality to have their say. Ms. Siodmok asked if the members are speaking on behalf of the locality, or as a TAC representative?

Chair Baldwin answered that yes, the final decision is the policy committee's decision. We have a motion on the floor and a second. Chair Baldwin asked if there was any unreadiness to vote?

Ms. Siodmok asked if there were any thoughts on Mr. Crews' question about the vote for support of the SCVTA?

Mr. Crews asked what's the specifics of when it gets brought back up for a second vote. Mr. Crews asked if there would be the ability to review the information and then vote again or would it just be an informational presentation?

Mr. Mumuni responded that this is a PDC initiative, not an MPO initiative, it's happening at the PDC level, and the TCAMPO is a part of that. Mr. Mumuni added that's why it's important for the TAC to weigh in and share their comments, especially on the details that members would like to see. Mr. Mumuni added that after all, the TAC has a direct relationship with your voters and riders. Mr. Mumuni added that those discussions are important and TAC will be part of the conversation, adding that your feedback will go to the Policy Committee. Mr. Mumuni explained that staff wants this process to be as representative as possible, which is critical for the transportation initiative even though it's being led by the PDC. Mr. Mumuni explained that staff is working on the details including exit strategy, entry, terms, etc.

Chair Baldwin asked Mr. Crews if that answered his question

Mr. Crews responded that this Somewhat answered his question but feels he is still in the same place.

Ms. Siodmok commented that there is always opportunity for a substitute motion as well as consideration for next month's meeting, if that's where everyone feels more comfortable.

Vice Chair Lim asked why is it coming from the PDC and not the MPO?

Mr. Mumuni responded that the MPO is part of the PDC but there are rural areas that are not part of the MPO. Mr. Mumuni added that in the transportation projects can be outside the MPO boundary. Mr. Mumuni explained that currently right now the MPO has funding to help with projects but that does not include the rural areas, adding that if there are projects outside the MPO area within the region the creation of the SCVTA would help.

Ms. Siodmok commented that the boundary is beyond the TCAMPO and CPDC, it includes portions of South Side PDC.

Vice Chair Lim asked if the proposed SCVTA includes all the localities within the Crater region?

Mr. Mumuni answered that this includes all the localities excluding Chesterfield and Charles City County, who are in the CVTA.

Chair Baldwin commented that no dual membership is allowed for Transportation Authorities.

Vice Chair Lim asked if there was a local champion for the creation of the SCVTA?

Mr. Mumuni responded that officially, not yet, that he would be the fiscal agent. Mr. Mumuni added that staff has gathered data on the bond ratings for the jurisdictions and using that information to help decide what locality should serve as the fiscal agent.

Chair Baldwin commented that when Mr. Ellington was at the Prince George Board of Supervisors meeting, he mentioned that one of the member localities would ultimately end up being the fiscal agent.

Chair Baldwin commented about a previous question regarding if a locality borrowed money to do a road project and then that locality decides they want out, what does that do or what mechanism is available to extract yourself from the authority?

Chair Baldwin added that there is a motion on the floor and a second. He continued to explain that Ms. Siodmok mentioned we have the opportunity for a substitute motion if anyone is interested in suggesting a deferral until the December meeting.

Chair Baldwin called for the vote. Chesterfield County and City of Petersburg abstained. The motion passed.

Chair Baldwin introduced the next item regarding safety targets. But before moving to that item Ms. Siodmok asked if staff was coordinating with Southside PDC to see which localities will be involved?

Mr. Mumuni answered that staff has reached out to Mecklenburg and Brunswick Counties. Southside PDC suggested we reach out to Halifax as well since it's in Southside PDC.

9. 2026 TCAMPO Safety Targets

Approved

Mr. Mumuni started the presentation by explaining that the 2026 annual safety targets are a federal requirement for DOT and all MPOs. Mr. Mumuni informed the TAC that the state sets its targets first, and MPOs can either adopt those targets, set their own, or use a combination. Mr. Mumuni continued that in the past, TCAMPO supported the state targets, but given our different fatalities and serious injury numbers, staff wants to establish our own. Mr. Mumuni concluded that the federal goal is for performance to remain constant or improve, rather than allowing targets to trend upward as before.

Chair Baldwin asked about the federal requirements to set the target at equal to or less than levels, adding if there is any indication of what would happen to try to drive the numbers down?

Mr. Mumuni responded that this approach is data driven and the MPOs do not have any penalties if they don't achieve their targets, but the state does have penalties.

Chair Baldwin commented that he is all for setting lower targets, but there has to be a realistic way to reach them, not just lowering the number for the sake of it. Chair Baldwin added that otherwise it's like saying the target is zero, which sounds great but isn't practical. Chair Baldwin added that we don't want to project more fatalities, that's never a good target, but he is curious what's going to drive the reduction asking if there will be new funding or some other change to make that possible?

Mr. Ryan asked if there had been any look into the causality of the decrease.

Mr. Mumuni responded that staff only has the data and can't see what happened.

Chair Baldwin commented that Prince George is working on the comprehensive plan, and the transportation data is terrible. Chair Baldwin explained that the trend is terrible in terms of severe accidents, fatalities, everything's trending in the wrong direction. He continued that the data doesn't show that it would lead him to believe that things are getting safer. Chair Baldwin added that it seems like wishful thinking as opposed to we've got a program intended to reverse the direction that we're going on. Chair Baldwin added that this is at least a 10-year trend and it's not good year-over-year, adding that we still need to set a target to meet federal requirements.

Vice Chair Lim asked if it is possible to add an attachment associated with this for the policy committee meeting? Vice Chair Lim added that this is an annual item that says we will support these safety targets and, in the past, this was an attachment in the agenda packet.

Mr. Mumuni responded that VDOT sent a letter with the targets.

Ms. Siodmok commented that staff can add this table as an attachment so members can see it on the agenda. Ms. Siodmok continued to ask if staff looked at forcing all the different trajectories to be lower and seeing what the average of those was?

Mr. Mumuni responded that he did not do that, adding that the quadratic was already showing the potential to reduce and the others were all above that.

Ms. Siodmok commented that they are not tied to these numbers, adding that she would like to see a fatalities target that's less than the previous year. Ms. Siodmok continued that she understands that fatalities might go up explaining that Safety concerns with more people walking and more trucks.

Chair Baldwin commented that there are more pedestrians getting killed, they are out walking and they get hit, adding that vehicle design standards should be addressed at the federal level.

Mr. Mumuni commented: that the 2026 target is a rolling average. Mr. Mumuni continued that the data was gathered from 2022 to 2026, adding that the 2026 target is predicted to be high, so it influences the eventual target.

Chair Baldwin asked if next year's targets will look at 2023 to 2027, adding that these numbers are going from Covid years to years with normal traffic. Chair Baldwin stated that he supports a lower target, adding that he would like to have a plan on how to achieve the goal.

Ms. Siodmok asked if VDOT provide recommended MPO numbers?

Mr. Mumuni responded that VDOT gave MPO staff state-wide targets, adding that they do not provide MPO level targets.

Ms. Siodmok asked if staff looked at the change rate statewide to see how those would impact the numbers they proposed because they created a statewide change rate.

Mr. Mumuni responded that he wanted the analysis to be based on the TCAMPO region. Mr. Mumuni added that there is time if you want to recommend any change, staff can look at it again. Mr. Mumuni explained that the deadline for these targets is not until February.

Chair Baldwin asked for a motion.

Ms. Siodmok commented that she doesn't know about bringing the fatalities one down and will not make a motion since she is uncertain.

Mr. Bassett moved to approve the 2026 safety targets as presented, Mr. Crews seconded. The motion passed unanimously.

Safety Targets Table

Measure	State		MPO	
	2025	2026	2025	2026
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
Non-Motorized Fatalities & Serious Injuries	706.6	604	17	14.1

INFORMATION ITEMS:

10. PLAN2050 Update

Information

Chair Baldwin introduced the item.

Mr. Mumuni explained that staff is currently building the existing conditions database. Mr. Mumuni added that one of the important items for the long-range plan is a land use analysis for the region. Mr. Mumuni added that staff have used the region's comprehensive plans to create this analysis. Mr. Mumuni added that the data was collected from the US Geological Survey LIDAR and shows the change from 2014 to 2023 for each county. The NCLD classifications are used to label land changes.

Mr. Crews asked to explain the classification of agriculture, continuing to ask if when agriculture is stated if that means agricultural zoning or active agricultural uses or active agriculture.

Mr. Mumuni responded active agriculture.

Ms. Siodmok asked how did staff get the land use maps?

Mr. Mumuni responded that this data is published by the USGS using LIDAR.

Ms. Barrar commented that it should be stated that this is using land cover not land use.

Ms. Siodmok thanked Ms. Barrar for the clarification, stating she was confused by the term land use.

Mr. Mumuni added that this is a 30 by 30 square meter area that was picked up by remote sensing.

Mr. Bassett asked if this was for the entire region or just the MPO. Mr. Mumuni explained that it is very hard to get the data at just the MPO level, adding that its analysis is at the county level.

Ms. Barrar commented that the land cover is skewed-down forest adding that anything that is labeled young forest is going to be barren. Ms. Barrar explained that this is land cover, not land use.

Ms. Siodmok asked for there to be clarification on the terminology used. Mr. Bassett asked if this information will be available on the website?

Mr. Mumuni responded that the link will be included in this meeting's minutes.

Mr. Ryan asked if the source of the data is from the Geological Survey using LIDAR.

Mr. Mumuni responded that the data is from the National Land Cover Database (NLCD).

Ms. Siodmok asked if the NLCD is aerial imagery.

Mr. Mumuni responded, yes.

Mr. Crews commented that the clarification of the legend items is important. Mr. Crews added that the agricultural classification is confusing because there isn't that much agriculture in the city of Petersburg.

Ms. Siodmok asked how this data was being used in PLAN2050.

Mr. Mumuni explained that as the counties are writing their comprehensive plans, they can utilize this data. Mr. Mumuni continued to explain that the urban model doesn't use land cover data; we use parcel level data. Mr. Mumuni added that land cover data is a great starting point if parcel level data isn't available. Mr. Mumuni continued to explain that for example, if we know the history of the development trajectory of a particular land class and the transition rates that I provided, you'll be able to know how you're going to develop and which class is developing as fast to catch up.

Ms. Barrar commented about using land cover, adding that land use means something very different in our heads.

Ms., Siodmok asked Mr. Mumuni if he can change the titles for the localities to represent either city or county, adding that once the public sees Petersburg County or Colonial Heights County, it might be a little confusing.

Ms. Barrar: added that something like this was once done in Chesterfield County and as BMPs were getting built they showed up in the data as water in the model, but it really is development.

Vice Chair Lim asked Mr. Mumuni if it would be better to have separate tabs for each year?

Mr. Mumuni responded that this change can be done.

Ms. Siodmok commented that this would be great to send out to the public but could cause confusion on the hay/pasture category.

Ms. Barrar added that this is great macro data.

Ms. Siodmok commented that maybe this can be used for a broader picture.

Mr. Crews added that the land cover transition matrix seems to have less categories and more depth.

[County Land Cover Analysis Link](#)

CMP

Mr. Mumuni then presented the item for the CMP.

Ms. Siodmok asked what is going to inform decisions made for CMAQ funds to see how they shorten trips or resolve occupancy?

Mr. Mumuni responded that it will not be directly used for CMAQ, but it can provide information needed by project applicants to be able to know this is the location of congestion in the region. Mr. Mumuni added that these are potential strategies that we can use to address that condition and we can select from those strategies.

Ms. Siodmok asked Mr. Mumuni if he can explain what CMP means for the new members to the TAC? Mr. Mumuni responded that CMP is the Congestion management process, and it's a plan or a process that outlines what locations in the region are congested and it uses measures such as the

travel time index, performance measures such as planning time index, buffer time index. Mr. Mumuni explained that these indexes are used as a proxy to look at demand and supply of the infrastructure. Mr. Mumuni added that this helps show whether we are underutilizing or overutilizing capacity. Mr. Mumuni added that by using travel time you are supposed to get there in 10 minutes, but you are getting there in 15 minutes and that creates a problem. Mr. Mumuni added that these are some of the performance measures that I used to be able to understand generally what is going on in the region as far as conditions are concerned. Mr. Mumuni continued to explain that the Federal Highway Administration (FHWA) has a guidebook that provides all strategies that are needed to follow to be able to eliminate the congested locations that have been identified and then also evaluate all the strategies that are recommended, seeing which one is best for the location.

Mr. Bassett commented that the congestion has gotten worse and then asked if staff is looking at the trends.

Mr. Mumuni answered that he has looked at the trends, and this was shared at the last TAC meeting. Mr. Mumuni added that this link will be in the minutes as well.

Ms. Siodmok asked that even though this an information item, what are next steps, what do you need from the TAC?

Mr. Mumuni answered that staff will continue to build on the data to make sure that we have the chapter as exhaustive and touching on all the aspects of CMP studies that we want to touch on and in due time staff will share the draft copies of the chapters with TAC. Mr. Mumuni added that staff will seek TAC's review and comments before the CMP is finalized. Mr. Mumuni added that this was originally a task for the consultant, but due to budget restraints this will be done internally and by doing so it is saving us about \$50,000.

Chair Baldwin commented that Prince George County has been installing several roundabouts and there are plans to install more. Chair Baldwin asked if anybody's ever done any sort of pre traffic/post traffic condition once they are installed? Chair Baldwin added that for example there is one proposed at Prince George and Middle Rd. Chair Baldwin added that there is going to be a temporary traffic signal put up and there is concern that public is going to want the signal to stay instead of the roundabout getting installed. Chair Baldwin added that this has led to discussion about whether anybody's looking at if installing roundabouts is having the desired effect.

Mr. Ryan commented that this information would be nice to have if a locality is proposing a roundabout.

Chair Baldwin commented that this is something to look into as the region builds more of the roundabouts and they become more of a standard approach to this traffic. Chair Baldwin added that we think it is helping and added he has noticed the difference of not having to wait forever to get out. Chair Baldwin added that the addition of roundabouts at a few of the gates at Fort Lee seemed to really help. Chair Baldwin added that as traffic in the region increases there will be conflict. Chair Baldwin added about school traffic and Fort Lee traffic coming out and then getting the roundabout and it seems so really help reduce time. Chair Baldwin continued that it would be nice to be able to have data to then assess as the region proposes more roundabouts. Chair Baldwin added that this could be helpful for public relations to talk about the end result. Chair Baldwin added that there should be enough data out there to look into this and to help show how they are working in the region.

Mr. Ryan introduced Andrew Barnes, the new Public Works Director for the City of Colonial Heights, to the TAC.

Ms. Siodmok asked if the email went out for the STBG/CMAQ applications?

Mr. Mumuni explained that the form is on the website.

Ms. Siodmok asked if the application links can be sent out to the TAC?

Chair Baldwin read the date of the next meeting and clarified that the date is January 2, 2026, not January 3 as printed on the agenda.

Ms. Siodmok asked if the meeting date and time needed to be changed?

There was no other discussion.

15. Adjournment

Chair Baldwin adjourned the meeting at 11:15 am.

Draft FY26 TCAMPO UPWP Amendment

Justification:

In FY25, TCAMPO was awarded \$80,000 in Complete Streets “Local/State match” waver for Section 5303 from FTA (under the March 10, 2023, waiver memo from FTA (Complete Street 3A)) for FY25. This funding was used for work on the TCAMPO’s Multimodal Mobility Plan that was adopted in June of 2025. Since the completion of the Multimodal Mobility Plan, there was a surplus of \$9,905.49. TCAMPO staff propose to use the surplus of Complete Streets funding towards consultant work for PLAN2050 under Task 3: Long-Range and Short-Range Planning.

Under Section 11206(c) of the Bipartisan Infrastructure Law, Complete Streets planning activities include regional and megaregional, multi-jurisdictional planning to address travel demand through alternatives to new highway capacity, such as intercity passenger rail, supporting PLAN2050’s vision of a safe, equitable, and efficient multimodal transportation system that advances economic prosperity and quality of life.

The tables below show the proposed amendments to the UPWP:

Table 8: Task 3 Long-Range and Short-Range Planning Budget

Old:

Table 8: Task 3 Long Range and Short-Range Planning Budget

UPWP Fund	Fed	State	Local	Total
PL 104	\$164,473	\$20,559	\$20,559	205,591
FTA Sec 5303	\$76,871	\$9,609	\$9,609	96,088
RSTP Supplement	\$36,000	\$9,000		45,000
TOTAL	\$277,344	\$39,168	\$30,168	346,680

New:

Table 8: Task 3 (Long-Range and Short-Range Planning Budget)

UPWP Fund	Fed	State	Local	Total
PL 104	\$164,473	\$20,559	\$20,559	205,591
FTA Sec 5303	\$74,472	\$8,071	\$8,071	90,614
RSTP Supplement	\$36,000	\$9,000		45,000
TOTAL	\$274,945	\$37,630	\$28,630	341,205

Table 10: Complete FY26 UPWP Budget

Old:

Table 10: Complete FY26 UPWP Budget

UPWP TASK	PL 104				FTA Sec 5303				RSTP Supplement				TOTAL			
	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Task 1 - Administration	\$169,233	\$21,154	\$21,154	\$211,541	\$42,203	\$5,275	\$5,275	\$52,754	\$0	\$0	\$0	\$0	\$211,436	\$26,429	\$26,429	\$264,294
Task 2 - Programming	\$66,838	\$8,355	\$8,355	\$83,548	\$13,776	\$1,722	\$1,722	\$17,220	\$0	\$0	\$0	\$0	\$80,614	\$10,077	\$10,077	\$100,767
Task 3 - Long and Short Range Planning	\$164,473	\$20,559	\$20,559	\$205,591	\$76,871	\$9,609	\$9,609	\$96,088	\$36,000	\$9,000	\$0	\$45,000	\$277,344	\$39,168	\$30,168	\$346,680
Task 4 - Surveillance and Performance Measures	\$66,838	\$8,355	\$8,355	\$83,548	\$13,776	\$1,722	\$1,722	\$17,220	\$0	\$0	\$0	\$0	\$80,614	\$10,077	\$10,077	\$100,767
Task 5 - Special Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$467,382	\$58,423	\$58,423	\$584,228	\$146,625	\$18,328	\$18,328	\$183,281	\$36,000	\$9,000	\$0	\$45,000	\$650,007	\$85,751	\$76,751	\$812,509

New:

TABLE 10 FY26 UPWP BUDGET

UPWP TASK	PL 104				FTA Sec 5303				RSTP Supplement				TOTAL			
	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Task 1 - Administration	\$169,233	\$21,154	\$21,154	\$211,541	\$42,203	\$5,275	\$5,275	\$52,754	\$0	\$0	\$0	\$0	\$211,436	\$26,429	\$26,429	\$264,294
Task 2 - Programming	\$66,838	\$8,355	\$8,355	\$83,548	\$13,776	\$1,722	\$1,722	\$17,220	\$0	\$0	\$0	\$0	\$80,614	\$10,077	\$10,077	\$100,767
Task 3 - Long and Short Range Planning	\$164,473	\$20,559	\$20,559	\$205,591	\$74,472	\$8,071	\$8,071	\$90,614	\$36,000	\$9,000	\$0	\$45,000	\$274,945	\$37,630	\$28,630	\$341,205
Task 4 - Surveillance and Performance Measures	\$66,838	\$8,355	\$8,355	\$83,548	\$13,776	\$1,722	\$1,722	\$17,220	\$0	\$0	\$0	\$0	\$80,614	\$10,077	\$10,077	\$100,767
Task 5 - Special Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$467,382	\$58,423	\$58,423	\$584,228	144,226	16,790	16,790	\$177,807	\$36,000	\$9,000	\$0	\$45,000	\$647,608	\$84,213	\$75,213	\$807,035

Table 11: FY26 PL, STBG, and Sec 5303 Allocations and FY24/FY25 Carryover

Old:

Table 11: FY26 PL, STBG, and Sec 5303 Allocations and FY24/FY25 Carryover Funds

	Federal	State	Local	Total
FY24 Carryover Highway (PL)	\$51,975	\$6,497	\$6,497	\$64,968.75
FY25 Direct Carryover to FY26 (PL)	\$120,000	\$15,000	\$15,000	\$150,000
FY 26 Highway (PL) (est.)	\$295,407	\$36,926	\$36,926	\$369,259
FY26 PL Total	\$467,382	\$58,423	\$58,423	\$584,228
FY26 STBG	\$40,500	\$4,500	\$0	\$45,000
FY 25 FTA (Sec 5303)	\$13,132	\$1,642	\$1,642	\$16,415
FY 26 FTA (5303)	\$133,493	\$16,687	\$16,687	\$166,866
Sec 5303 total	\$146,625	\$18,328	\$18,328	\$183,281
Grand Total for FY26 UPWP	\$654,507	\$81,251	\$76,751	\$812,509

New:

TABLE 11 Initial Worksheet for FY26 UPWP				
	Federal	State	Local	Total
FY24 Carryover Highway (PL)	\$51,975	\$6,497	\$6,497	\$64,968.75
FY25 Direct Carryover to FY26 (PL)	\$120,000	\$15,000	\$15,000	\$150,000
FY 26 Highway (PL) (est.)	\$295,407	\$36,926	\$36,926	\$369,259
FY26 PL Total	\$467,382	\$58,423	\$58,423	\$584,228
FY26 STBG	\$40,500	\$4,500	\$0	\$45,000
FY 25 FTA (Sec 5303)	\$828	\$104	\$104	\$1,035.09
FY 25 FTA (Sec 5303) - Non-Match	\$9,905			\$9,905
FY 26 FTA (5303)	\$133,493	\$16,687	\$16,687	\$166,866
Sec 5303 total	\$144,227	\$16,790	\$16,790	\$177,807
Grand Total for FY26 UPWP	\$652,109	\$79,713	\$75,213	\$807,035

Tri-Cities MPO

Primary Projects

UPC NO	T30829	SCOPE	Other			
SYSTEM	Primary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	RTE 10/ENON CHURCH ROAD INTERSECTION IMPROVEMENT STUDY			ADMIN BY	VDOT	
DESCRIPTION	FROM: Enon Church Road TO: East Hundred Road (0.0100 MI)					
PROGRAM NOTE	TIP AMD - add \$40,000 (RSTP) FFY26					
ROUTE/STREET	RTE 10/ENON CHURCH ROAD (0010)			TOTAL COST	\$50,000	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP	\$10,000	\$0	\$0	\$40,000	\$0

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.

01/29/2026

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 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%	-2.28%
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	22
Fatality Rate	0.910
Serious Injuries	207
Serious Injury Rate	9.290
Non-Motorized Fatalities and Serious Injuries	15

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 808-861-1666.

Respectfully,

ZAKARI MUMUNI

1964 Wakefield Str., Petersburg, VA 23805

Appendix A – STBG/RSTP Scoring Methodology Corrections (1.23.2026)**Table 9: Economic Development Performance Measure Weights**

Old:

Table : 9 Economic Development Performance Measure Weights

Performance Measure (PM)	PM Weight
E1. Sensitive Features	100%
Total	100%

Corrected:

Table 9: Economic Development Performance Measure Weights

Performance Measure (PM)	PM Weight
ED1. Job Growth	60%
ED2. Access to Freight Jobs	20%
ED3. Proximity to Activity Centers	20%
Total	100%

Table 13: Mobility and Congestion Performance Measure Weights

Old:

Table 13: Mobility and Congestion Performance Measure Weights

Performance Measure (PM)	PM Weight
S.1. Crash Frequency	50%
S.2. Crash Rate	50%
Total	100%

Corrected:

Table 13: Mobility and Congestion Performance Measure Weights

Performance Measure (PM)	PM Weight
M1. Walk Score and Bike Score	50%
M2. Congestion	50%
Total	100%

Table 18: Economic Development Performance Measure Weights

Old:

Table 18: Economic Development Performance Measure Weights

Performance Measure (PM)	PM Weight
ED1. Job Growth (2017-2050)	60%
ED2. Freight Jobs	20%
ED3. Activity Centers	20%
Total	100%

Corrected:

Table 18: Economic Development Performance Measure Weights

Performance Measure (PM)	PM Weight
ED1. Job Growth	60%
ED2. Access to Freight Jobs	20%
ED3. Proximity to Activity Centers	20%
Total	100%

Attachment 6

FY27-32 STBG/CMAQ Project Applications						
No.	Locality	Project_Description	Project_Type	Type	Cost	Request
1	Chesterfield	Route 1 (Harrowgate Rd - Jackson St) Sidewalk	Bike/Ped	Both	\$1,530,000	\$1,530,000
2	Chesterfield	Woodpecker Road (Southlawn Ave - J Mitchell Jones Dr) Sidewalk	Bike/Ped	Both	\$2,381,547	\$2,381,547
3	Chesterfield	Woodpecker Road / Bradley Bridge Road Roundabout	Roundabout	Both	\$10,056,184	\$4,000,000
4	Colonial Heights	Conduit Road Sidewalks Phase I	Bike/Ped	Both	\$1,847,951	\$1,847,951
5	Dinwiddie	Merge/Turn Lane Extension to Albemarle St. Northbound Route 1 & I-85 Exit 63B	Roadway	STBG	\$4,892,088	\$4,892,088
6	Hopewell	Cedar Level Rd. Southern Segment	Bike/Ped	CMAQ	\$17,000,000	?

Attachment 7

Richmond and Tri- Cities FY 27-30 TIP and 2045 LRTP Conformity Schedule

Date	Task
February 12 th , 2026	TCAMPO authorizes the TAC to approve the fiscally constrained FY27-30 TIP and 2045 project list for conformity
March 5 th , 2026	RRTPO approves fiscally constrained FY27-30 TIP and 2045 LRTP project list for conformity and authorizes the TAC to approve conformity determination for public review
March 6 th , 2026	TCAMPO TAC approves the FY27-30 and 2045 Conformity project list on behalf of the MPO
March 10th, 2026	Interagency Consultation Group (ICG) Meeting on FY27-30 TIP and 2045 LRTP at RRPDC * virtual meeting
March 10 th , 2026	RRTPO TAC approves draft conformity report for public review (following the ICG meeting) * virtual meeting
March 12 th , 2026	TCAMPO approves draft conformity report for public review
March 13 th – April 12 th , 2026	30-day public comment period on draft conformity report (coincides with public comment period on the FY27-30 TIP and 2045 LRTP)
April 13-17 th , 2026	VDOT/RRPDC staff review and address public comments (if necessary)
April 23 rd , 2026	RRTPO approves conformity report for submittal to FHWA
May 7 th , 2026	TCAMPO approves conformity report for submittal to FHWA
May 8 th , 2026	VDOT submits e-copy of conformity analysis to FHWA; 45-day federal review period begins
June 22nd, 2026	Federal Conformity Determination received

Attachment 8

Richmond Interagency Consultation Group Members Agency	Designated Staff	E-mail address
<i>MPO Members</i>		
Charles City County	Sheri Adams,	
Chesterfield County	J.J. Banuelos	banuelosj@chesterfield.gov
City of Colonial Heights	Matt Ryan	ryanm@colonialheightsva.gov
City of Hopewell	Josh Sementelli	jsementelli@hopewellva.gov
City of Petersburg	Jared Crews	jcrews@petersburg-va.org
City of Richmond	Dironna Clark	dironna.clarke@richmondgov.com
Hanover County	Joe Vidunas	jevidunas@hanovercounty.gov
Henrico County	Sharon Smidler	SMI20@henrico.us
Prince George County	Robert Baldwin	rbaldwin@princegeorgecountyva.gov
Town of Ashland	Nora Amos	namos@town.ashland.va.us
<i>Regional</i>		
Crater Planning District Commission	Zak Mumuni	zmumuni@craterpdc.org
Greater Richmond Transit Company	Patricia Robinson	
Petersburg Transit	Darius Mason	dmason@petersburg-va.org
Ridefinders	John O'Keefe	john.okeefe@ridefinders.com
Richmond Regional Planning District	Myles Busching	mbusching@planva.org
<i>State</i>		
Dept. of Environmental Quality*	Sonya Lewis-Cheatham	sonya.lewis-cheatham@deq.virginia.gov
Dept. of Transportation – Environmental	Jim Ponticello	jim.ponticello@vdot.virginia.gov
Dept. of Rail & Public Transportation	Wood Hudson	wood.hudson@drpt.virginia.gov
<i>Federal</i>		
Environmental Protection Agency	Gregory Becoat	becoat.gregory@epa.gov
Federal Highway Administration	Amand Heath	amanda.heath@dot.gov
Federal Transit Administration	Kathleen Zubrzycki	kathleen.zubrzycki@dot.gov

Table 1: 2045 CLRP Projects

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
1	Tri-Cities	Chesterfield	101028	RTE 600 - ROUNDABOUT	Intersection Improvements
2	Tri-Cities	Chesterfield	112660	N. ENON CHURCH ROAD WIDENING	Widen 2L to 4L
3	Tri-Cities	Chesterfield		EAST-WEST FREEWAY (2 LANES)	New Road
4	Tri-Cities	Chesterfield		WOODS EDGE RD WIDENING	Widen 2L to 4L
5	Tri-Cities	Colonial Heights	85623	I95/TEMPLE AVE - INTERCHANGE IMPR (FED ID 20145, 20146)	Interchange Improvement
6	Tri-Cities	Colonial Heights	101287	DUPUY AVE - MINOR WIDENING	Add Center Turn lane
7	Tri-Cities	Colonial Heights		TEMPLE AVE - CONDUIT TO ECL WIDENING	Widen 4L to 6L
8	Tri-Cities	Hopewell	1436	Cedar Level Rd. (PE and RW)	Widen 2L to 4L
9	Tri-Cities	Hopewell	90018	Cedar Level Rd. (PE and CN)	Widen 2L to 4L
10	Tri-Cities	Hopewell		CEDAR LEVEL ROAD SOUTHERN SEGMENT	Widen 2L to 4L
11	Tri- Cities	Petersburg	117838	US ARMY PROJ FT PICKETT/DSCR/FT LEE (RW & CN)	Widen 2L to 3L

Table 2a: FY27-30 MTIP Highway Projects

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
1	Tri-Cities	Petersburg	-30760	APPOMATTOX RIVER TRAIL - GROVE AVE (SQUAW TO PETER JONES)	Facilities for Pedestrians and Bicycles
2	Tri-Cities	Petersburg	-29857	I-95 & RIVES RD - INTERCHANGE IMPROVEMENTS	Reconstruction w/o Added Capacity
3	Tri-Cities	Prince George County	-29102	#SGR25VB INTERSTATE 95 NBL OVER NS RAILWAY (STR. 21149) - DE	Bridge Rehab w/o Added Capacity
4	Tri-Cities	Colonial Heights	85623	I95/TEMPLE AVE - INTERCHANGE IMPR (FED ID 20145, 20146)	Safety
5	Tri-Cities	Colonial Heights	100501	Route 1 and Westover Avenue intersection	Safety
6	Tri-Cities	Petersburg	101039	SOUTH CRATER ROAD AREA - SIGNAL COORDINATION	Safety
7	Tri-Cities	Colonial Heights	101288	LAKEVIEW AVE - MINOR WIDENING	Reconstruction w/o Added Capacity
8	Tri-Cities	Prince George County	104697	RTE 36 - IMPROVEMENTS AT FT. LEE ENTRANCE	Reconstruction w/o Added Capacity
9	Tri-Cities	Colonial Heights	106188	NORTH ES - SIDEWALKS	Facilities for Pedestrians and Bicycles
10	Tri-Cities	Colonial Heights	107533	TAP - APPOMATTOX RIVER TRAIL - Phase 5	Facilities for Pedestrians and Bicycles
11	Tri-Cities	Prince George County	107926	RTE 36 - IMPROVEMENT AT FT LEE ENTRANCE	Reconstruction w/o Added Capacity
12	Tri-Cities	Chesterfield County	108887	#SMART18 - HARROWGATE ROAD/COUGAR TRAIL - PEDESTRIAN IMPROVE	Safety
13	Tri-Cities	Chesterfield County	109229	LAKEVIEW RD AND BRANDERS BRIDGE RD INTERSECTION IMPROVEMENTS	Safety
14	Tri-Cities	Dinwiddie County	109230	ROUTE 670 (DUNCAN ROAD) CURVE REALIGNMENT	Safety
15	Tri-Cities	Colonial Heights	109264	TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT	Safety
16	Tri-Cities	Hopewell	109265	ASHLAND STREET IMPROVEMENTS - PHASE I	New Construction Roadway

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
17	Tri-Cities	Hopewell	110840	RTE 156 - INTERSECTION IMPROVEMENTS AT BERRY ST	Safety
18	Tri-Cities	Hopewell	110842	SOUTH MESA DR - IMPROVE PEDESTRIAN ACCOMMODATIONS	Safety
19	Tri-Cities	Hopewell	110846	RTE 156 - INTERSECTION IMPROVEMENTS	Safety
20	Tri-Cities	Prince George County	111635	#SMART18 - RT 106 & RT 630 INTERSECTION SAFETY PROJECT	Safety
21	Tri-Cities	Prince George County	111704	ROUNDBOUT AT MIDDLE RD & JEFFERSON PARK RD	Reconstruction w/o Added Capacity
22	Tri-Cities	Petersburg	113386	#SGR19VB - BR DECK REPLACMENT SB I-95 OVER RT 301 & EB 460	Bridge Rehab w/o Added Capacity
23	Tri-Cities	Petersburg	113390	#SGR19VB - REPLACE SUPERSTRUCTURE FORT LEE ROAD OVER I-85	Bridge Rehab w/o Added Capacity
24	Tri-Cities	Petersburg	113481	#SGR19LB - Sycamore St over Lieutenant Run - Rehab culvert	Bridge Rehab w/o Added Capacity
25	Tri-Cities	Dinwiddie County	115407	#SMART20 - Route 600/ Route 601 Roundabout	Safety
26	Tri-Cities	Prince George County	115413	#SMART20 - Intersection Improvements at Route 460 & Queen St	Safety
27	Tri-Cities	Chesterfield County	115783	Rivermont Road Sidewalk	Facilities for Pedestrians and Bicycles
28	Tri-Cities	Prince George County	116961	#SGR21VP F21 SGR Plant Mix Interstate PM4S-964-F21	Resurfacing
29	Tri-Cities	Petersburg	117838	US ARMY PROJ FT PICKETT/DSCR/FT LEE -- RICHMOND	Reconstruction w/ Added Capacity
30	Tri-Cities	Colonial Heights	118071	Colonial Heights High School Sidewalks	Safety
31	Tri-Cities	Petersburg	118949	Appomattox River Trail (ART) - Western Extension	Facilities for Pedestrians and Bicycles
32	Tri-Cities	Chesterfield County	118951	Enon Church Road at Bermuda Orchard Road - Ped Improvements	Facilities for Pedestrians and Bicycles

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
33	Tri-Cities	Chesterfield County	118966	#FLT - Dupuy Road to Westover Avenue	Facilities for Pedestrians and Bicycles
34	Tri-Cities	Petersburg	120439	#OTHERINT - I-85 - SIGNS AND MARKINGS US 1	Other
35	Tri-Cities	Colonial Heights	120440	#I95CIP - I-95 SB - EXIT 53 - EXTEND ACCELERATION LANE	Safety
36	Tri-Cities	Prince George County	120458	#OTHERINT - I-85 - CMS	Safety
37	Tri-Cities	Petersburg	121278	#SGR23LP - US Route 460 Business (Winfield Road)	Resurfacing
38	Tri-Cities	Petersburg	121279	#SGR23LP - S Crater Rd	Resurfacing
39	Tri-Cities	Petersburg	121280	#SGR23LP - S Sycamore St	Resurfacing
40	Tri-Cities	Petersburg	121281	#SGR23LP - W WASHINGTON STREET	Resurfacing
41	Tri-Cities	Colonial Heights	121409	#FLT (W. WESTOVER - FAIRFAX)	Facilities for Pedestrians and Bicycles
42	Tri-Cities	Chesterfield County	121417	#SMART24 - APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR	Facilities for Pedestrians and Bicycles
43	Tri-Cities	Colonial Heights	121680	#SGR23LP - Us Hwy 1	Resurfacing
44	Tri-Cities	Hopewell	122203	#SMART24 - W RANDOLPH ROAD SHARED USE PATH	Facilities for Pedestrians and Bicycles
45	Tri-Cities	Petersburg	122214	#BF - RICHMOND YEAR 1 DECK & SUPERSTRUCTURE - STR 21167	Bridge Rehab w/o Added Capacity
46	Tri-Cities	Colonial Heights	122282	SRTS PHASE III MIDDLE SCHOOL SIDEWALKS	Safety
47	Tri-Cities	Hopewell	123291	COURTHOUSE ROAD PEDESTRIAN IMPROVEMENTS	Safety
48	Tri-Cities	Petersburg	123580	#SMART24 - ART OLD TOWNE PETERSBURG (GROVE AVE TO RIVER RD)	Facilities for Pedestrians and Bicycles
49	Tri-Cities	Petersburg	123581	#SMART24 - FLT/ART TRAILHEAD/PARKING LOT	Facilities for Pedestrians and Bicycles
50	Tri-Cities	Prince George County	123762	#SMART24 - ROUNDABOUT AT MIDDLE RD AND PRINCE GEORGE DRIVE	Safety

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
51	Tri-Cities	Chesterfield County	124274	ENON CHURCH RD (DODD PARK-RIVERVIEW DR) BIKE/PED IMPROVEMENT	Safety
52	Tri-Cities	Chesterfield County	124337	RIVER ROAD (BRICKHOUSE DR - LIBRARY) TRAIL	Safety
53	Tri-Cities	Chesterfield County	124340	RTE 1 (WHITEHOUSE RD - HARROWGATE RD)SIDEWALK/PED CROSSING	Safety
54	Tri-Cities	Petersburg	124570	#BF - RICHMOND DECK AND SUPERSTRUCTURE - #3	Bridge Replacement w/o Added Capacity
55	Tri-Cities	Petersburg	124573	#BF - RICHMOND DECK AND SUPERSTRUCTURE - #5	Bridge Rehab w/o Added Capacity
56	Tri-Cities	Colonial Heights	124601	BOULEVARD MODERNIZATION (TEMPLE AVE TO ESSEX ROAD)	Safety
57	Tri-Cities	Chesterfield County	124677	#SGR23VB - RTE 746 ENON CHURCH RD (FED 5341) CR	Bridge Replacement w/o Added Capacity
58	Tri-Cities	Petersburg	124714	#SMART24 - ART RT1 TO COLONIAL HEIGHTS AND I-95	Facilities for Pedestrians and Bicycles
59	Tri-Cities	Colonial Heights	124715	#SMART24 - APPOMATTOX RIVER GREENWAY TRAIL PHASE 6	Facilities for Pedestrians and Bicycles
60	Tri-Cities	Chesterfield County	125348	WOODS EDGE RD/RTE 1 PEDESTRIAN CROSSING	Facilities for Pedestrians and Bicycles
61	Tri-Cities	Hopewell	125653	RT 36/OAKLAWN BLVD SIGNALIZATION IMPROVEMENTS	Safety
62	Tri-Cities	Colonial Heights	126141	I-95-B EXIT 53 EV CHARGING STATION INSTALLATION	Other
63	Tri-Cities	Dinwiddie County	126143	I-85-B EXIT 61 EV CHARGING STATION INSTALLATION	Other
64	Tri-Cities	Hopewell	126157	I-295-A EXIT 9 EV CHARGING STATION INSTALLATION	Other
65	Tri-Cities	Petersburg	127921	#SMART26 I-95 AT RIVES RD EXIT ROUNDABOUTS	Safety
66	Tri-Cities	Hopewell	127925	#SMART26 WINSTON CHURCHILL DRIVE CORRIDOR IMPROVEMENTS	Safety
67	Tri-Cities	Petersburg	128132	#SMART26 I-85/95 INTERCHANGE IMPROVEMENTS	Safety

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
68	NonMPO	NonMPO	111275	#SGR18VB - RT. 703 OVER VPRA ROW - BRIDGE REHABILITATION	Bridge Rehab w/o Added Capacity

Table 2b: FY27-30 MTIP Transit Projects

Project ID	MPO	Jurisdiction	UPC	Description/Facility/Location	Improvement Type
69	Tri-Cities	Petersburg Area Transit	DRPT1009	Acquisition of Accessible Vehicles	Public Transportation
70	Tri-Cities	Petersburg Area Transit	PAT0001	Revenue Vehicles- Replacement	Public Transportation
71	Tri-Cities	Petersburg Area Transit	PAT4001	Design and Construct Maintenance Facility	Public Transportation
72	Tri-Cities	Petersburg Area Transit	PAT5001	Support Vehicles- Replacement	Public Transportation
73	Tri-Cities	Petersburg Area Transit	PAT6001	ADP Hardware- Replacement	Public Transportation
74	Tri-Cities	Petersburg Area Transit	PAT7001	ADP Software	Public Transportation