

Photo: Ashland LOVE sign

RRTPO Community Transportation Advisory Committee (CTAC)

Richmond Regional Transportation Planning Organization

NOTES

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the RRTPO at **RRTPO@PlanRVA.org** if electronic transmission of this meeting fails for the public. Please refer to our **Statement Regarding Virtual Meeting Participation by Members of the Public** for more information.

Check out our complete **Public Meeting Participation Guide** online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at **Plan RVA - YouTube**.

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Teams by email to **RRTPO@PlanRVA.org**. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda.

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Where the region comes together to look ahead.

PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collaborative and Don't Trash Central Virginia.

Richmond Regional Transportation Planning Organization

rrtpo@PlanRVA.org
804.323.2033
www.PlanRVA.org
www.planrva.org/Newsletter

AGENDA
Richmond Regional Transportation Planning Organization (RRTPO)
Community Transportation Advisory Committee (CTAC) Meeting

Thursday, November 19, 2026, 12:00 pm - 1:30 pm
Call to Order: 12:15 pm
PlanRVA James River Board Room, 424 Hull Street, Suite 300,
Richmond, VA 23224 and via Teams Webinar Link.

If you wish to participate in this meeting virtually, please register through this
WEBINAR LINK

Unified Planning Work Program (UPWP) FY2027 Outreach & Engagement Purpose:
To ensure the broader public can meaningfully participate in regional planning efforts to ensure plans are centered on people and communities.

CTAC Purpose:
The Community Transportation Advisory Committee (CTAC) advises the RRTPO on issues, plans, and matters appropriate for citizen input and ensures we're connecting to and engaging with the diverse people in our region.

12:00-12:15 pm – Join your colleagues for lunch and make informal connections

12:15 pm – Meeting Call to Order: Welcome and Introductions
(Chair Erin Phelan)

A. ADMINISTRATIVE ITEMS

1. **Roll Call & Certification of a Quorum**
   (Sarah-Keel Crews, PlanRVA)

2. **Consideration of Amendments to the Agenda**
   (Chair Phelan)

3. **Approval of the September 17, 2026, CTAC Meeting Minutes** – page 4
   (Chair Phelan)
   Action Requested: a motion to approve the meeting minutes as presented.

4. **Open Public Comment**
   (Chair Phelan)

5. **CTAC Chair Report**
   (Chair Phelan, 2 min)

6. **New Vice Chair & Member Updates**
   (Chair Phelan, 2 min)

7. **At-Large Member Organizations Update**
   Hanover NAACP & OAR
   (Chair Phelan, 2 min)

8. **CTAC Field Trip Update**
   (Holly Gordon, PlanRVA, 3 min)

B. AMBASSADOR READINESS

1. **Active Transportation Network FY27 UPWP**
   (Dan Motta, PlanRVA, 12 min)
   Presentation

C. UNIFIED PLANNING WORK PROGRAM TOPIC

1. **GRTC Transit Plan**
   (Tom Bahner, 30 min)
   Presentation

D. OUTREACH NEEDS

1. **Natural Resources Plan Update**
   (Kristin Hott, PlanRVA, 10 min)
   Discussion Items: Natural Resources Plan, Barriers to Recycling

E. MEMBER SHARE

1. Tony Williams, SPAN Center
2. Andrew Bunn, City of Richmond
3. Sera Erickson, City of Richmond
4. Open Member Comments

F. LOOKING FORWARD and NEXT STEPS

1. **Next Member Share Volunteers**
   (Chair Phelan)

G. ADJOURNMENT
Next meeting: January 21, 2027, in the James River Boardroom at PlanRVA.

Richmond Regional Transportation Planning Organization

e: rrtpo@PlanRVA.org
p: 804.323.2033
w: www.PlanRVA.org

Richmond Regional Transportation Planning Organization (RRTPO) Community Transportation Advisory Committee (CTAC)

Meeting Minutes

Thursday, September 17, 12:15 p.m.
PlanRVA James River Board Room, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Teams

Members and Alternates Present (X), Virtual (V):
33 Votes, 17 for quorum

Town of Ashland	1	**New Kent County**	2	**Virginia Commonwealth University (VCU)**	1
Upton S. Martin	X	Bill Dismore	X	John D. Leonard	X
Don Root		**Powhatan County**	2	Jordan Cole (A)	X
Charles City County	1	Vacant		**VA Conservation Network (VCN)**	1
Bill Walton		**City of Richmond**	4	Fatima Kamara	
Chesterfield County	4	Andrew Bunn	X	Richard Hankins (A)	
Erin Phelan* Chair	X	Alex Brackman		**RVA Rapid Transit**	1
Rodriques Jackson		Sera Erickson	X	Chad Sanders	
Sheretta Byrd	X	James Hutzler		**NAACP, Richmond Branch**	1
Dr. Courtney Hamilton	V	**Chamber RVA**	1	James Minor	
Goochland County	2	Demas Boudreaux		Charles Willis (A)	
Robert L. Basham Jr.* Vice Chair		**League of Women Voters**	1	**Virginians for High-Speed Rail**	1
Vacant		Sarah Weisiger	X	Michael Testerman	X
Hanover County	3	Karen Rosenblum (A)		**RIC Area Bicycling Assoc.**	1
Charlie Waddell	X	**RVA Dept. of Transportation**	1	Champe M. Burnley	
Henrico County	4	Ernest Moore, Jr.	X	John Hamilton (A)	
Gordon Dixon	X			**SPAN Center**	1
Michael Wiebe				Tony Williams (Missi Boyer)	X

The technology used for the RRTPO CTAC meeting was a web-hosted service created by Teamsand YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our Plan RVA YouTube Channel.

A. ADMINISTRATIVE ITEMS

Chair Erin Phelan called the meeting to order at 12:21 p.m. Sarah-Keel Crews, PlanRVA, called the role and certified a physical quorum. There were no amendments to the agenda, so Chair Phelan moved on to the approval of the May and July minutes. Charlie Waddell, Hanover County, requested to break up the motions, as he was not present for the May meeting. With the request granted, Andrew Bunn, City of Richmond, made a motion to approve the May 21, 2026, meeting minutes. The motion was seconded by Upton Martin of Ashland. All voted in favor except for Mr. Waddell, who abstained. The motion still carried. Then, on a motion by Mr. Waddell, seconded by Mr. Bunn, all voted in favor to approve the July 23rd meeting minutes.

Chair Phelan then opened the public comment period. There was no one in-person to give public comments, and no comments had been received online, so she closed the comment period. She did, however, take a moment to thank Reverend Moore for connecting the group with the transit workshop held the previous month. Although she was initially hesitant because she was unsure what to expect and concerned about the five-hour time commitment, she found the workshop highly informative and worthwhile. Chair Phelan noted that the lessons learned could be applied not only in Richmond but across each participant's respective locality, and she expressed her appreciation to Reverend Moore for the opportunity.

Chair Phelan reported that she did not have a formal chair's report and turned the meeting over to Holly Gordon, PlanRVA, for administrative updates. Ms. Gordon noted that, at the most recent RRTPO Board meeting—where the LRTP 2050 was approved—federal certification representatives also presented the results of the RRTPO's regular certification review. PlanRVA and the RRTPO received five commendations, including a commendation for public involvement efforts. The review specifically recognized the public meeting participation guide, positive public feedback regarding the RRTPO's engagement efforts, and comments received from participants at the CTAC lunch and public evening meeting. Ms. Gordon emphasized that public engagement is a challenging area for metropolitan planning organizations and thanked the group for its role in helping PlanRVA perform strongly in the review.

Members congratulated the staff and acknowledged that the recognition reflected the efforts of the team, including staff and community participants. Ms. Crews also reported that the federal certification report had officially been received the previous day, formally concluding the certification process. Ms. Gordon said that follow-up communications would include links to the meeting recording, the commendation section, and the RRTPO presentation materials so participants could review them. The meeting then moved to the next agenda item concerning endorsement of an at-large member organization.

At-Large Member Organization Endorsement

The committee considered a recommendation to fill two vacant at-large organizational seats on CTAC. The recommendation had been reviewed previously in July but could not be acted on at that time because a physical quorum was not present. Members were asked to vote on forwarding the recommendation to the Policy Board for final consideration at its November meeting. It was explained that CTAC has 12 organizational seats in total, with two currently unfilled positions.

A motion was made by Charlie Waddell to approve the recommendation for the open organizational seats. In support of the recommendation, a member spoke positively about the Hanover NAACP, citing the organization's leadership, community activism, transportation knowledge, and broad neighborhood connections as valuable assets to CTAC. Questions were also raised about a reference in the memorandum to tribal representation. Staff clarified that PlanRVA has been in conversation with a tribal organization within the region's footprint, but the organization was unable to participate at this time because of capacity constraints. Staff emphasized that the committee continues to seek perspectives that may be underrepresented, including those of formerly incarcerated individuals, people with disabilities, and other community groups.

Staff confirmed that the organizations being recommended, including OAR, had been contacted directly and had expressed interest and capacity to participate. Members noted that previous suggestions from CTAC had been taken seriously and that the recommended organizations were selected through outreach and consideration of their willingness and ability to serve. After this interim discussion, the motion received a second from Andrew Bunn. All voted in favor via voice vote, and the motion carried. Staff wrapped up the agenda item by noting that they have engaged with several other potential organizations and welcomed additional suggestions from members for future vacancies.

PQUAD Focus Group Feedback

Ms. Gordon provided an update on the PQuad project prioritization process and summarized feedback from the committee's prior small-group activity. The PQuad effort is intended to improve how transportation project funding decisions are explained to the public and how the public is engaged in those decisions. Committee members had reviewed sample focus group questions provided by the project funder and discussed how the questions could be improved. Key feedback included the need to clearly communicate when and how the public can participate, including providing clear calendars, timelines, and event information. Ms. Gordon noted that PlanRVA's updated engagement website has helped improve this clarity. Members also raised concerns that people may overstate their understanding of transportation topics because they do not want to appear uninformed, reinforcing the importance of carefully designing questions and selecting appropriate settings for gathering feedback.

Ms. Gordon reported that the committee had originally been scheduled to serve as the first PQuad focus group at its November 19 meeting. However, the focus group materials are not expected to be ready by then. This adjustment does not affect the overall project schedule, but CTAC members will not participate as a focus group during the November meeting. Instead, the meeting will include an expanded discussion of active transportation planning topics, including the high-injury network update, safety targets, the bicycle and pedestrian master plan, trail network planning, and the Western Spine Corridor.

Ms. Gordon also provided an update on a potential optional field trip planned for November. Based on member interest, staff are exploring an opportunity for participants to visit a local corridor where safety improvements are underway and learn directly from local transportation planners. The date, time, and location have not yet been determined, as staff are still coordinating with localities. The outing would occur during the workday, and participation would be optional. Staff will share additional information by email once potential dates and details are available.

B. AMBASSADOR READINESS

LRTP 2050 Plan Adoption Debrief

Kristin Hott provided a briefing on the adoption of the RRTPO 2050 *Pathways to the Future* Long-Range Transportation Plan (LRTP). At the previous Thursday's TPO Board meeting, the final draft plan was presented for approval and was unanimously adopted. She noted that the presentation materials would be shared in the meeting follow-up and are also available through the PlanRVA calendar and YouTube pages, where meeting agendas, supporting documents, and recordings are posted.

Ms. Hott explained that the LRTP is updated every five years through a process that takes approximately two years to complete. The plan includes an executive summary; regional transportation issues; vision, goals, and objectives; the universe of projects; project scoring, ranking, and prioritization; a fiscally constrained plan; evaluation measures; and related dependencies. Public involvement occurs throughout the process, including opportunities to provide feedback on the plan's goals. The adopted goals—safety, sustainability, reliability, and resiliency—are used to evaluate transportation projects. The planning process identified approximately 50,000 multimodal transportation links and 857 issue corridors across the region.

The plan reflects both the need to maintain existing infrastructure and to invest in new regional projects. More than half of the approximately $32 billion anticipated over the planning period is dedicated to maintaining the existing transportation system. The fiscally constrained consensus plan includes approximately $7.9 billion in new investments and 121 projects. All active transportation projects, including bicycle and pedestrian improvements, and all bridge projects identified for the constrained plan were included. Rail projects were not reflected in that particular funding analysis because they are supported through separate funding sources. The presentation also demonstrated how funding is distributed among programmatic, local, and regional projects and how projects are categorized by travel mode.

Ms. Hott emphasized that public engagement informed the plan at every stage. Residents provided feedback through the online issue mapper, public meetings, scenario-planning activities, and other engagement opportunities. Public input helped shape the scenarios evaluated during the planning process, including preferences for transportation investments that support mode shift. The plan also considered equity by evaluating how proposed investments serve historically underserved and Title VI populations, as well as how they may address transportation needs in areas with lower levels of past investment.

During discussion, members asked how federal programs and funding sources relate to the LRTP. It was explained that the LRTP is a 25-year, fiscally constrained regional plan that identifies transportation projects expected to fit within anticipated future funding. Individual funding programs, such as CMAQ, are separate sources that may later support projects included in the plan. Shorter-term plans, including six-year and three-year

programming documents, must remain consistent with the LRTP. If a new project is added to a shorter-term program, it may require an amendment to the long-range plan and associated federal review, such as air-quality conformity analysis.

Members also discussed the role of public and local input in shaping project priorities. Staff explained that the process considers community feedback alongside technical analyses of current transportation conditions, land-use patterns, projected population growth, safety needs, and future scenarios. The LRTP focuses on projects of regional significance rather than smaller maintenance needs, such as neighborhood potholes. However, highly localized concerns identified through public engagement are shared with local transportation planners for consideration in local planning processes.

The discussion also addressed differing public views on transportation improvements, including concerns about widening roads, constructing roundabouts, and preserving rural character. Staff noted that PlanRVA's role is not to advocate for a predetermined outcome, but to gather input from people with differing perspectives and provide that information to decision-makers. While public responses vary, participants observed that safety improvements often receive broad support when residents understand how a proposed project may reduce crashes or injuries. Staff emphasized that inclusive engagement and open discussion are essential to ensuring that the planning process reflects the region's diverse needs and viewpoints.

C. UNIFIED PLANNING WORK PROGRAM TOPIC

Transit Readiness Discussion

The committee began its Unified Planning Work Program discussion with a review of transit readiness and reflections on a transit planning workshop held at Main Street Station. Several CTAC members attended the approximately five-hour workshop, which was led by transit planning consultant, Jarrett Walker. The workshop included two interactive route-design exercises: one using a fictional city and another using Richmond as a real-world example. Participants worked in groups to design bus networks using maps and string to represent routes, while considering population density, travel needs, road networks, and local infrastructure constraints, including locations where buses cannot operate. Groups then compared their proposed networks and considered the tradeoffs associated with different service levels and route designs.

The presenter identified two primary takeaways from the workshop. First, transit planning should more deliberately integrate active transportation, including bicycling and pedestrian facilities. Participants noted that PlanRVA's interactive mapping tools can help identify opportunities by displaying transit routes alongside existing and proposed active transportation facilities and locations of bicycle and pedestrian crashes, injuries, and fatalities. The discussion highlighted the value of connecting transit stops to safe shared-use paths, sidewalks, bicycle infrastructure, secure bicycle parking, bicycle storage, bike-share stations, and the ability to bring bicycles on transit vehicles. Members were encouraged to examine practices from other communities that have more fully integrated transit and active transportation networks.

Second, participants emphasized that transportation conditions and travel patterns vary substantially by locality and neighborhood. Because residents have direct knowledge of local transportation barriers and needs, localized public input remains essential to effective regional planning. The presenter referenced Chesterfield County's ongoing comprehensive plan update, including its active transportation chapter, and encouraged regional participation in future engagement opportunities. The discussion underscored that transportation needs do not stop at jurisdictional boundaries and that public involvement can help shape both local and regional transportation priorities.

Michael Testerman shared additional reflections from the workshop and stressed the importance of frequent, reliable transit service. He noted that his group exchanged hourly bus routes for more frequent routes, arguing that infrequent service is unlikely to make transit a practical or attractive alternative to driving. He also observed that different participants may design a transit system differently depending on their local experiences, priorities, and perceptions of need. Mr. Testerman questioned the effectiveness of downtown circulator services and noted the challenges of introducing transit-oriented development in a region shaped by automobile-oriented growth patterns.

Mr. Testerman encouraged CTAC and regional leaders to think beyond the existing transit framework and to pursue a longer-term vision for high-capacity, multimodal transportation. He emphasized that transit must become a mode of choice, rather than solely a service for people without access to vehicles and called for stronger transit champions among public leaders. He cited examples from European cities, including Braunschweig, Germany, to illustrate a model of integrated rail, bus, pedestrian, and transit-oriented development. He also referenced a regional rail transit study completed approximately two decades earlier that identified potential opportunities for light rail in the Richmond region, including service along the Broad Street corridor. He argued that increasing density, reduced reliance on parking, and major destinations such as the Diamond District, the airport, Main Street Station, VCU, and the Medical College of Virginia may create a future need for higher-capacity transit infrastructure.

Another attendee noted that using a fictional city before applying the exercise to Richmond helped participants step back from their own experiences and consider transit planning more objectively. The attendee agreed that frequent service is critical because infrequent service requires riders to make significant adjustments to their schedules. More frequent transit service, they noted, makes it easier for people to view transit as a realistic option for regular travel.

The committee requested that Mr. Testament's presentation be included as an addendum to the meeting materials. Members also were reminded of an upcoming community event featuring Victor Dover and John Massengale, with encouragement for CTAC members to attend and continue listening to community perspectives on transportation and land-use issues. The discussion concluded with appreciation for Reverend Moore for helping connect CTAC members to the workshop opportunity.

D. OUTREACH NEEDS

Future Event Needs – CTAC News
Ms. Hott provided a brief overview of upcoming engagement opportunities and materials included in the monthly CTAC news handout. She noted that a current public engagement opportunity related to a recently added transportation project was scheduled to close the following day. She clarified that the project concerns Phase 2 of the Powhite Parkway Extension, specifically the segment from Woolridge Road to Hull Street. While the broader Powhite Parkway Extension is included in the LRTP consensus plan, this particular phase is identified in the fiscally constrained plan for the 2032–2037 period. Additional project details, including Chesterfield County's breakdown of project phases, would be included in the meeting follow-up materials.

Ms. Hott also announced that PlanRVA's draft Natural Resources Plan is expected to be available for public review and comment in November. The plan will address water quality, habitat, flood resilience, working lands, agriculture, and actions residents and communities can take. She highlighted an interactive story map that allows users to explore the plan's key subject areas. Ms. Hott explained that sharing this information with CTAC members supports their role as public-engagement ambassadors, enabling them to inform neighborhood associations, colleagues, and other community contacts about current and upcoming opportunities to participate.

The handout also listed recent and upcoming outreach events. Ms. Hott highlighted opportunities for CTAC members to attend, shadow staff, or assist with engagement activities, including a full-day booth at the Chickahominy Powwow on the 26th and participation in the Map Talk series. Events marked as tentative have not yet been confirmed. The materials also included partner events that may be of interest to members, including the Dover-Massengale lecture, an event featuring Andy Bynum at Gallery5, and VDOT's Richmond-region meeting on the Six-Year Improvement Program, scheduled in Colonial Heights on September 30 at 2:00 p.m. Public comments for the VDOT meeting could also be submitted by email.

Ms. Hott encouraged members to follow PlanRVA through its social media channels and noted information about the Weaver Awards. She also shared an invitation from the national organization Weave: The Social Fabric Project to participate in a shared reading of David Brooks's book during October and November. While PlanRVA is not sponsoring a book club, members were invited to register if interested, including in the possibility of forming a local discussion group.

E. MEMBER SHARE

Jordan Cole and Sera Erickson from VCU shared reflections from the Association for Commuter Transportation (ACT) conference, which they attended in July. Mr. Cole described a presentation by the Houston metropolitan planning organization on its transportation planning for the FIFA World Cup, during which Houston also managed Major League Baseball games and other local events. The presentation focused on how

the region used transportation demand management strategies and alternative transportation options to accommodate high travel demand during overlapping events.

Houston's approach included advance community outreach, information on carpooling and vanpooling options, transit-route resources, and trip-planning tools to help travelers adjust their travel behavior and plan additional time for non-driving trips. Mr. Cole noted that the region also sought to sustain the momentum created by the event by encouraging continued use of transit, active transportation, and other alternatives to single-occupancy vehicle travel after the World Cup concluded. Although Houston did not yet have long-term data on whether these travel changes would persist, presenters were encouraged by the number of people who used alternatives to driving during the event. Mr. Cole connected this effort to Virginia's Try Transit Week and broader transportation demand management initiatives, noting the value of using major events to introduce and normalize more sustainable travel choices.

Ms. Erickson added that the conference provided a useful view of the operational side of commuter transportation support programs, including RideFinders. She encouraged members to use RideFinders to track trips made by transit, walking, bicycling, carpooling, or other non-driving modes. She also noted that September was Try Transit Month and that incentives were available during Try Transit Week for logging non-driving trips through the ConnectingVA app.

During open member comments, a member suggested inviting VDOT to provide a future presentation on its Smart Road and related transportation technology work, including autonomous vehicles, smart signaling, and potential applications for downtown mobility and satellite parking. Another member confirmed that the suggestion referred to the Virginia Smart Road facility at Virginia Tech and offered to help connect CTAC with the facility through an existing professional contact. The meeting then transitioned to identifying volunteers for a future member share presentation.

F. LOOKING FORWARD and NEXT STEPS

1. **Next Member Share Volunteers**
   No committee members volunteer during the meeting, but Ms. Gordon asked the group to think on it and reach out.

G. ADJOURNMENT

With no further comments from members, Chair Phelan adjourned the meeting at 1:38 p.m., noting that the next meeting would be November 19, 2026 at 12:00 p.m. in the James River Boardroom and via Teams.