

**pRichmond Regional Transportation Planning Organization  
(RRTPO)  
Community Transportation Advisory Committee (CTAC)  
Meeting Minutes**

**Thursday, January 15, 12:00 p.m.  
PlanRVA James River Board Room, 424 Hull Street, Suite 300, Richmond, VA 23224  
and via Zoom**

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

| <b>Town of Ashland</b>     |   | <b>New Kent County</b>                  |   | <b>Virginia Commonwealth University (VCU)</b> |   |
|----------------------------|---|-----------------------------------------|---|-----------------------------------------------|---|
| Upton S. Martin            | x | Bill Dismore                            | V | John D. Leonard                               | x |
| Don Root (A)               | x | <b>Powhatan County</b>                  |   | Jordan Cole (A)                               | x |
| <b>Charles City County</b> |   | Vacant                                  |   | <b>VA Conservation Network (VCN)</b>          |   |
| Bill Walton                | x | <b>City of Richmond</b>                 |   | Fatima Kamara                                 |   |
| <b>Chesterfield County</b> |   | Andrew Bunn                             | x | Richard Hankins (A)                           |   |
| Phillip Plymale            | x | Alex Brackman (A)                       |   | <b>RVA Rapid Transit</b>                      |   |
| Herbert A. Richwine        |   | Sera Erickson                           |   | Chad Sanders                                  |   |
| Gonzalo Aida (A)           |   | James Hutzler                           | x | <b>NAACP, Richmond Branch</b>                 |   |
| Erin Phelan (A)            | x | <b>Chamber RVA</b>                      |   | James Minor                                   |   |
| <b>Goochland County</b>    |   | Demas Boudreaux                         | x | Charles Willis (A)                            |   |
| Robert L. Basham Jr.       |   | <b>League of Women Voters</b>           |   | <b>Virginians for High-Speed Rail</b>         |   |
| <b>Hanover County</b>      |   | Sarah Weisiger                          | x | Michael Testerman                             | x |
| Charlie Waddell            | x | Karen Rosenblum (A)                     |   | <b>RIC Area Bicycling Assoc.</b>              |   |
| <b>Henrico County</b>      |   | <b>Equitable Transit &amp; Mobility</b> |   | Champe M. Burnley                             | x |
| Gordon Dixon, Chair        | x | Ernest, Moore, Jr.                      | x | John Hamilton (A)                             |   |
| Michael Wiebe (A)          | x |                                         |   | <b>SPAN Center</b>                            |   |
|                            |   |                                         |   | Tony Williams                                 | x |

*The technology used for the RRTPO CTAC meeting was a web-hosted service created by Zoom and 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. ADMINISTRATION**

CTAC Chair Gordon Dixon called the meeting to order at 12:21pm, following a new opportunity for folks to network during a brief lunch. John Leonard had suggested organizing a social event prior to the official meeting, which turned into a "lunch and learn" session that started about 15-20 minutes after the gathering. The aim was to foster casual conversation among attendees to learn more about each other, not necessarily focusing on transportation topics. Prompt questions were prepared by the staff in case discussions stalled, demonstrating their forward-thinking approach.

Attendees were encouraged to engage by discussing what they hoped to see more of in 2026, such as changes in weather. Mr. Dixon thanked the group, highlighting the use of a digital platform where participants could submit responses via a QR code, contributing to a word cloud and moving to subsequent slides with general prompts about community interests and CTAC priorities. The atmosphere was enhanced with background music to prevent the room from feeling too quiet, encouraging mingling and conversation. Members met new colleagues in person for the first time, reflecting the event's social success.

Once the meeting was officially called to order, Sarah-Keel Crews took roll and certified that a quorum was present. Chair Dixon then adjusted the agenda slightly, as a presenter had a timing conflict.

James Hutzler then gave a brief overview of his work with the General Assembly. In his role with the Virginia Association of Counties and as a representative for Richmond on the CTAC, James Hutzler addressed attendees about the ongoing filing of bills, expecting around 3,000 this year. He noted the Democratic majorities in the House and Senate were leveraging their power to push a broad legislative agenda.

Highlighting a significant turnover, 53 new delegates in the General Assembly had served four or fewer years, underscoring the need for outreach and education on regional transportation authorities.

Hutzler emphasized the tight state budget, constrained by mandatory spending on programs like Medicare and K-12 re-benchmarking, despite a surplus. He discussed transit funding and speed camera legislation, referencing the SJ28 study's recommendation for \$400 million in funding for Northern Virginia's public transit by FY28. Multiple bills aimed to address these needs through various taxes, such as those on digital property and services, regional highway fees, Uber/Lyft taxes, and a retail delivery fee.

He noted the challenges of reconciling different legislative approaches and anticipated discussions in the General Assembly's money and transportation committees. The conversation also touched on regional highway use fees, particularly for high-efficiency vehicles, and their potential impact on funding.

Regarding automated enforcement, bills were in the works allowing localities to spend speed camera revenue on infrastructure. However, stricter regulations and reporting were proposed due to recent unfavorable media coverage. Hutzler briefly mentioned

HB571 and an electric vehicle bill, emphasizing ongoing legislative developments affecting transportation funding and infrastructure.

Mr. Hutzler highlighted the legislature's strong focus on transit funding this year, predicting significant allocations not just for Northern Virginia but statewide, including rural areas. There was a discussion about funding expansions for commuter rail and the Virginia Rail Passenger Association, noting that the SJ28 study addressed funding needs for the Virginia Railway Express, especially with the completion of Long Bridge around 2030. Expansion plans include more rail lines from Longbridge and Springfield, with considerations for routes to Blacksburg, Bristol, and potentially Raleigh. Recent funding included \$56 million for planning a line to Christiansburg. The dialogue reflected optimism for progress in rail funding and infrastructure.

Chair Dixon then opened the meeting for public comment. Having none, he moved on to approving the November meeting minutes. On a motion by Michael Testerman, seconded by Andrew Bunn, the minutes were unanimously approved.

## **B. UPDATES, PRESENTATIONS and COMMITTEE DISCUSSION ITEMS**

The Chair did not have a formal report, so he turned things over to Kristin Hott. Kristin reminded the group that upon arrival, attendees found materials in the lobby, including CTAC News, which was created for meetings as a takeaway to facilitate conversation. Despite the digital age, Ms. Hott expressed a preference for printed materials. Additional resources like Plan RVA's annual report were available, and attendees were encouraged to subscribe to the newsletter via QR code or the website. Current handbills, including those about the natural resources plan, were also provided.

Ms. Hott then introduced the update on the Long Range Transportation Plan (LRTP) 2050, a federally mandated process that occurs every five years. The focus was on community engagement and the safety action plan. A handout provided the timeline and phases of the LRTP update. Continuous education and outreach efforts were emphasized, including an open survey for resident feedback. The upcoming public comment period in May was mentioned, with a call for assistance in February and March engagements. The presentation underscored the importance of community input in transportation planning.

She noted that over the last six months, CTAC News had included listings of meetings and engagements, with the latest version focusing on events from January 2026 onward. The document detailed upcoming engagements, some specific to the Long Range Transportation Plan (LRTP) and CTAC, while others touched on broader topics like the Natural Resources Plan. Regional outreach was emphasized, with events not confined to individual localities, such as Powhatan or Goochland, but open to wider audiences. Ms. Hott expressed a desire to expand engagement efforts, using scenario planning to gather public feedback on transportation investments. She stressed the importance of meaningful participation from the public and the role of CTAC members in facilitating this engagement. She highlighted recent and planned activities, including visits to community and educational institutions. These efforts aimed to involve the public more deeply in transportation planning, ensuring their input informed decision-making, even when constrained by logistical challenges.

A question was then raised about who represented CTAC on the Long Range Transportation Planning Committee, identifying John Leonard. Dorian Allen was leading the LRTP, available for specific inquiries. Ms. Hott expressed challenges in reaching Powhatan due to the absence of a local representative, emphasizing the value of connections for effective engagement.

The importance of gathering meaningful public input through facilitated events was highlighted, distinguishing between casual discussions on transportation and more formal data collection efforts. Engagement strategies involved attending community meetings and building relationships rather than only delivering presentations. Tools like the Engage site provided ongoing information and actionable steps for public engagement. Ms. Hott encouraged committee members to schedule local events and engage with underrepresented areas, expressing enthusiasm for supporting these efforts.

Tony Williams left the meeting at approximately 12:59pm.

The next item of discussion was the upcoming PlanRVA Symposium. Holly Gordon announced the "Pathways to the Future Symposium" on March 13<sup>th</sup>. Previously attended and appreciated by many, the symposium aimed to bring together public and interested parties to engage with regional planning efforts.

This year's focus was on the LRTP and a market value analysis, assessing housing market data for better-informed investment decisions. Participants were invited to explore transportation and housing connections, emphasizing holistic planning. Questions arose about affordable housing definitions, highlighting the gap between housing costs and incomes in the region. Bill Dismore noted the housing and transportation issues in New Kent County, where workers commuted from far due to the lack of affordable housing, suggesting workforce housing or mass transit solutions. The symposium sought CTAC members to represent and engage with diverse attendees, reinforcing connections between housing, transportation, and economic development.

Chair Dixon wrapped up the meeting by requesting member shares for March. The group discussed, with Erin Phelan from Chesterfield volunteering to do the next member share. Registration details for the symposium were promised for late January. Volunteers from various localities were encouraged to present insights related to transportation or housing. Chair Dixon then agreed to discuss Henrico's new property redevelopment and a recent \$15 million transportation safety grant. Bill Dismore also offered to present on New Kent County's speed camera program. Concerns about pedestrian fatalities sparked a proposal to consult with VDOT and local representatives. Safety plans and a regional transportation safety messaging campaign were mentioned as future initiatives. Participants engaged in a dynamic exchange of ideas, emphasizing collaboration and proactive information-sharing. James Hutzler also volunteered to give a mid-session update on the General Assembly.

### **C. ADJOURNMENT**

With no further comment, the meeting was adjourned at 1:22pm by Chair Dixon, who noted that the next meeting will be March 19, 2026 at 12:00 p.m.