



112 MacTanly Place
Staunton, VA 24401

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**BRITE Transit Advisory Committee Meeting Summary
March 11, 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
✓	Susan Wilson	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
	<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

	Name	Organization
✓	Paula Melester	CSPDC
✓	Danielle Gannon	CSPDC
✓	Devon Thompson	CSPDC
✓	Phil Thompson, VRT	
✓	Alex Wilmer, Town of Bridgewater	
✓	Brian Borne, Town of Dayton	
✓	Mark Allen, Staunton Redevelopment & Housing Authority	
✓	AJ Young, LifeWorks*	
✓	Kayla Dixon, CSPDC*	
✓	Marina Cura, UVA*	
✓	Ria Ravel, UVA*	
		<i>*Indicates participant attended virtually</i>

Call to Order

The March 11, 2026 meeting of the BRITE Transit Advisory Committee (BTAC) was called to order at approximately 2:30 p.m. by Ms. Krystal Moyers, 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



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

Approval of Minutes

Chair Moyers presented the minutes from the November 12, 2025, BTAC meeting for consideration. No changes were requested.

Mr. Mike Kelley moved, seconded by Ms. Alisande Tombarge, to approve the minutes of the November 12, 2025, meeting, as presented. The motion carried unanimously.

Business

Bus Stop Requests: Ms. Devon Thompson presented three bus stop requests for committee consideration.

1. Mary Baldwin University – West/North Loop: Ms. Thompson reported that Mary Baldwin University requested additional access to its upper campus. Staff presented two alternative routes and recommended Alternative 1 — an extension of the route by approximately 0.7 miles along North Coalter Street and Tams Street that would have minimal timing and no safety impacts on the route. This option would add several new stops, including Belmont Condominiums; Parkwood Apartments; Mary Baldwin University at Westmoreland Drive; Mary Baldwin University at Tullidge Drive; and would convert the Social Security Offices from a call stop to a fixed stop. A second alternative was considered but not recommended due to safety concerns related to narrow campus streets.

A motion was made by Mr. Kelley, and seconded by Ms. Susan Wilson, to approve the Mary Baldwin University bus stop request per staff-recommended Alternative 1. The motion carried unanimously.

2. Elizabeth Miller Gardens and Farrier Court – West/North Loop: Ms. Thompson reported that the Staunton Redevelopment and Housing Authority requested stops at two apartment complexes. Staff identified operational challenges at both locations, primarily the absence of viable turnaround areas and the addition of five to nine minutes to an already taxed route. Mr. Phil Thompson clarified that fixed route buses are not permitted to reverse, and that neither complex had a turnaround area sufficient to accommodate a bus, which would require the route to loop through a neighboring residential area to exit. Staff recommended serving both complexes through ADA complementary paratransit (BRITE Access) in the near term, with outreach and education to residents on eligibility and scheduling.

Mr. Mark Allen, representative of the Housing Authority, distinguished between the two complexes. Elizabeth Miller Gardens serves a predominantly senior population for whom ADA paratransit would be well-suited, while Farrier Court serves families and working-age adults on fixed incomes who rely heavily on public transportation and have no sidewalk connection to the nearest existing stop. Mr. Allen petitioned the committee to prioritize a fixed route stop at Farrier Court, noting it could also serve the adjacent Willow View Apartments.

Following discussion, the committee agreed to separate the two requests, approving the ADA paratransit approach for Elizabeth Miller Gardens and tabling Farrier Court pending additional timing analysis of the North & West Loops.



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Additionally, discussion ensued regarding processing bus stop requests in the future. Ms. Paula Melester committed to distributing stop request materials to committee members in advance of future meetings to allow adequate time for review.

A motion was made by Ms. Jennifer Whetzel, and seconded by Mr. Kelley, to approve promotion and education of BRITE Access (ADA paratransit service) to Elizabeth Miller Gardens per the staff recommendation. The motion carried.

The Farrier Court bus stop request was tabled for a future meeting.

3. River City Bread Basket – Waynesboro Circulator: Ms. Thompson reported that CSPDC collaborated with River City Bread Basket and LifeWorks on a proposed stop closer to their facility on Winchester Avenue in Waynesboro, which would eliminate the walking distance from the current nearest stop at 4th Street. The proposed route detour would add approximately 1.02 miles and four to five minutes, but enabled the bus to utilize a stoplight controlled intersection at Delphine Avenue to maintain safe operations. Staff recommended implementing the stop as a call stop given River City Bread Basket's limited operating hours of Thursday evenings and Friday middays. If call volume warranted, the stop could be converted to a regular fixed stop during those operating windows.

A motion was made by Ms. Leslie Tate and seconded by Ms. Tombarge* to approve the River City Bread Basket stop as a call stop per the staff recommendation. The motion carried.

Remote Area Medical (RAM) Clinic – Augusta Expo, Saturday, March 21, 2026: Chair Moyers introduced Ms. Marina Cora and Ms. Ria Raval of the University of Virginia (UVA) community host group organizing the upcoming RAM clinic at Augusta Expo. Ms. Cora explained that RAM extended access to free medical, dental, and vision care in rural and underserved communities, and that no identification or insurance was required for patients to receive care. Building on a prior collaboration, BRITE would operate two dedicated shuttle routes on an hourly basis to and from the clinic. The Staunton shuttle would stop at the Staunton Walmart and Lewis Street Hub, and the Waynesboro shuttle would stop at the Waynesboro Walmart and Broadmoor Plaza. Shuttle service would be free for passengers. Marketing materials were available, and committee members were encouraged to share them widely. Chair Moyers expressed strong support for the partnership.

Fiscal Year (FY) 2027 Virginia Department of Rail and Public Transportation (DRPT) Grant Applications: Ms. Thompson reported that CSPDC submitted FY27 grant applications to DRPT by the February 1st deadline, including grants for Urban & Rural Operating and Capital Cost of Contracting, Capital (Transit Facility Equipment & Bus Shelter Access), Commuter Assistance Program Operating (Rideshare), and Project Assistance (Transit Marketing for BRITE). The draft Six-Year Improvement Program was expected in April, with Commonwealth Transportation Board approval anticipated at their June meeting.

*Upon review, the second to this motion was not valid under BTAC practices, as each locality has two representatives but only one vote per motion. Both the motion and the second were made by representatives of the same locality. This was an oversight on BTAC staff's part and was not noted at the time. The motion carried on the strength of the remaining votes in favor.



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Staff expected to report on the recommended project status at the May BTAC meeting. Mr. Kyle Trissel of DRPT commended the CSPDC team's submissions and confirmed that the review timeline remained on track.

Afton Express Update: Ms. Danielle Gannon reported that the revised Afton Express schedule, launched December 1, 2025, had been well received and that there were no service disruptions during the transition. She also noted that ridership was trending higher than the same period of the prior year. Ms. Gannon also stated that the Afton Express marketing grant was underway, with two commercials airing on cable and select streaming platforms, and a business spotlight segment scheduled to film in the coming weeks.

Virginia Transit Association (VTA) Transit & Rail Advocacy Day and Proposed Session Legislation: Ms. Gannon reported on her attendance of the VTA Transit and Rail Advocacy Day on February 2nd in Richmond, representing CSPDC/BRITE and the Virginia Transit Leadership Institute (VTLI). The day included a legislative briefing, a visit to the State Capitol where the VTLI cohort was formally recognized on the chamber floor, and afternoon meetings with local representatives to brief them on the BRITE system and advocate for transit legislation.

Ms. Paula Melester provided an overview of relevant 2026 General Assembly session outcomes. Several bills that would have provided significant new transit revenue did not survive crossover, and budget language that could still contribute transit funding remained under negotiation. Two transit-related bills passed crossover and were headed to the Governor's desk. A labor requirements bill would require transit authorities contracting out services to pay contracted operators wages and benefits comparable to municipality employees. Ms. Melester noted concerns for BRITE given that CSPDC is not a municipality, that no fiscal impact study had been completed, and that Northern Virginia agencies had cited potential budget impacts of \$17–20 million. VTA was advocating for delayed implementation. Should the bill be signed, it would only take effect for BRITE upon contract renegotiation, five to nine years in the future. A second bill would expand the eligible uses of the Transit Ridership Incentive Program (TRIP) statewide. BRITE used TRIP funding to support the Afton Express, and Ms. Melester expressed support for the expansion.

Contractor Update: Mr. Phil Thompson provided the operations update on behalf of Virginia Regional Transit (VRT). Mr. Thompson recognized Driver Alma Meadows for her response to two medical emergencies on February 21st — a passenger who became unresponsive at the Waynesboro Walmart and was successfully resuscitated by emergency services, and a passenger who suffered a seizure that evening upon arrival at the Staunton Walmart, for which Ms. Meadows immediately pulled into the adjacent fire station parking lot to secure assistance. Driver William McCauley was also recognized following a commendation submitted through the BRITE website praising his friendliness and cautious driving on the Afton Express. Operations Supervisor Leroy Sweezy was congratulated on earning his Certified Community Transit Manager (CCTM) certification through the Community Transportation Association of America.

Mr. Thompson reported that all route vehicles were operational with no major breakdowns, and that a safety meeting held the prior Saturday focused on Federal Transit Administration (FTA)-required annual drug and alcohol compliance. Mr. Thompson noted that Passio mobile data terminals (MDTs) had been removed from buses following persistent connectivity and accuracy issues, with buses having returned to paper trip sheets on an interim basis. Daily and route-level ridership data would continue to be reported, and stop-level data would resume once the new contractor implemented replacement technology. Mr. Thompson indicated that ridership dipped in the months



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following the November meeting — 15,764 in November 2025, 13,939 in December 2025, and 13,890 in January 2026 — before recovering strongly to 17,033 in February 2026, a 10% increase over February 2025 and the second consecutive month exceeding the same month the prior year. Mr. Thompson also noted that BRITE was undergoing its FTA triennial review covering 21 compliance areas, and that all required documentation had been submitted.

Solicitation of Turnkey Contract Services for BRITE: Ms. Melester reported that CSPDC had completed its competitive procurement for turnkey transit operations and maintenance services, selecting Resource Management Systems (RMS) as the incoming contractor effective July 1, 2026. Staff would work closely with RMS and VRT throughout the transition to ensure service continuity, with no disruption anticipated for riders. The procurement also required the incoming contractor to provide a new fleet. Ms. Melester formally recognized VRT for its years of service to CSPDC and the region, and Chair Moyers echoed this recognition on behalf of the committee.

Other Business

Ms. Melester confirmed that the return to paper trip sheets was a temporary pause, with the new contractor bringing replacement technology as part of its contract obligations. Ms. Melester also announced that Ms. Kayla Dixon, a master's student at James Madison University (JMU) contributing to CSPDC on a part-time basis, would join as a full-time Engagement and Outreach Planner on July 1, 2026. Her work would focus on community engagement, partner outreach, and travel training. Ms. Dixon expressed gratitude for the opportunity, and Chair Moyers offered congratulations on behalf of the committee.

Ms. Thompson noted that BRITE was undergoing both an FTA Triennial Review and a DRPT compliance review. Ms. Thompson also noted that DRPT had published its Coordinated Human Service Mobility (CHSM) Plan, a statewide assessment of transportation needs with emphasis on populations with disabilities and the elderly, and offered to share a link to the documents with committee members.

Adjournment

There being no further business, the meeting was adjourned at approximately 3:34 p.m.

Next Meeting: May 13, 2026, 2:30 p.m. Central Shenandoah Planning District Commission, 112 MacTanly Place, Staunton, VA 24401