

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

Thursday, November 20, 2025, 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):

Town of Ashland		Charles City County		Chesterfield County	
Upton S. Martin		Bill Walton	X	Phillip Plymale	X
Don Root (A)	X	Hanover County		Herbert A. Richwine	
Goochland County		Charlie Waddell	X	Gonzalo Aida (A)	V
Robert L. Basham Jr.	V	Powhatan County		Erin Phelan (A)	V
New Kent County		Vacant		Henrico County	
Bill Dismore	X	League of Women Voters		Gordon Dixon, Chair	X
Chamber RVA		Sarah Weisiger	X	Michael Wiebe (A)	
Vacant		Karen Rosenblum (A)		City of Richmond	
RIC Area Bicycling Assoc.		Equitable Transit & Mobility		Andrew Bunn	X
Champe M. Burnley	X	Kelli N. Rowan		Alex Brackman (A)	
John Hamilton (A)	V	Ernest, Moore, Jr. (A)	X	Sera Erickson	
SPAN Center		VA Conservation Network (VCN)		James Hutzler	V
Tony Williams	X	Fatima Kamara		NAACP, Richmond Branch	
Virginia Commonwealth University (VCU)		Richard Hankins (A)		James Minor	
John D. Leonard		RVA Rapid Transit		Charles Willis (A)	
Jordan Cole (A)		Faith Walker		Virginians for High-Speed Rail	
		Stephanie Power (A)	X	Michael Testerman	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-elect Gordon Dixon called the meeting to order at 12:02 p.m. and welcomed all attendees. He asked for all attendees to provide introductions, which Sarah-Keel, PlanRVA, used for roll call. He then recognized that Sarah-Keel Crews

recently joined PlanRVA and invited her to share a brief background. Ms. Crews, a Richmond native and former nonprofit professional with experience in child advocacy, trauma/resiliency, events, and executive support, was welcomed by the committee.

Chair Dixon then moved on to the approval of the September minutes. On a motion by Andrew Bunn, second by Bill Walton, the committee voted in favor. Member Charlie Waddell abstained, as he was not present at the last meeting.

B. UPDATES, PRESENTATIONS and COMMITTEE DISCUSSION ITEMS

There were no requested amendments to the agenda, so the Chair gave his formal report. Chair Dixon reported that he attended the RRTPO Policy Board meeting held in the same room on October 2. He described the discussion as informative, offered comments on CTAC's current activities, and noted several highlights: early feedback on the new per diem/attendance stipend program, with some members choosing to accept the stipend and others declining; recognition of CTAC member Bill Dinsmore's recent community engagement event in New Kent (addressed under Item X below); and positive progress on the Pathways to the Future/Transportation 2050 public engagement efforts. He encouraged CTAC members to attend future Policy Board meetings in person and to report back to CTAC on relevant insights.

The only public comment came from online. CCAN volunteer Kwesi Powell asked where to find information about the Transportation 2050 plan. Staff directed him to the engagement site at engage.planrva.org and offered follow-up support for specific questions.

CTAC member Bill Dinsmore summarized a community meeting he organized for the Groves 55+ community in New Kent, where attendance exceeded expectations—more than 100 participants attended versus the 75 anticipated—and representatives from neighboring Charles City observed. The presentation focused on practical, localized resources, including handouts on reporting transportation issues to VDOT, participation in the near-miss crash dashboard, information about 211 Virginia, and SPAN senior services. He also provided a concise overview of regional transportation funding sources and how funds are apportioned. Audience feedback emphasized a strong preference for hyper-local project information specific to New Kent and less interest in projects outside the county.

There was high interest in I-64/Exit 211 construction impacts, timelines, and enforcement considerations; however, the presentation intentionally avoided entering detailed debate on specific project elements. Dinsmore noted that initial hesitation from local officials regarding CTAC/PlanRVA messaging required upfront negotiation on content and roles.

Reflecting on lessons learned, Dinsmore recommended condensing PlanRVA/CTAC content into a 40–45 minute core presentation with approximately 15 minutes reserved for questions, limiting additional speakers to keep the focus on transportation topics, and emphasizing project development timelines—such as studies and environmental reviews—to set realistic expectations. He also suggested enhancements to the county's website to centralize reporting pathways and resource links; related work is underway with a projected horizon of six to eight months. Staff

and members added that the slide deck had been tailored to feature New Kent's elected and administrative contacts across TPO, PlanRVA, CBTA, and partner organizations. They agreed the format could serve as a repeatable, locality customized model when a trusted community host leads outreach. Staff and members further noted ongoing public confusion about speed camera revenues and recipients and suggested that future communications clarify revenue flows and the underlying safety rationale.

The committee then discussed I64 widening, speed enforcement, and related safety issues. Members reviewed project phasing, environmental constraints including bat habitat and associated tree clearing windows, and funding status. Staff reported that federal and state funding has been allocated and contractors engaged for all three segments, with completion of part A anticipated around 2027 and full corridor completion potentially by 2030, subject to typical construction contingencies. The discussion on speed cameras in work and school zones highlighted observed effectiveness in reducing speeds, alongside public and legislative debate about revenue use and fairness.

Members noted that, under Virginia law, automated speed enforcement is limited to signed school zones and active work zones and includes a warning period and a ticketing threshold for speeds greater than 10 miles per hour over the limit. They encouraged increased transparency on how revenues are distributed and on the costs of crash response and emphasized worker safety in constrained work zones. The group acknowledged gaps and misconceptions—such as perceptions during periods when no workers are visibly present—and identified opportunities for public education. Ideas included partnering with media for longer form safety stories and exploring the use of “decoy” cameras as advance calming measures, while recognizing that chronic violators may be less deterred.

Holly Gordon, PlanRVA, provided a status update on the two-year Long Range Transportation Plan (LRTP) engagement. Phase 1 visioning and needs assessment, conducted from January through May of the prior year, has been completed. The universe of candidate projects will be posted for formal public comment in mid December, followed by prioritization engagement with communities from January through March, which will revisit earlier contacts and add new ones. She noted that plan adoption is due by October 2026 to maintain federal funding eligibility. To activate CTAC's role in this phase, members worked in pairs to identify one “warm handoff” each—trusted, specific community contacts they can broker for the January–March engagement. Names and contact details are requested by December 5 (earlier submissions are welcome). Staff will follow up with those contacts and support the design and delivery of related engagement activities.

Transportation Planner Will Heller briefed CTAC on PlanRVA's MERIT Technical Assistance grant. He explained that DRPT's MERIT program awarded PlanRVA a technical assistance grant in June 2025 to develop a sustainable funding and communications strategy to enhance regionwide transit access, including evaluation of zero fare and low fare approaches. Core partners include GRTC, Hanover DASH, and Bay Transit for coordination, with consulting support from Avidcore, The Monument Group, Infrastrategies, and The Hodges Partnership. Outreach partners include RVA

Rapid Transit, United Way, the Community Foundation, Richmond Region Tourism, ChamberRVA, and the Greater Richmond Partnership.

Heller outlined the rationale for the work, noting that access to transportation underpins employment, education, healthcare and childcare access, and broader economic mobility and community wellbeing, while also advancing safety, emissions reduction, and congestion mitigation. He added that GRTC rider profiles reflect a high share of lower income households, and that fare free service has broadened access and increased ridership.

Sharing early findings and context, Heller reported that GRTC surveys indicate a substantial portion of riders began riding when zero fare was introduced, with notable ridership growth for social and recreational trips—supporting belonging and autonomy dimensions of mobility. He observed that microtransit growth is helping connect rural and suburban residents to the fixed route network. Nationally and within Virginia, many zerofare pilots were launched during or after COVID with time limited funds (such as ARPA and TRIP), creating urgency to identify sustainable approaches as these grants sunset.

On funding and timeline, Heller noted that the application was submitted in early 2025, the full award was received in June 2025, and the project runs through June 2026. Data gathering and feasibility phases are nearing completion, with next steps focused on funding sustainability planning and marketing/communications. Community partner briefings will begin in December.

During Q&A, members asked about Central Virginia Transportation Authority (CBTA) context; Heller cited a rough estimate of an \$8 million net annual cost associated with zero fare after accounting for fare collection savings and foregone revenue, cautioning that exact allocations vary and that reintroducing fares would likely reduce ridership, making simple back-of-the-envelope comparisons misleading. He described broad ridership growth and noted that route level data (for example, Route 5) and coordination with major employers and destinations (such as Sheltering Arms and Richmond International Airport) inform frequency and routing adjustments. He confirmed that GRTC conducts regular biennial rider surveys and origin–destination studies, with outreach at stops and on vehicles, and that PlanRVA and partners support communications. On institutional partnerships, he acknowledged VCU’s historical contributions and agreed with member suggestions to pursue broader, structured contributions from higher education institutions and large employers in lieu of duplicative shuttle systems or expanded parking.

Michael Testerman arrived at approximately 12:40pm

Martha Shickle reported that the Policy Board deferred bylaws action in October to allow additional refinement of alternate designation procedures for voting members. The current schedule anticipates first action in February and second action in March, with amendments becoming effective thereafter. She noted that the CTAC-related charter language remains open for member review prior to the February action. Representation of the Commonwealth/CTB, as established in the MPO designation, will remain unchanged—a voting seat with a designee, historically VDOT.

Shickle explained that, upon adoption of the bylaws amendments, membership parity changes approved for the Policy Board will flow through to CTAC. This may result in adjusted jurisdictional representation, carrying the weighted vote parity from the Policy Board to CTAC, and could create an opportunity to fill up to two vacant organizational seats (10 of 12 are currently filled). Staff will offer one-on-one consultations to clarify implications for current CTAC alternates and appointees.

Martha Shickle left the meeting at 1:33pm.

C. ADJOURNMENT

CTAC discussed potential agenda items for upcoming meetings. Members supported brief “spotlight” updates from participating organizations—such as RABA and other advocacy groups—on their current transportation initiatives. Member James Hutzler offered to provide a General Assembly transportation preview in mid-January, summarizing filed transportation related bills and related context. Regarding roster and attendance, members requested an updated roster that clearly notes organizational seats, and staff agreed to circulate the list.

To manage catering costs, members were asked to indicate in advance whether they will attend in person; early Zoom registration will also help staff estimate virtual participation.

On the stipend program documentation, members were asked to complete stipend participation forms regardless of whether they choose to accept or decline the stipend. Those opting in must submit a W-9 and a direct deposit form to PlanRVA’s finance team in accordance with standard requirements. In closing, a representative of RVA Rapid Transit announced their departure from the organization due to relocation and expressed appreciation for CTAC collaboration; the Chair thanked them for their service and invited their continued engagement as a member of the public.

The meeting was adjourned at 1:39 p.m. Chair Dixon noted that the next meeting will be January 15, 2025, at 12:00 p.m.