



112 MacTanly Place
Staunton, VA 24401

Phone: (540) 885-5174
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**BRITE Transit Advisory Committee Meeting Summary
January 8, 2025, 2:30 p.m.**

Electronic Meeting via Zoom
Central Shenandoah Planning District Commission
112 MacTanly Place
Staunton, VA 24401

[*Click Here for Audio Recording of Meeting*](#)

	Name	Organization
✓	Amanda Kaufman	City of Staunton
✓	Rodney Rhodes	City of Staunton
	Jennifer Whetzel	County of Augusta
	Leslie Tate	City of Waynesboro
✓	Alisande Tombarge	City of Waynesboro
✓	Krystal Moyers, Chair	Augusta Health
	Abby Calvert	Augusta Health
	Mike Kelley	Wilson Workforce & Rehabilitation Center
✓	Darren Smith	Staunton Downtown Development
✓	Terry Rodgers	Shenandoah Valley Social Services
	Alexis Have	Shenandoah Valley Social Services
	Josiah Hojohn	Shenandoah Valley Social Services
✓	Melissa Walker	Blue Ridge Community College
	Tammy DuBose	Valley Community Services Board
	Becky Messer	Transit Service Rider
	Paul Terry	Transit Service Rider
	Kyle Trissel	Department of Rail and Public Transportation

	Name	Organization
	Ann Cundy	CSPDC
✓	Devon Thompson	CSPDC
✓	Paula Melester	CSPDC
✓	Danielle Gannon	CSPDC
✓	Zach Beard, CSPDC	
✓	Garreth Bartholomew, CSPDC	
✓	Le’Roy Sweezy, Jr., VRT	
✓	Phil Thompson, VRT	
✓	Alex Wilmer, Town of Bridgewater	
✓	Brian Borne, Town of Dayton	
✓	Libby Clark, Town of Mt. Crawford	



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Call to Order

The January 8, 2025, meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at 2:32 PM by Ms. Krystal Moyers, Chairperson. Pursuant to §2.2-3708.2 of the Code of Virginia, BTAC members may participate in meetings through electronic communication means. All attendees attended virtually.

Public Comment

Chairperson Moyers opened the floor for public comment. There were no public comments.

Approve Minutes

Chairperson Moyers presented the minutes from the November 13, 2024, BTAC meeting for consideration.

Ms. Terry Rodgers moved, seconded by Ms. Alisande Tombarge to approve the minutes of the November 13, 2024, meeting, as presented. Motion carried unanimously.

Business

Recognition of Outgoing Committee Member: Ms. Devon Thompson honored outgoing BTAC member Ms. Rodgers for her combined 30 years of service to the BRITE and past CATS systems. Ms. Rodgers has made a lasting impact on the Staunton-Augusta-Waynesboro region, contributing to the BRITE/CATS systems, and in her role at Shenandoah Valley Social Services. Ms. Rodgers was presented with a certificate and flowers for her nine years of service on the BTAC. Ms. Rodgers expressed her appreciation and shared that she was proud of what has been accomplished with the BRITE system.

Future Outlook Continued: Ms. Paula Melester reported on the financial outlook for BRITE. She highlighted the multiple factors that could lead to an increase in the cost of operating the BRITE system, as well as potential increases to partner contribution rates. Such factors contributing to these increases is inflation and the increased operating costs in the transit industry. Aside from inflation, the BRITE system will be starting a new service contract that will go into effect in Fiscal Year (FY) 2027. The hourly service cost in the new contract will almost certainly be more expensive than the current, pre-negotiated fixed rate that the Central Shenandoah Planning District Commission (CSPDC) has with Virginia Regional Transit (VRT). Due to this pre-fixed nature, the current rate does not accurately reflect the cost of operations. The new contract will go into effect July 1, 2026, and should accurately reflect the current cost of operating a transit service. A third factor that could lead to increasing costs is due to a potential funding shortfall of Virginia Department of Rail and Public Transportation (DRPT) 5311 Rural funds. Federal Rural transit funds are not keeping pace with increasing service costs or with the number of transit agencies applying for 5311 funds. Ms. Melester reported that CSPDC transit staff attended a DRPT 5311 & 5310 grant workshop and learned that without any funding changes, the current amount of money that is allocated to grant recipients will not be enough to cover the existing transit agencies' current funded rates. DRPT staff are working with a consultant to explore solutions to this issue. CSPDC transit staff are also exploring solutions and doing scenario planning for the possible deficit and the possibility that the local match requirements could increase from the current 20 percent, if this shortfall persists and DRPT finds no other options. Ms. Melester indicated this does not change anything at present, and none of these



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factors will affect FY 2026 costs or contribution rates. Ms. Melester assured the group that the CSPDC, as well as DRPT, are working as hard as they can to research and analyze all potential solutions should these factors coalesce into higher costs.

Ms. Melester also reported on the state of the procurement for the new service contract that will begin July 1, 2026. This procurement process is set to kick-off later this month, and the CSPDC will be working with and receiving technical assistance from consultant Kimely-Horn. Kimely-Horn will be assisting with the more technical aspects of the procurement process and will be drafting the Request for Proposals (RFP). The CSPDC aims to have a new contract in place by December 31, 2025. Additionally, there will be a steering committee to assist throughout this process and feedback will be requested at various BTAC meetings.

Fiscal Year 2026 Virginia Department of Rail and Public Transportation (DRPT) Grants: Ms. Danielle Gannon reported that FY 2026 DRPT grants are open, and that the CSPDC will be making application to several, including grants for: Urban and Rural operating, Urban and Rural capital cost of contracting, a capital grant for bus shelters, a technical assistance grant for the procurement of the new service contract, the Commuter Assistance Program operating grant for RideShare, and a Commuter Assistance Program project assistance grant for transit marketing, specifically for Afton Express marketing. Applications are due February 1.

Ms. Thompson remarked that in terms of expansion of service, BRITE Access (paratransit) will be increasing its hours of operation, so that all three paratransit buses will operate nine hours of service per weekday.

Microtransit Feasibility Study Update : Ms. Thompson reported that last week, consultant Kimely-Horn presented their technical foundations briefing regarding opportunity zones for microtransit. This briefing was developed with information from previous plans, goals from the BTAC, as well as with data regarding information such as travel patterns, demographics, employment, and transit potential/transit need ratios. Ms. Thompson shared an image of the draft of opportunity zones presented by Kimely-Horn, and asked for input from the BTAC regarding these zones (Ms. Thompson outlined how to leave comments on the Remix platform). The next step in the process will be to prioritize these zones.

Ms. Melester indicated that implementing microtransit could mean using it to complement existing transit service, or to replace underperforming routes.

- **Draft List of Microtransit Opportunity Zones (in no particular order):**

- Fishersville
- Stuarts Draft
- Greenville
- North Waynesboro & Crimora
- South Waynesboro
- North Staunton
- South Staunton



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Afton Express Update: Ms. Gannon reported that the annual Afton Express Rider Survey is live until January 17. The survey collects data to better understand rider needs and experiences, and helps shape future decisions regarding service. Once the survey closes, data will be compiled and turned into an annual report that will be released and shared in early 2025.

Contractor Update: Mr. Le’Roy Sweezy reported that operations were going well and discussed the following topics:

- Passenger numbers are increasing on the Staunton Access (paratransit service), the 250 Connector, and the Afton Express. Additionally, the Staunton Crossing and Augusta Health stops (Afton Express) are doing very well and drawing additional passengers.
- Driver recruitment continues and VRT seeks to hire more part-time drivers for both BRITE and Afton Express.
- Changes to the Staunton West/North Loop, the Staunton Downtown Trolley, and the addition of the Middlebrook Trace Apartments CALL stop have all been very well received.

Other Business: Chairperson Moyers asked if there was any other business to come before the committee.

- **VTA Transit and Rail Advocacy Day:** Ms. Gannon announced that CSPDC transit staff will be attending Transit and Rail Advocacy Day in Richmond on January 27, 2025.
- **New Attendees:** Ms. Melester welcomed Mr. Brian Borne, Ms. Libby Clark, and Mr. Alex Wilmer, representing the localities of Dayton, Mt. Crawford, and Bridgewater, respectively. Attending BTAC members made introductions.

Adjournment

Chairperson Moyers indicated that the next BTAC meeting was scheduled for March 12, 2025, at 2:30 PM.

There being no further business to come before the BTAC, the meeting concluded at 3:12 PM.



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**BRITE Transit Advisory Committee Meeting Summary
March 12, 2025, 2:30 p.m.**

Central Shenandoah Planning District Commission
112 MacTanly Place
Staunton, VA 24401

[Click Here for Audio Recording of Meeting](#)

	Name	Organization
✓	Amanda Kaufman	City of Staunton
✓	Rodney Rhodes	City of Staunton
✓	Jennifer Whetzel	County of Augusta
✓	Kaitlin Savage	County of Augusta
	Leslie Tate, Vice Chair	City of Waynesboro
✓	Alisande Tombarge	City of Waynesboro
	Krystal Moyers, Chair	Augusta Health
	Abby Calvert	Augusta Health
	Mike Kelley	Wilson Workforce & Rehabilitation Center
✓	Darren Smith*	Staunton Downtown Development
	Josiah Hojohn	Shenandoah Valley Social Services
✓	Melissa Walker	Blue Ridge Community College
	Tammy DuBose	Valley Community Services Board
✓	Becky Messer	Transit Service Rider
✓	Paul Terry	Transit Service Rider
✓	Kyle Trissel*	Department of Rail and Public Transportation

	Name	Organization
✓	Ann Cundy*	CSPDC
✓	Devon Thompson	CSPDC
✓	Paula Melester	CSPDC
✓	Danielle Gannon	CSPDC
✓	Zach Beard, CSPDC	
✓	Garreth Bartholomew*, CSPDC	
✓	Steve Wilson, VRT	
✓	Phil Thompson, VRT	
✓	Alex Wilmer*, Town of Bridgewater	
✓	Brian Borne, Town of Dayton	
✓	Jennifer Brown, Augusta County	
✓	Jessica Davis, Aetna/Public	
✓	Tyler Beduhn*, Kimley-Horn	
✓	Zadie Lacy*, Kimley-Horn	
✓	Poonam Patel*, Kimley-Horn	
	<i>*Indicates participant attended virtually</i>	



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Call to Order

Due to the absence of the Chair and the Vice Chair, Ms. Alisande Tombarge volunteered to conduct the meeting. The March 12, 2025, meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at 2:30 PM by Ms. Alisande Tombarge. Pursuant to §2.2-3708.2 of the Code of Virginia, BTAC members may participate in meetings through electronic communication means. Members who participated virtually are marked accordingly.

Public Comment

Ms. Tombarge opened the floor for public comment. There were no public comments.

Approval of Minutes

Ms. Tombarge presented the minutes from the January 8, 2025, BTAC meeting for consideration.

Mr. Paul Terry moved, seconded by Ms. Amanda Kaufman, to approve the minutes of the January 8, 2025, meeting, as presented. Motion carried unanimously.

Business

Microtransit Feasibility Study Update: Ms. Tombarge opened the floor to Mr. Tyler Beduhn to present a Microtransit Feasibility Study update. Mr. Beduhn and his colleagues from Kimley-Horn, Ms. Poonam Patel and Ms. Zadio Lacy, introduced themselves. Mr. Beduhn began the presentation by summarizing microtransit service.

Microtransit is:

- An on-demand public transportation service
- Open to the public
- Technology enabled (request rides through an app or by phone)
- Flexible (real-time ride requests and routing)
- Zone bound (confined to a small service area)
- Run with smaller vehicles than traditional buses
- A shared ride experience

Ms. Lacy discussed the factors that went into the process of identifying opportunity zones within the BRITE service area. Opportunity zones were identified areas that were well suited for microtransit and had the potential to address specific needs. Considerations for potential service zones were also discussed:

- The relationship between transit potential and transit need: Microtransit service operations require a balance between the amount of transit need and transit potential. This ensures that service could run optimally and as designed (i.e. short wait times).
- Existing BRITE route performance: Lower performing routes have the potential to be replaced by microtransit service. The Stuarts Draft Link, BRCC Shuttle, and Afton Express were identified as good candidates for replacement (but, Afton Express was eliminated from this possibility due to the distance traveled and nature of the service).



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- Travel patterns: Microtransit zones should align with common travel patterns.

Mr. Beduhn presented the potential opportunity zones within the BRITE service area and shared their prioritized rankings. Zones were prioritized based on the criteria and goals identified at the beginning of the study.

Identified Opportunity Zones in Order of Priority:

1. North Staunton
2. South Staunton
3. Fishersville
4. Stuarts Draft
5. Greenville
6. South Waynesboro
7. North Waynesboro

Mr. Beduhn indicated that all identified zones were viable options for future considerations, but the first four zones were being recommended for initial exploration. The details on each of those four prioritized zones were shared. Kimley-Horn was finalizing a draft service plan for each of the four zones. Additionally, they would be taking feedback from this meeting into consideration as they worked to finalize their recommendations and report, and they would be presenting the final report at the next BTAC meeting in May.

Ms. Jennifer Whetzel inquired whether there would be a fare structure to offset the cost of microtransit services. Mr. Beduhn indicated that fare structure would be part of the final recommendations.. Ms. Melissa Walker asked what factors were examined when considering the replacement of fixed route service with microtransit. Mr. Beduhn commented that potential replacement is based on the demand for service. Once demand passed a certain threshold, microtransit service would become more costly to operate than fixed route service. Mr. Beduhn indicated that there were some tradeoffs to consider when replacing fixed route service for microtransit include customer wait time, cost and vehicle capacity (5-6 passengers per hour recommended for microtransit), cost efficiency, customer service, and responsiveness. Ms. Devon Thompson inquired about microtransit service hours and if they typically mirrored those of the fixed route service or surpassed them. Mr. Beduhn commented that microtransit service hours typically mirrored fixed route hours as much as possible.

Fiscal Year 2026 Virginia Department of Rail and Public Transportation (DRPT) Grants Update: Ms. Danielle Gannon reported that FY 2026 DRPT grant applications were submitted by CSPDC transit staff prior to the February 1 deadline. CSPDC made application for the following grants: Urban and Rural operating, Urban and Rural capital cost of contracting, capital grant for bus shelters, technical assistance grant for the procurement of the new service contract, Commuter Assistance Program operating grant for RideShare, and Commuter Assistance Program project assistance grant for transit marketing, specifically for Afton Express marketing. Grant applications were under review by DRPT, and the draft Six-Year Improvement Program (SYIP) would be available in April, which was confirmed by Mr. Trissel.

Afton Express Update: Ms. Gannon gave an overview of the results of the 2024 Afton Express Rider Survey.



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- **Overview**
 - The survey was available for the public to take from December to January.
 - 80 participants responded to the survey, including 65 who currently ride the Afton Express.
- **Passenger Profile**
 - The average respondent was female, white, of working age, in the middle-income bracket, owned a vehicle, and rode the Afton Express 3-4 days per week.
 - In the survey, most passengers indicated that in the morning they ride from the west (the Staunton-Augusta-Waynesboro area) to the east (the Charlottesville/Albemarle area).
- **Trip Distribution**
 - Responses indicated that Trip 4 was the most utilized trip in the morning and that Trip 2 was the most utilized trip in the afternoon/evening.
- **Motivations for Riding**
 - When asked about their motivations for riding, respondents indicated their top motivations to be economic, quality of life and environmental reasons.
- **2024 Ridership**
 - The Afton Express saw a 16% increase in ridership from 2023-2024, with 19,146 passenger trips total in 2024.

Contractor Update: Mr. Steve Wilson reported on the following topics:

- Passenger numbers had increased on the Afton Express, and BRITE routes stayed consistent.
- VRT has been seeking drivers for BRITE; multiple drivers had been hired on, while multiple were retiring.
- Equipment maintenance was routine.
- Transit Operator Appreciation Month was in March, with the official day of celebration on March 18. VRT staff and drivers would be honored with celebrations on multiple occasions.
- Two stops would be gaining permanent stop signage: Neighbor Bridge (Fishersville), and Huffman Dr / Main Street (Dayton).

Ms. Paula Melester commented that CSPDC transit staff were appreciative of VRT staff and operators. Ms. Rebecca Messer commented that while riding BRITE paratransit recently, the drivers were busy but seem more relaxed. Mr. Phil Thompson replied that over the past several months, VRT management had been instructing drivers on the value of safety over stress, noting that safety should never be sacrificed for the schedule. Ms. Thompson commented that BRITE paratransit hours had also recently increased, which had most likely contributed to drivers feeling more relaxed.

Turnkey Contract Solicitation/Technical Assistance Update: Ms. Melester reported that CSPDC transit staff had hired consultant Kimley-Horn to provide technical assistance for the turnkey contract solicitation, as the current service provider's contract expired June 30, 2026. The procurement would be a technical project, and the solicitation must be compliant at both the federal and state level, with the goal to receive competitive bids. Ms. Melester reported that Ms. Jennifer Whetzel was serving as the representative from the BTAC on the stakeholder group.



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Other Business:

- **RAM Clinic:** Ms. Thompson reported that in 2024, BRITE transit served Augusta Expo for Augusta Heath's one day RAM Clinic. Clinic staff had once again requested BRITE's service for a RAM Clinic at Augusta Expo in March 2026. Ms. Thompson asked the BTAC for their consensus to serve the clinic again in March 2026, and the committee agreed.
- **Augusta Health Community Needs Assessment Survey:** Ms. Thompson reported that Augusta Health was conducting their Community Needs Assessment Survey, which was open until March 24, 2025. BTAC members were encouraged to take a flyer and hand out in their respective communities. Ms. Thompson reported that transportation had been a reported need in previous Community Needs Assessment Surveys.
- **PTASP:** Ms. Thompson gave an update on the annual review and update of the Public Transportation Agency Safety Plan (PTASP), and the BRITE-specific appendix. Ms. Thompson cited that recipients of 5307 Funds were required to complete this process annually, and that there were multiple federal requirements added. The updated PTASP appendix would go before VRT's frontline staff at their quarterly safety training meeting ,and CSPDC's Board of Commissioners at their April meeting.
- **Continuous Riding Policy:** Ms. Thompson reported that VRT operators had reported continual riding challenges. CSPDC transit staff had researched other transit agencies' continuous riding policies and found that other agencies do have language prohibiting continuous rides on their websites and brochures. CSPDC transit staff will add a 'no continuous riding' policy in BRITE's rules of riding, and if best practices were to have a formal policy in place, one would be developed for BRITE.
- **Afton Express Update:** Ms. Melester reported that CSPDC transit staff had been planning to add an additional trip to the Afton Express schedule based on ridership demand. In analyzing potential time frames for this addition, CSPDC transit staff and VRT staff agreed that there were currently underutilized trips, and that adding an additional trip within the confines of the current schedule would be inefficient. Ms. Melester reported that due to the intricate nature of the Afton Express schedule, CSPDC would be hiring a consultant to analyze the current schedule, obtain updated data, and recommend a revised schedule. The goal of the project would be to gain new ridership while retaining existing ridership. Additionally, CSPDC was aiming to implement the schedule in fall of 2025, due to the fact that many new riders typically started riding during the fall, as it aligned with the higher education calendar.

Adjournment

Ms. Tombarge indicated that the next BTAC meeting was scheduled for May 21, 2025, at 2:30 PM.

There being no further business to come before the BTAC, the meeting concluded at 3:12 PM.



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**BRITE Transit Advisory Committee Meeting Summary
May 21, 2025, 2:30 p.m.**

Central Shenandoah Planning District Commission
112 MacTanly Place
Staunton, VA 24401

[Click Here for Audio Recording of Meeting](#)

	Name	Organization
	Amanda Kaufman	City of Staunton
✓	Rodney Rhodes	City of Staunton
✓	Jennifer Brown	County of Augusta
	Kaitlin Savage	County of Augusta
	Leslie Tate, Vice Chair	City of Waynesboro
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✓	Zach Beard, CSPDC	
✓	Garreth Bartholomew*, CSPDC	
✓	Kayla Dixon, CSPDC	
✓	Steve Wilson, VRT	
	Phil Thompson, VRT	
	Alex Wilmer, Town of Bridgewater	
✓	Brian Borne, Town of Dayton	
✓	Tyler Beduhn, Kimley-Horn	
✓	Zadie Lacy, Kimley-Horn	
✓	Poonam Patel*, Kimley-Horn	
	<i>*Indicates participant attended virtually</i>	



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Call to Order

The May 21, 2025 meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at 2:32 PM by Ms. Krystal Moyers, Chairperson. Pursuant to §2.2-3708.2 of the Code of Virginia, BTAC members may participate in meetings through electronic communication means. Members who participated virtually are marked accordingly.

Public Comment

Ms. Moyers opened the floor for public comment. There were no public comments.

Introduction

Ms. Paula Melester introduced the committee to the Central Shenandoah Planning District Commission's (CSPDC) Summer Intern/Graduate Assistant through James Madison University's (JMU) Master in Public Administration Program, Ms. Kayla Dixon.

Approval of Minutes

Ms. Moyers presented the minutes from the March 12, 2025, BTAC meeting for consideration.

Ms. Alisande Tombarge moved, seconded by Ms. Jennifer Brown, to approve the minutes of the March 12, 2025, meeting, as presented. The motion carried unanimously.

Business

Microtransit Feasibility Study Presentation: Mr. Tyler Beduhn, Project Manager with Kimley-Horn, presented on the Microtransit Feasibility Study. He was joined by Ms. Zadi Lacy and Ms. Poonam Patel, who participated virtually. The presentation to the committee included (see attached presentation for more details):

- Study Overview
- What is Microtransit?
- Opportunity Zone Selection & Prioritization
- Service Recommendations
- Open Discussion & Q&A

Mr. Beduhn provided an overview of the project, which was initiated following the recommendation from the 2022 Transit Development Plan (TDP). The purpose of the study was to identify potential service zones within the BRITE service area where microtransit would be most viable, with consideration for factors such as transit need, job and population densities, existing route performance, and travel patterns. The specific goals for BRITE microtransit that were developed with the study team revolved around convenient, reliable, and adaptive service, along with expanded connections and financially sustainable strategies.

After reviewing specifics of what microtransit was and how it was operated, Mr. Beduhn and Ms. Lacy spoke to the opportunity selection and prioritization process. Zones were identified through analysis that covered transit potential, transit need, bus service performance, and travel patterns; seven viable potential zones were identified, with four



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prioritized for near-term implementation: North Staunton, South Waynesboro, Fishersville, and Stuarts Draft. Each of these were evaluated in terms of connectivity, cost, potential ridership, and operational feasibility, and discussed in further detail.

Kimley-Horn recommended beginning with a pilot in one of the priority zones. Each of the four prioritized zones had service plans developed that were based on nearby bus service, estimated ridership, size of zone, and expected trip time that would determine potential weekday service hours, targeted wait times, and peak vehicles. Mr. Beduhn reviewed projected annual costs and weekday ridership. The service delivery model, both the technology and operations pieces, recommended through the study would be to have operations implemented under a turnkey contract model – one contract for technology and operations through an amendment to an existing turnkey services contract (how BRITE operates). Vehicle options were also discussed, with sprinter vans recommended as the preferred type for flexibility and accessibility. Additionally, booking and payment mechanism recommendations were shared. In regards to the engagement and implementation stages, Mr. Beduhn emphasized the need for consistent branding with BRITE services, robust outreach and engagement prior to launch, and performance monitoring during the pilot.

Committee members posed questions and discussed opportunities for microtransit to support transportation to Augusta Health, logistics for transitioning from fixed route to microtransit, success rates of microtransit pilots, operational logistics, and to improve accessibility for underserved populations. Staff noted that further steps would include reviewing the final study report and including microtransit language in the forthcoming service contract RFP.

Afton Express Update: Ms. Danielle Gannon reported on ongoing efforts to revise the Afton Express schedule in response to increased ridership and changing demand. Consultants at WRA were analyzing current stop and trip usage, as well as employer start and end times, to optimize the schedule and utilize the fleet optimally. A revised draft schedule would be presented at the July BTAC meeting, with implementation targeted for September 2025.

Contractor Update: Mr. Steve Wilson provided a general operations update. Ridership was recovering from the pandemic on BRITE routes and the Afton Express, but had not yet reached pre-pandemic levels. Driver recruitment efforts continued, particularly targeted to school bus operators. Fleet maintenance remained routine.

250 Connector / Waynesboro Route and Stop Changes: Mr. Wilson presented on proposed stop and route changes to the 250 Connector and Waynesboro Circulator routes. The proposed changes included (reference the attached slide presentation for more details):

- 250 Connector Changes
 - Removal of Amazon (Waynesboro) stop
 - Serve the Valley Community Services Board (VCSB) stop as a full-time hourly service stop (previously served three times per weekday)
- Waynesboro Circulator Changes
 - Serve missed Amazon (Waynesboro) stop via Bookerdale Road
 - Modify travel path to serve West Main Street, via Lew Dewitt Boulevard to Bookerdale Road to West Main Street



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- Reroute for through travel on 13th Street

Current operations were compared to the proposed changes, and included time and safety checks performed by Virginia Regional Transit (VRT). The proposed changes were designed to improve service without reducing coverage, through realigned route travel that increased access.

Discussion ensued among BTAC members concerning various potential impacts, such as service to the nearby dialysis center. BRITE staff confirmed availability existed to serve the nearby dialysis center via BRITE Access (ADA paratransit service) and deviated fixed route service.

Mr. Mike Kelley moved, seconded by Ms. Tombarge, to approve the proposed 250 Connector and Waynesboro Circulator route changes. The motion carried unanimously.

Other Business:

There was no other business brought before the committee.

Adjournment

Ms. Moyers indicated that the next BTAC meeting is scheduled for July 9, 2025.

There being no further business, the meeting was adjourned at 3:34 PM.



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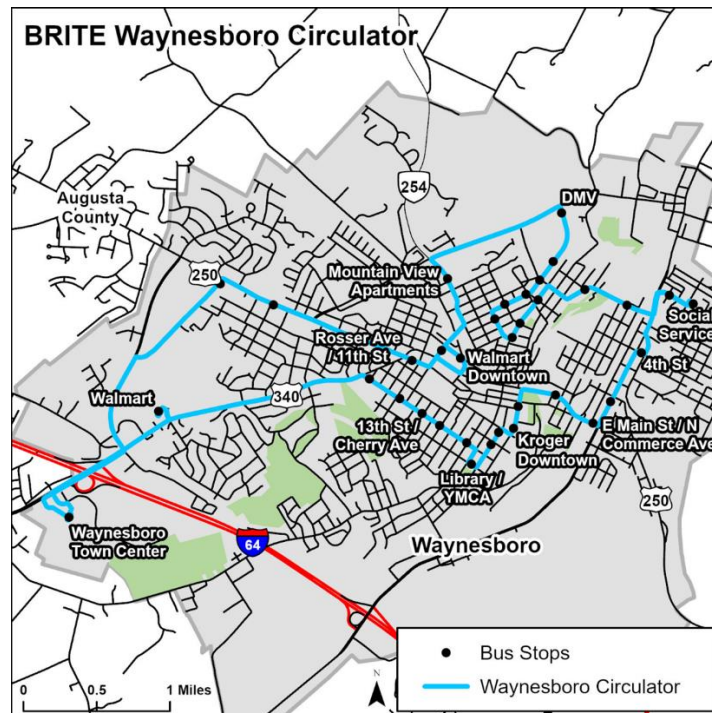
BRITE Transit Advisory Committee Update July 9, 2025 – Meeting Canceled

250 Connector and Waynesboro Circulator Route Changes

Route changes affecting the 250 Connector and Waynesboro Circulator went into effect July 1, and have been well-received by riders. Discussed and approved at the May BTAC meeting, these adjustments were implemented to increase areas served, including additional access to Valley Community Services Board (VCSB).

For the 250 Connector changes, VCSB is now served hourly until 5pm, Monday through Friday (the stop was previously served three times per day – 8AM, 12PM, and 5PM). Additionally, the West Main Plaza stop moved to Bookerdale Road/West Main Street and is now served by the Waynesboro Circulator.

The Waynesboro Circulator now takes a different path, traveling on Lew Dewitt Boulevard and Bookerdale Road to travel on West Main Street, instead of traveling in and out of Rosser Avenue from Waynesboro Walmart.



The Waynesboro Circulator no longer serves these stops:

- Rosser Ave/Windigrove Dr (continues to be served by the Stuarts Draft Link)
- Rosser Ave/11th St
- Rosser Ave/13th St
- 11th St/Maple Ave
- Jackson-Wilson Building (VPAS)



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In lieu of the previous stops listed, the Waynesboro Circulator now serves the following stops:

- Bookerdale Rd / W Main St
- W Main St / Carman Ave
- W Main St / Linden Ave
- 13th St / Pine
- 13th St / Chestnut Ave

BRITE Access (Paratransit) Service Increase

Beginning July 1, the third BRITE Access (paratransit) bus that had been operating a few hours daily will now be operating for nine hours Monday through Friday, similar to the other BRITE Access buses, to help address the high demand for paratransit service.

Microtransit Feasibility Study

CSPDC transit staff and consultant Kimley-Horn are in the final stages of the microtransit feasibility study, which assessed the viability of microtransit service in the BRITE service area and made recommendations for potential future service zones.

The final documents are in their last stages of editing and will be sent to BTAC members upon completion. Thank you all for your engagement and input over the course of this project.

Afton Express Schedule Revision Work

CSPDC transit staff and consultant WRA continue to work on potential schedule changes for the Afton Express and are currently drafting various scenarios of potential schedule revisions. Once this step is completed, the finalized drafts will be shared with the BTAC for feedback.

Following BTAC feedback and any potential reworkings, the draft schedule will be put out for a 21-day public comment period. At that time, necessary revisions will take place, and the new schedule will be implemented in the fall of 2025.

Contractor Update

- BRITE and Afton Express Ridership: Afton Express continues to see growth in ridership, and BRITE has seen some modest increases in passenger trips.
- Virginia Regional Transit (VRT) Staffing: VRT continues to solicit employment for additional drivers.

Next Meeting: September 10, 2025



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**BRITE Transit Advisory Committee Meeting Summary
September 10, 2025, 2:30 p.m.**

Central Shenandoah Planning District Commission
112 MacTanly Place
Staunton, VA 24401

[Click Here for Audio Recording of Meeting](#)

	Name	Organization
✓	Amanda Kaufman	City of Staunton
	Rodney Rhodes	City of Staunton
	Jennifer Brown	County of Augusta
✓	Kaitlin Savage	County of Augusta
	Leslie Tate, Vice Chair	City of Waynesboro
✓	Alisande Tombarge	City of Waynesboro
✓	Krystal Moyers, Chair	Augusta Health
	Abby Calvert	Augusta Health
	Mike Kelley	Wilson Workforce & Rehabilitation Center
	<i>Vacant</i>	Staunton Downtown Development
	Melissa Walker	Blue Ridge Community College
	Tammy DuBose	Valley Community Services Board
✓	Becky Messer	Transit Service Rider
	Paul Terry	Transit Service Rider
✓	Kyle Trissel	Department of Rail and Public Transportation
✓	Julie-Ann Kent	Shenandoah Valley Social Services

	Name	Organization
✓	Ann Cundy*	CSPDC
✓	Devon Thompson	CSPDC
✓	Paula Melester	CSPDC
✓	Danielle Gannon	CSPDC
✓	Zach Beard, CSPDC	
✓	Garreth Bartholomew*, CSPDC	
✓	Susan Wilson, City of Staunton	
✓	Steve Wilson, VRT	
	Phil Thompson, VRT	
✓	Alex Wilmer, Town of Bridgewater	
✓	Brian Borne, Town of Dayton	
	<i>*Indicates participant attended virtually</i>	



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Call to Order

The September 10, 2025 meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at 2:35 PM by Ms. Krystal Moyers, Chairperson. Pursuant to §2.2-3708.2 of the Code of Virginia, BTAC members may participate in meetings through electronic communication means. Members who participated virtually are marked accordingly.

Public Comment

Ms. Moyers opened the floor for public comment. There were no public comments.

Approval of Minutes

Ms. Moyers presented the minutes from the May 21, 2025, BTAC meeting for consideration.

Ms. Alisande Tombarge moved, seconded by Ms. Rebecca Messer, to approve the minutes of the May 21, 2025, meeting, as presented. The motion carried unanimously.

Business

Solicitation of Turnkey Contract Services for BRITE Bus: Ms. Paula Melester provided an update on the solicitation process for BRITE's turnkey contract services. Ms. Melester explained that BRITE contracts out transit operations to a third-party contractor. Currently, Virginia Regional Transit (VRT) operates the service under a contract that runs through June 30, 2026.

The Request for Proposals (RFP) for procuring turnkey transit operations and maintenance services was published on Monday, September 8. The RFP will remain open through the end of October 2025. Staff anticipate receiving proposals from a competitive pool of contractors, which would be evaluated in November 2025. The goal would be to have a new contract in place by the end of December 2025. Ms. Melester noted that the procurement process provides an opportunity to review current operations and gain new perspectives on the future of BRITE Transit.

There were no questions from the committee.

Afton Express Proposed Schedule Changes: Ms. Danielle Gannon presented proposed schedule changes for Afton Express service. The presentation covered the following key points:

Background and Goals:

- The current Afton Express schedule was created pre-COVID, and significant changes have occurred since then
- The budget included funding for an additional trip, but staff wanted to optimize the schedule before adding capacity



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- A key rider request was an arrival time corresponding to an 8:00 AM shift at UVA, which was not accommodated on the current schedule
- Goals included meeting the 8:00 AM start time need, serving other shift times, utilizing the fleet optimally, maintaining current ridership, and allowing for future growth

Process: BRITE has been working with consultant Whitman, Requardt and Associates, LLP (WRA) over the past several months to analyze ridership data, passenger counts, trip and stop usage, rider feedback from annual surveys and ongoing communications, and popular employer shift times at UVA. CSPDC transit staff members worked with the consultant to develop multiple alternative schedules.

Proposed Schedule Highlights:

- **Better alignment with employer start times:** Arrivals at UVA would correspond with all major shift times
 - AM Trip 1 leaves 15 minutes earlier to arrive before 6:00 AM
 - AM Trip 2 arrives shortly before 7:00 AM
 - AM Trip 3 leaves 40 minutes earlier to arrive at UVA before the 8:00 AM start time
 - Last two morning trips arrive before 9:00 AM
- **More even spacing:** Morning trips would depart at 5:30, 6:30, and 7:30; afternoon pickups at popular stops would occur at 3:10, 4:10, and 5:10, making the schedule easier to follow and remember
- **Enhanced afternoon coverage:** Pickups at both 5:10 PM and 5:25 PM would serve the high-volume 5:00 PM shift end time, providing backup capacity if riders get out late or if a bus reaches capacity
- **Express trips:** AM Trip 1 and PM Trip 1 would be converted to express runs, focusing solely on the UVA-Valley connection, saving 20-30 minutes per trip and enabling the additional morning trip at a lower cost
- **Increased bidirectional service:** More trips would operate in both directions to better serve reverse commuters
- **Improved readability:** Schedule formatted for maximum clarity to reduce barriers to understanding transit operations

Committee members expressed appreciation for the addition of the 8:00 AM arrival time.

Next Steps: A public comment period would begin after the meeting, with outreach conducted through the website, social media, press release, posters on buses and at shelters, UVA partner communications, and a Social Pinpoint feedback page. Committee members were encouraged to share information through their respective channels. After the public comment period, staff would review feedback and make any necessary revisions before implementation, which was anticipated for the first Monday in November. The schedule would be distributed to committee members for additional feedback.

Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) Long Range Transportation Plan Update: Mr. Zach Beard provided an overview of the SAWMPO Long Range Transportation Plan (LRTP) update. Mr. Beard noted that his presentation would provide a high-level overview rather than a chapter-by-chapter review, focusing on the process, main needs, and transportation projects.



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SAWMPO Overview: The Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) serves as the regional transportation planning body for Waynesboro, Staunton, and urbanized portions of Augusta County, including Fishersville, Stuarts Draft, Verona, areas along Route 11 between Verona and Blue Ridge Community College, and the Shenandoah Valley Regional Airport. The boundary encompasses most of the region's main roadways (I-81, Routes 11, 340, 250, etc.) and much of BRITE Transit's network.

The MPO conducts short-range planning (annual site-specific studies) and long-range planning through the 25-year LRTP, updated every five years. The current update process began in May 2024 and will consider transportation needs and improvements from 2025 to 2050, with approval anticipated in December 2025.

Plan Purpose and Transit Coverage: The LRTP captured current and future transportation needs and potential projects based on projected revenues over 25 years, covering all transportation modes including transit. Transit's coverage in the LRTP was supplemented by the BRITE Transit Development Plan (TDP), which provides in-depth analysis of service needs. The LRTP summarized BRITE and Afton Express needs and references the more detailed TDP.

Population Projections: Population projections for the MPO area had not changed significantly since the last LRTP update five years ago. The region was projected to reach approximately 100,000 people by 2050, an increase of about 13,000 from current levels. Most growth would occur in Augusta County (approximately 10,000 people), with Staunton adding about 4,000 and Waynesboro about 3,000.

Several demographic factors exceed state averages within the MPO:

- Poverty: Waynesboro and Staunton exceeded the statewide poverty average, with Waynesboro 6 percentage points above the state average of 10.6%
- Elderly population: Approximately 21% within the MPO, about 4% higher than the state average
- Disabled population: 1% above the statewide average of 13.5%
- Zero-car households: Region-wide numbers were at or slightly below state average, but Staunton and Waynesboro both exceeded the state average (the county levels out the overall MPO average)

When these demographic groups were combined and growth was projected over 25 years, significant transportation challenges emerge, particularly for transit. Mr. Beard noted that the aging population would likely become an increasing focus not only regionally but statewide, as Virginia's population grows older, especially in rural areas like the Valley.

Transportation Needs: Transportation needs typically focused on congestion and safety. Regarding congestion, the MPO was not projecting that any roads within the MPO boundary would be over capacity in the next 25 years. Current roadway designs and configurations would be able to handle projected vehicle growth. Mr. Beard noted that this assessment excluded I-81, which had separate VDOT planning and funding through the I-81 Capital Improvement Program.



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Safety represented the biggest transportation need within the MPO. Since COVID in 2020, fatalities had increased dramatically. The region averaged about 7 fatalities per year historically, but that average had increased to about 10.5, including one year (2022 or within that timeframe) with 18 fatalities. Key safety findings:

- Intersections were the primary crash location
- 80% of impaired driving crashes occurred at intersections
- 67% of pedestrian crashes occurred at intersections
- 100% of bicycle crashes within the MPO occurred at intersections
- Major roadways (Routes 250, 11, and 340) had the highest crash numbers
- The segment along Rosser Avenue near Lew DeWitt Boulevard in Waynesboro was the top crash corridor not only in the MPO but in the entire VDOT Staunton Construction District (a 12-county area from Winchester to Lexington); additionally, a committee member noted that BRITE buses have been hit multiple times at that intersection.

Regional Transportation Priorities: The SAWMPO Technical Advisory Committee and Policy Board identified and ranked the region's top transportation priorities, which would inform future study and project funding decisions. Each locality ranked six transportation goals, which were averaged to create a weighted prioritized list:

1. Safety
2. Accessibility
3. Efficient system management
4. Environmental sustainability
5. Land use and economic development

These weighted priorities were used in the project evaluation methodology.

Public Engagement - Phase 1: The first public engagement phase occurred in the fall of 2024 with approximately 300 participants. The main component was a survey using a mapping exercise where users could drop pins for six need categories: safety, congestion, walking/crossing, biking, transit, and speeding issues.

Results showed:

- The cities of Staunton and Waynesboro had more responses related to walking and biking
- Top three categories by percentage: walking and biking, safety, and safety-related issues
- Lower response categories: transit, speeding, and congestion

A drag-and-rank activity asked users to prioritize nine different issues by importance. The three highest-ranking categories were:

1. Missing sidewalks and crosswalks
2. Safety
3. Distracted driving



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Project and Study Development: Staff additionally worked with each locality to identify projects for the next 25 years. This produced 22 new projects and 12 potential studies. The goal was to maintain updated project and study lists to prepare for future grant funding applications and ensure understanding of regional priorities.

Public Engagement - Phase 2: The second engagement phase focused on receiving public input on the 22 projects and studies through an interactive map. Users could click on individual projects, learn details, indicate support (thumbs up/down), and provide comments. Approximately 200 contributions were received. Results indicated that overall projects were very well received. Specifically, 16 of the 23 projects received 100% support and roundabout projects received 70-80% support.

Projects by Locality: Mr. Beard discussed various projects listed within the LRTP:

Augusta County (10 projects), including:

- Improvements along I-81 exits 222, 227, and 235 and along US 250 west of Waynesboro
- Safety improvements at Christians Creek Road
- Several pedestrian improvements in the Stuarts Draft area
- Long-term improvements at Woodrow Wilson Rehabilitation Center

Highest-rated Augusta County project: US 250 Safety Improvements west of Waynesboro, that included a raised median on Jefferson Highway between Goose Creek Road and Shentel Boulevard, five-foot sidewalk along the north side, and traffic signal timing improvements between Old White Bridge and Waynesboro city limits.

Staunton (7 projects), including:

- Improvements along Greenville Avenue, Coalter Street, Commerce Road, and George Cochran Parkway
- Greenville Avenue corridor-wide improvements to the county line
- West Beverley and North Jefferson roundabout in downtown
- Safety improvements at North Coalter, Statler, and Edgewood

Highest-rated Staunton project: Greenville Avenue improvements at Amherst, Statler, and Ritchie, that included a signal for westbound right turns, an extended right-turn island, new crosswalks, and a new sidewalk on the east side of Greenville Avenue.

Waynesboro (6 projects), including:

- Improvements at Delphine Avenue and Hopeman Parkway, and Exit 96 off I-64
- New road connection from Lew DeWitt to Rosser
- Access improvements along South Delphine and Mountain Road
- New sidewalk along Lew DeWitt and West Main to Lucy Lane
- Shared-use path from city to Crozet Tunnel



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Highest-rated Waynesboro project: Shared-use path to Crozet Tunnel received the most enthusiasm of any project among all three localities.

Project Prioritization: After public engagement, a consultant evaluated and ranked projects based on how well they addressed the five LRTP goals and project cost. Staunton had six of the top ten scoring projects. Top-scoring projects typically addressed safety well while having low costs.

Augusta County projects generally didn't score as high as city projects because minimum county project costs were higher and the higher starting point affected scoring.

Top Three Prioritized Projects:

1. Waynesboro: Access management improvements at South Delphine and Mountain Road
2. Augusta County: Small additional sidewalk segments in Stuarts Draft area near Howardsville Turnpike
3. Staunton: Improvements along Greenville Avenue from Orchard Hill Road to Barterbrook Road

Potential Studies Identified:

Augusta County:

- Fishersville area pedestrian and bicycle safety improvements study
- County-wide greenways study
- Rural secondary roads improvement study within MPO
- US 11/Verona corridor safety and congestion study
- Greenville area Exit 213 interchange study

Waynesboro:

- Intersection improvements at Hopeman Parkway and Genicom Drive
- City-wide bicycle/pedestrian study

Staunton:

- US 11 and Woodrow Wilson Parkway study
- Augusta Woods Drive shared-use path study

Timeline: The draft document was being finalized for internal review by the end of the week, with a 45-day public comment period beginning at the next SAWMPO Policy Board meeting in mid-October 2025. Comments would be accepted through the end of November 2025, with final approval anticipated in December 2025.

Ms. Devon Thompson noted the presentation's dual purpose: educating committee members and fostering better integration between the MPO and transit planning, given the significant overlap between the two. She emphasized the



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importance of getting transit considerations into project planning from the beginning and ensuring elected officials on the Policy Board understand transit's role in the broader transportation network. Mr. Beard agreed, noting the transportation network's interrelated nature and the MPO's goal to improve transit inclusion in all aspects of planning.

There were no additional questions from the committee.

Contractor Update: Mr. Steve Wilson, Virginia Regional Transit, provided an operations update. VRT had been experiencing driver shortages but recently saw an influx of applicants. Two former drivers had returned, two new drivers had been hired, and four additional candidates were progressing through the vetting process including drug testing and background checks. One of the new drivers specifically requested assignment to the Afton Express route. Ridership remained consistent over the past month with no significant increases or decreases, and continued to recover from the pandemic on BRITE routes and Afton Express but has not yet reached pre-pandemic levels.

Mr. Wilson reported that the Waynesboro Circulator route changes implemented following the May 2025 approval were performing well, with the newly added West Main Street stops being well utilized. The 250 Connector changes had shortened the route and service to the Sangers Lane area was working well, with no significant issues reported. Fleet maintenance remains routine with no major issues.

There were no questions from the committee.

Other Business

Ms. Devon Thompson shared several announcements:

Virginia Transit Leadership Institute: Ms. Danielle Gannon had been selected for the third cohort of the Virginia Transit Leadership Institute, a nine-month intensive program designed for mid-level professionals and future executives. The program provides comprehensive statewide perspective on transit through visits to transit agencies throughout Virginia, presentations from speakers on various facets of transit operations and leadership, industry knowledge expansion, critical skills enhancement, and networking opportunities. The program would begin next week (September 2025) in Norfolk.

Community Transportation Association of Virginia (CTAV) Outstanding Business Partner Award: Augusta Health was recognized with the Outstanding Business Partner Award at the CTAV conference held last month. The award recognized Augusta Health as a dedicated funding and community partner for BRITE Transit, exemplifying how healthcare organizations can support mobility in their communities. Their multifaceted commitment to healthcare access was applauded through this recognition.

Discover/Try Transit Month: September is Try Transit Month. BRITE will offer a fare-free day on Wednesday, September 17, 2025. Announcements would be made through social media and other avenues. Committee members were encouraged to share graphics and information through their respective channels. The fare-free day will be complemented by pop-up events at various stop locations in celebration of the Afton Express's fourth anniversary.

Adjournment



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Ms. Moyers reminded the committee that the next BTAC meeting was scheduled for November 12, 2025, at 1:30 PM at the BRITE Transit Facility, 51 Ivy Ridge Lane, Fishersville. Lunch would be served at 1:00 PM. Committee members were encouraged to bring their alternates to this meeting.

There being no further business, the meeting was adjourned at 3:25 PM.



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**BRITE Transit Advisory Committee Meeting Summary
November 12, 2025, 1:30 p.m.**

Central Shenandoah Planning District Commission
112 MacTanly Place
Staunton, VA 24401

[Click Here for Audio Recording of Meeting](#)

	Name	Organization
✓	Susan Wilson	City of Staunton
✓	Kaitlin Savage	County of Augusta
✓	Leslie Tate, Vice Chair	City of Waynesboro
✓	Abby Calvert	Augusta Health
	Mike Kelley	Wilson Workforce Rehabilitation Center
	<i>Vacant</i>	Staunton Downtown Development Association
✓	Melissa Walker	Blue Ridge Community College
✓	Julie-Ann Kent	Shenandoah Valley Social Services
✓	Tammy DuBose	Valley Community Services Board
✓	Becky Messer	Transit Service Rider
	Paul Terry	Transit Service Rider
	Kyle Trissel	Department of Rail and Public Transportation
✓	Steve Wilson	Virginia Regional Transit

	Name	Organization
✓	Paula Melester	CSPDC
✓	Danielle Gannon	CSPDC
	Devon Thompson	CSPDC
✓	Zach Beard, CSPDC	
✓	Phil Thompson, VRT	
✓	Alisande Tombarge, City of Waynesboro	
✓	Alex Wilmer, Town of Bridgewater	
✓	Brian Borne, Town of Dayton	
✓	Grant Sparks, DRPT	
		<i>*Indicates participant attended virtually</i>

Call to Order

The November 12, 2025 meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at approximately 1:35 p.m. by Ms. Leslie Tate, Vice Chair. Pursuant to §2.2-3708.2 of the Code of Virginia, BTAC members may participate in meetings through electronic communication means. Members who participated virtually are marked accordingly.

Public Comment

Vice Chair Tate opened the floor for public comment. There were no public comments.



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Approval of Minutes

Vice Chair Tate presented the minutes from the September 10, 2025, BTAC meeting for consideration.

Ms. Susan Wilson moved, seconded by Ms. Becky Messer, to approve the minutes of the September 10, 2025, meeting, as presented. The motion carried unanimously.

Business

Solicitation of Turnkey Contract Services for BRITE Bus: Ms. Paula Melester provided an update on the ongoing solicitation for turnkey transit operations and maintenance services. Ms. Melester reiterated that BRITE Transit contracts its operations to a third-party provider and that the current contract extends through June 30, 2026.

Ms. Melester reported that the Request for Proposals (RFP) period had closed and that staff would begin evaluating submissions in the coming weeks. The goal was to finalize a contract by the end of the calendar year to ensure continuity of service and allow adequate time for transition if needed.

Committee members did not raise formal questions but acknowledged the importance of maintaining uninterrupted service throughout the procurement process.

Afton Express Proposed Schedule Changes and Update: Ms. Danielle Gannon provided an update on the Afton Express schedule adjustments following the public comment period and initial implementation planning. Ms. Gannon summarized the intent of the changes as improving alignment with major employer shift times, particularly morning arrivals, while maintaining overall service efficiency and schedule readability.

Key points of the update included:

- Improved arrival timing for early morning and 8:00 a.m. work shifts, which had been a primary rider request.
- More evenly spaced trips throughout the morning and afternoon to create a more predictable and user-friendly schedule.
- Targeted express trips designed to reduce travel time and allow additional capacity without significant cost increases.

Staff noted that ridership and performance would continue to be monitored following implementation to determine whether further refinements would be warranted. Committee members expressed general support for the schedule refinements and appreciation for the continued evaluation of rider needs.

Section 5311 Funding Shortfall: Ms. Melester introduced the topic of a projected Section 5311 funding shortfall and provided brief context (see attached presentation for more details and information) before introducing Mr. Grant Sparks of the Virginia Department of Rail and Public Transportation (DRPT) to present additional details.

Mr. Sparks explained that Section 5311 funding, which supports rural transit operations, was experiencing pressure due to a combination of rising operating costs, inflationary impacts on fuel and labor, and relatively flat or constrained



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funding allocations. The presentation covered the following information (see attached presentation for more details and information):

- Overview of how rural public transit is funded in the state, new pressures faced, and comparison of revenues and needs (past, present, and future)
- Review of Virginia Rural Transit Program Strategy Objectives – ranging from statewide goals & priorities to defining prioritization of Federal funds and identifying long-term strategies to remedy funding shortfalls
- Review of proposed strategies for funding, program management, and cost mitigation

Key points of the presentation included:

- The shortfall is not unique to BRITE and is being experienced by rural transit providers across the Commonwealth.
- Operating expenses are increasing at a faster rate than available federal and state funds, creating structural gaps in annual budgets.
- DRPT is actively monitoring funding trends and exploring advocacy and planning strategies, but immediate supplemental funding is not guaranteed.
- Transit agencies are encouraged to engage in service efficiency reviews, phased planning, and early financial forecasting to mitigate impacts.

Committee discussion centered on awareness and long-term planning considerations rather than immediate service reductions. Ms. Melester indicated that additional financial analysis and potential response strategies would be brought forward at future meetings if necessary.

Contractor Update: Mr. Steve Wilson, Virginia Regional Transit (VRT), provided an operations update. Mr. Wilson noted continued recruitment and retention efforts for bus operators, with gradual improvement but remaining vacancies. The fleet was reported to be in good condition with routine maintenance ongoing and parts availability improving. No major service disruptions were reported.

Other Business

Staunton Citizen University and Augusta County Community Academy Presentations: Ms. Gannon noted recent and upcoming presentations to local civic education programs, including Staunton Citizen University and the Augusta County Community Academy. These presentations served as opportunities to increase public understanding of regional transit services, funding structures, and long-range planning efforts. Committee members expressed support for continued community outreach.

Adjournment

There being no further business, the meeting was adjourned at approximately 2:45 p.m.