

## February 2015 STF Program Status; Early Progress Report

The September 2013 Special Session of the Oregon Legislature added **\$5 million** in state general funds (**Supplement A**) to the Special Transportation (STF) Program. The legislature also requested that \$100,000 of the funds be used to continue a pilot project which currently tests activities to improve medical access for veterans.

In February 2014, the Legislature added another **\$4 million** in additional general funds (**Supplement B**) and in December 2014, the Legislature added another **\$1.68 million** in additional general funds (**Supplement C**) to the STF program. Total added funds are **\$10.68 million**. This increase in funds for the program brings the program up 2009 levels; restoring the program and positioning providers to build back and increase transportation alternatives for the growing populations of older adults.

### The Special Transportation Program

Oregon's STF Program provides financial support to designated counties, transit districts, and Indian tribal governments for special transportation services benefiting seniors and people with disabilities. Special Transportation Funds are awarded using a population-based formula and are often used to leverage federal program dollars to match vehicle purchases and services. Some examples of funded services include training for how to use transit, access and operating support for volunteer and dial-a-ride services, expanding accessible fixed route transit, and providing information about options for those who can no longer drive.

### Early results and planned improvements

The program is just beginning to implement the full measure of added investment. The following are some of the planned benefits for catching up and examples of improvements already completed or those in progress.

### STF Agency Use of new funds.

The following information is gathered from a summary analysis of the applications provided in February 2015 by the 42 STF Agencies.

- Eight of 125 providers receiving support statewide are able to use the funds to match vehicle replacements. This suggests that restoring service is still the first need.
- All of the 42 STF Agencies and their 125 providers will use the funds to sustain and restore operations to former levels.
- 45 (approximately 1/3) of the entities will use a portion of the funds to match federal grants that add services for seniors and people with disabilities.

**Service Examples:**

The following is a sample of local improvements. In addition to bringing services back to prior levels; providers plan the following:

1. North Coast. Service gap between SETD and Columbia County are finally closed. Service is available seven days week, three per day between Astoria to Rainier/Kelso/Longview; 5 days a week between Astoria/Rainier/Longview, with the transfer between SETD bus to Columbia County bus at Clatskanie. The service is available in the am and pm, so that people may travel to medical, work, and shopping, round trip in a day.
2. The Astoria Senior Center will be able to offer senior transportation trips.
3. Metro area. TriMet is able to provide additional support for nineteen local government and nonprofit service providers in the Tri County area to improve services. Ride Connection will be able to match replacement vehicles to keep their eleven nonprofit sub providers vehicles within safe condition requirements.
4. Metro area. TriMet will fund David's Harp, trips for severely mentally ill to get to resources.
5. South Coast. Curry Transit is able to match federal funds to replace several vehicles that are way over age and mileage (300,000 miles) standards for their coastal service.
6. Mid Valley. Benton County will add assistance for a nonprofit that will provide trips for elderly homeless.
7. Central. Deschutes will add new services for disabled to work.
8. South East. Lake County will be able to add services for North Lake County.
9. North Central. Sherman County will be able to have a full time staff person that can dispatch and answer questions about needed trips.
10. East. Umatilla County will be able to fund transportation in Ukiah, a remote area.
11. East. Union County will be able to fund transportation for mental health clients to treatment.

**Performance.** Rail and Public Transit Division collects quarterly provider reports from each STF participant. The division analyzes the performance annually. As new STF services are expanded, vehicles are replaced, and additional rides reported, we will see the cumulative effects of the additional STF funds in the FY 2016 reports.

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**Basintransit.com**

**1-541-883-2877**

**Rvtd.org 1-541-779-2877**

**Currypublictransit.org**

**1-800-921-2871**

**Redwoodcoasttransit.org**

**1-707-464-6400**



**SOUTH WEST**



**PORTLAND**



**PUBLIC OREGON INTERCITY TRANSIT**

Traveling West to East	Arrive	Departs
Brookings 624 Railroad		8:00
Smith River Lucky 7 Casino	8:15	8:20
Crescent City 1001 Front St	8:40	8:45
Hiouchi Café	9:05	9:05
Gasquet Market	9:17	9:17
Collier Tunnel Rest Stop	9:30	9:40
O'Brien Market	9:59	9:59
Cave Junction/Junction Inn	10:05	10:15
Selma Ray's Market	10:26	10:26
Grants Pass Greyhound	11:00	11:10
Gold Hill Ray's Market	11:30	11:35
Medford Airport	11:55	<b>12:05</b>
Medford Greyhound	<b>12:20</b>	<b>3:30</b>
Ashland Safeway	<b>3:55</b>	<b>4:00</b>
White City Cascade Bingo	<b>4:25</b>	<b>4:30</b>
Great Meadows Snow Park	<b>5:15</b>	<b>5:20</b>
Klamath Falls Amtrak	<b>6:05</b>	

**Bold indicates PM**

Traveling East to West	Arrive	Departs
Klamath Falls Amtrak	10:20	10:30
Klamath Falls Shuttle	10:30	10:45
Great Meadows Snow Park	11:30	11:35
White City Cascade Bingo	<b>12:20</b>	<b>12:20</b>
Medford Greyhound	<b>12:50</b>	<b>12:55</b>
Ashland Safeway	<b>1:15</b>	<b>1:20</b>
Medford Greyhound	<b>1:40</b>	<b>3:30</b>
Medford Airport	<b>3:50</b>	<b>4:00</b>
Gold Hill Ray's Market	<b>4:20</b>	<b>4:25</b>
Grants Pass Greyhound	<b>4:45</b>	<b>4:50</b>
Selma Ray's Market	<b>5:17</b>	<b>5:17</b>
Cave Junction/Junction Inn	<b>5:35</b>	<b>5:40</b>
O'Brien Market	<b>5:48</b>	<b>5:48</b>
Collier Tunnel Rest Stop	<b>6:00</b>	<b>6:10</b>
Gasquet Market	<b>6:31</b>	<b>6:31</b>
Hiouchi Café	<b>6:43</b>	<b>6:43</b>
Crescent City 1001 Front St	<b>7:00</b>	<b>7:05</b>
Smith River Lucky 7 Casino	<b>7:25</b>	<b>7:30</b>
Brookings 624 Railroad	<b>7:50</b>	

*Please contact your local office for Shuttle & Greyhound pricing and Greyhound schedule information.*

## South West Point Shuttle

*Provides service 7 days a week, 365 days a year.*

*All buses are handicap accessible and are able to accommodate 2 bicycles on the outside and 2 boxed bicycles on the inside. (A 24 hour notice is requested)*

*All small animals must ride in carriers, except service animals.*

*(A \$5.00 fee is charged for non-service animals.*

*Please call for details)*

*The South West Point Shuttle also ships Freight to any Greyhound Station in the USA. Please call us for rates.*

*Shoes and shirts must be worn at all times. No firearms, weapons or flammable materials are allowed also No smoking.*

*Consumption of alcohol and or drugs of any kind before or while riding the bus will not be tolerated!*



# *Oregon Public Transportation State of the System 2014*





# *Oregon Transportation Plan*

*2006*

**The Goal – “Provide a balanced, efficient and integrated transportation system that ensures interconnected access to all areas of the state, the nation and the world. Promote transportation choices that are reliable, accessible and cost-effective.”**

*- Oregon Transportation Commission*



## *Economy & Jobs Policy Vision*

*April 2012*

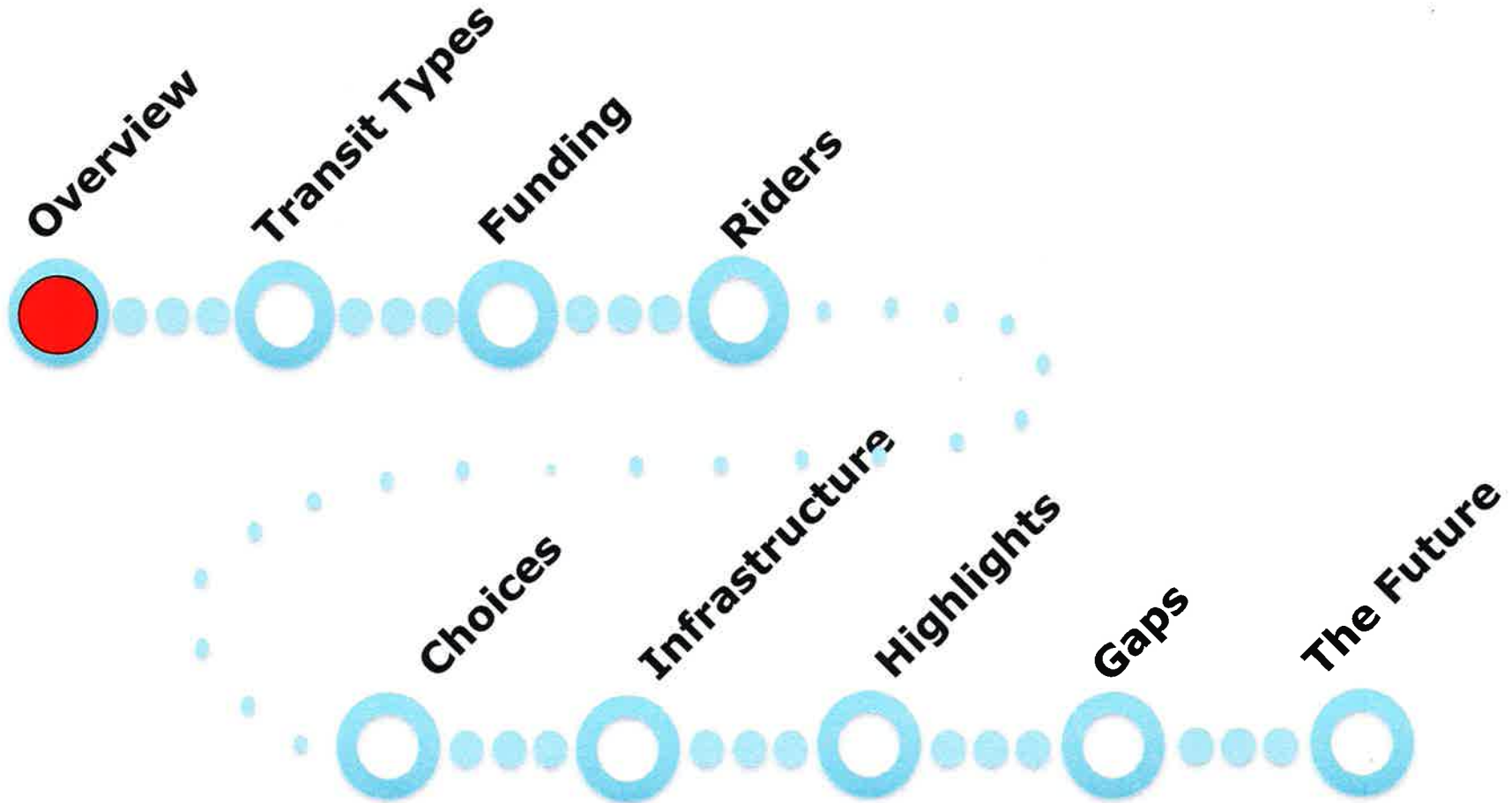
**“Transportation should balance pedestrian, transit and auto access to reduce dependence on autos and provide secure, convenient and affordable mobility for all citizens.”**

*- Governor John Kitzhaber*





# Outline







*Public Transportation  
Now and for the Future  
~Organizing Principles~*



Access



Availability



Connectivity



Economic Development

Overview

Types

Funding

Riders

Choices

Infrastructure

Highlights

Gaps

Future





## *Key Players*

- Oregon Transportation Commission (OTC)
- Public Transportation Advisory Committee (PTAC)
- Local Boards and Special Transportation Advisory Committees
- Cities, Counties and Tribal Communities
- Transit Districts
- Local Providers
- Area Commissions on Transportation (ACTs)
- Citizen Advocacy Groups

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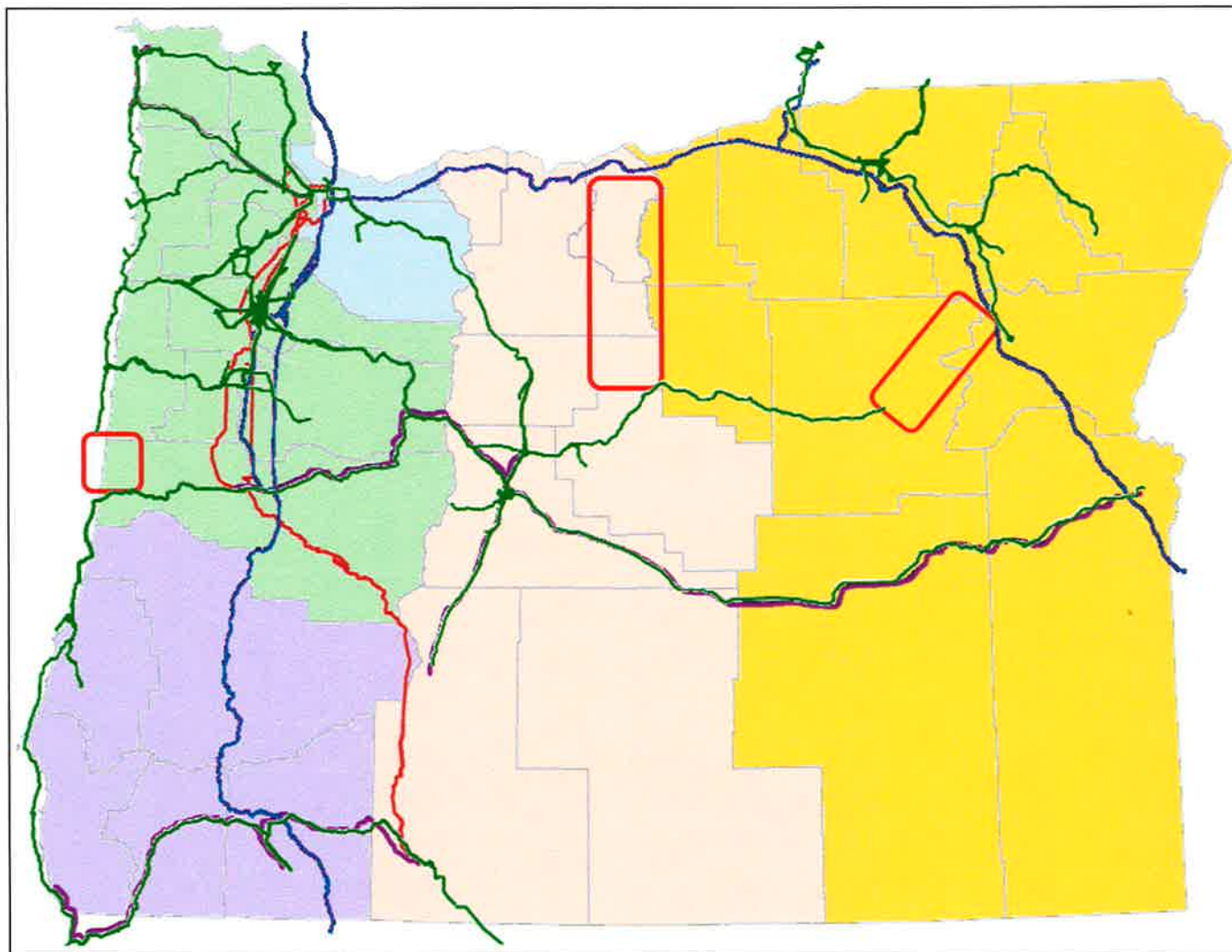
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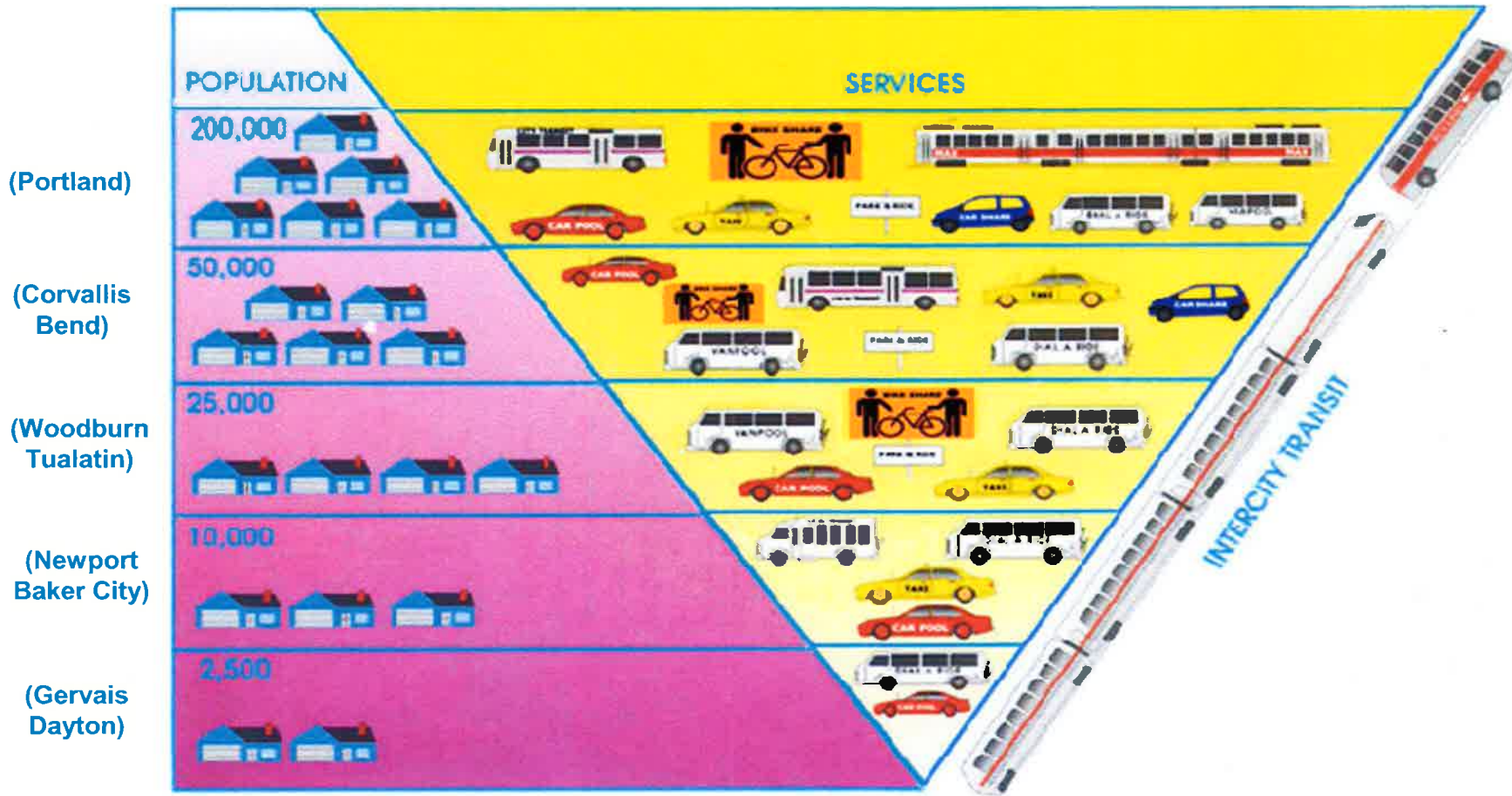
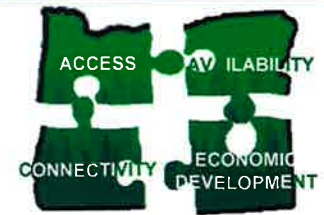
# Public Transit's Current System



- Fixed Route
- Greyhound
- Amtrak Rail
- Amtrak Thruway Bus
- NW Point
- SW Point
- High Desert Point
- Service Gaps

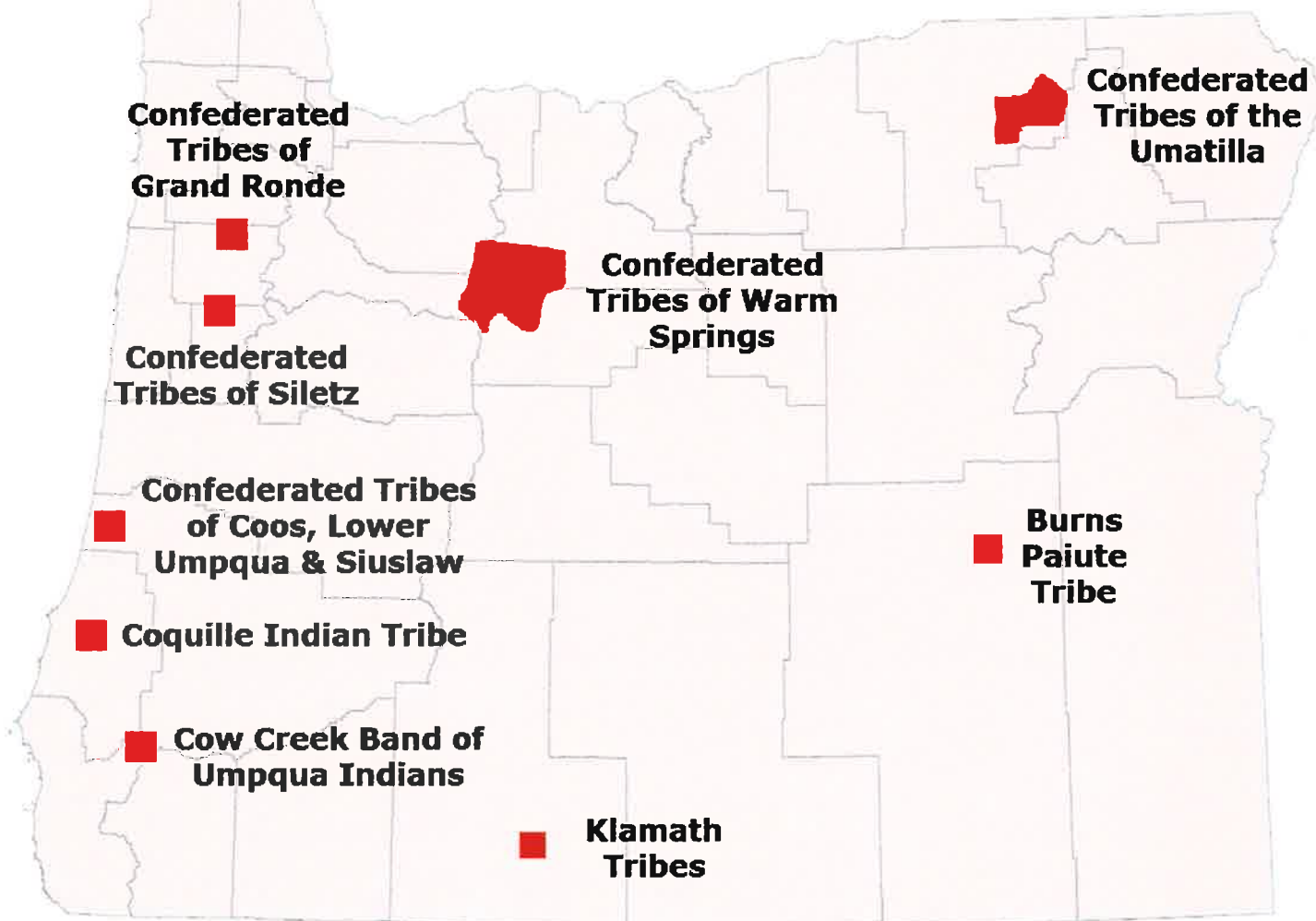


# Providers and Operators in Your Community



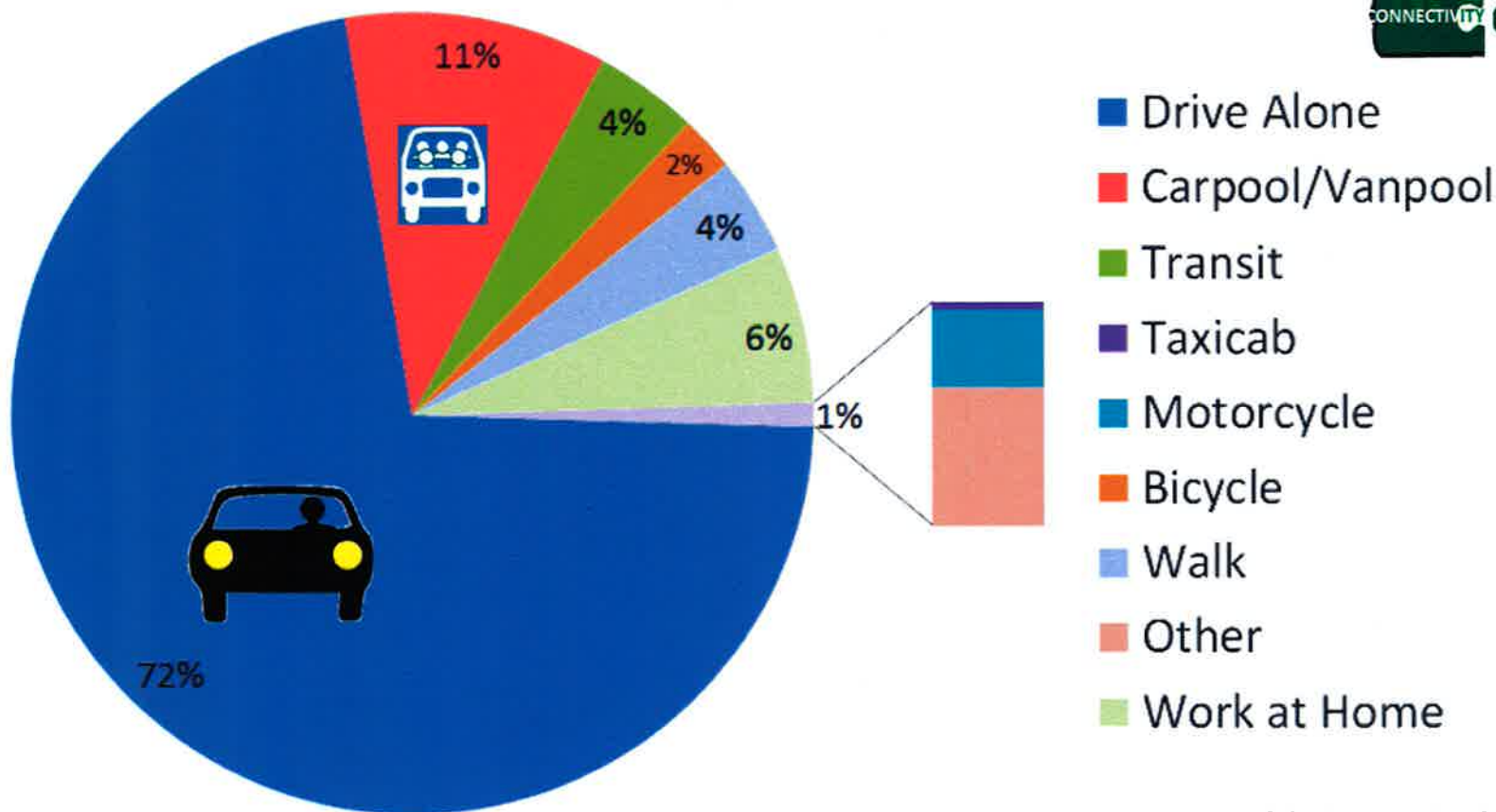


# Tribal Transit





## Oregon Transportation Mode Split: Urban Areas



Goal: Decrease Drive Alone 10% by 2020



## ODOT'S RESPONSIBILITY



- Distribute and Administers \$50 M annually in local grants to:
  - 36 Counties
  - 9 Recognized Tribes
- *1000 ODOT invested buses*
- ***New Responsibilities UNDER MAP-21 – Planning, Safety, Asset and Performance Management***

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## *Funding & Oversight*



- Local
- State
- Federal



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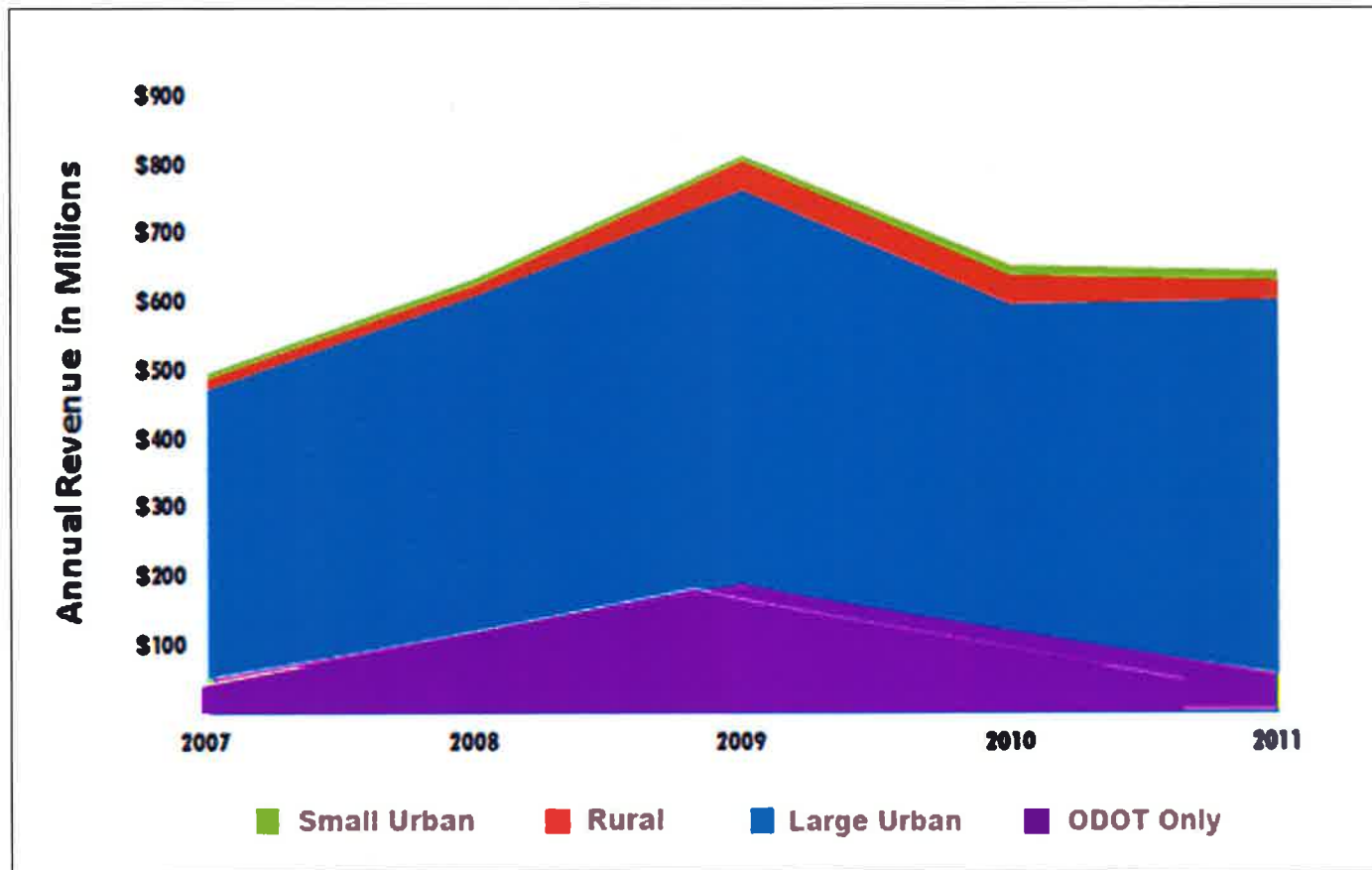
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# Oregon Transit Dollars



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## *Local Funding*

- **Local Funds:** Local entities (counties, cities) in some cases provide money and/or match dollars in order to receive grants and funds from federal entities such as federal highway and federal transit. Local revenue: local property and payroll taxes, other local contributions such as timber revenues, program revenues and donations
- **Fares:** Riders pay a portion of cost per trip. Transit agencies raise local revenues to finance and match the public funds.





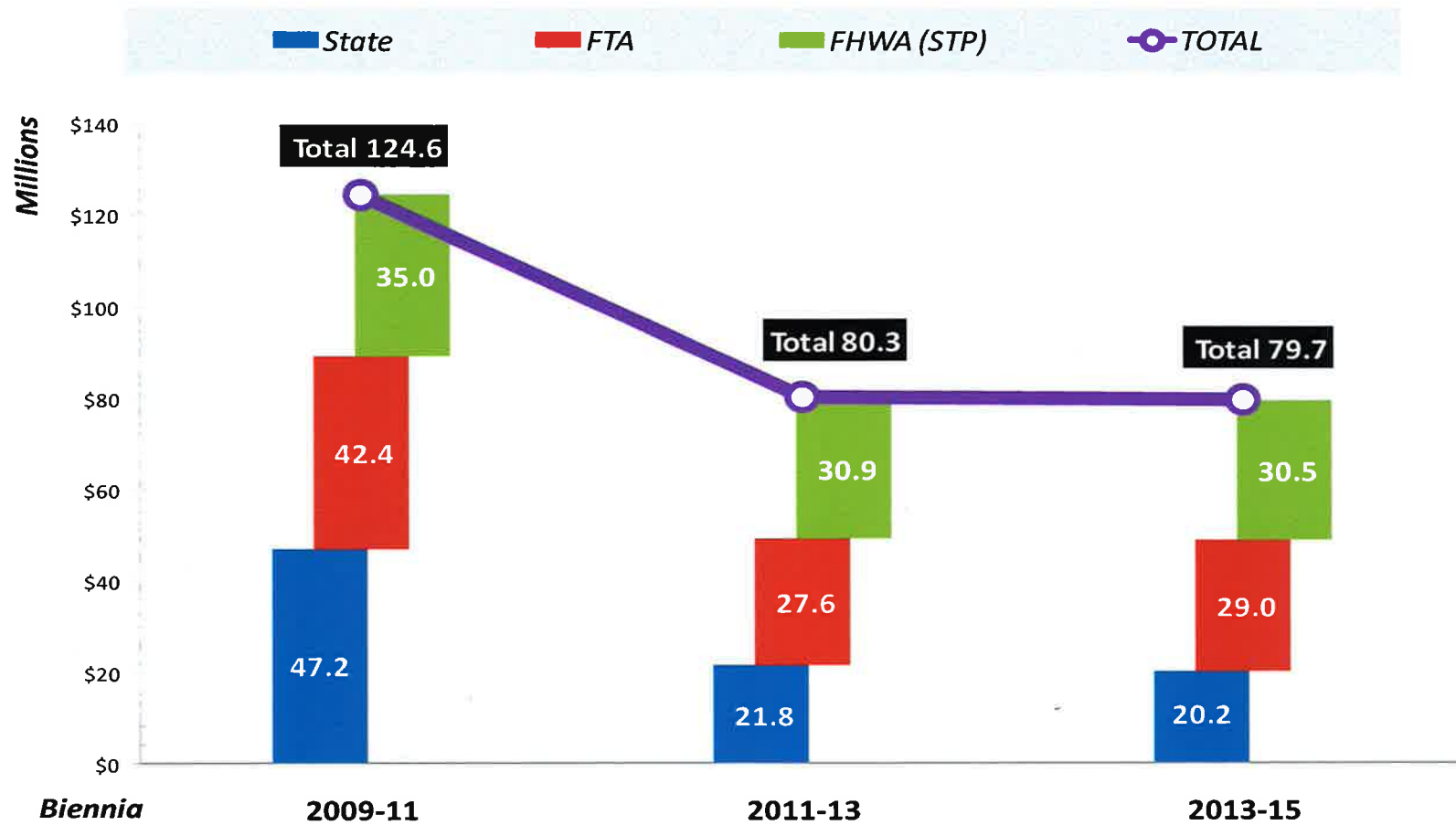
## *Distribution of Funds*



- **FTA dollars:** Go directly to designated transit districts and cities (50,000 pop. and larger) to plan and operate their systems.
- **ODOT (federal and state) dollars:** Go to transit districts, tribes, cities, and counties to plan and operate rural and seniors and individuals with disabilities transportation needs.
- **ODOT (federal and state) dollars:** Go directly to rural transportation providers to operate rural intercity transit.



## Public Transit - Summary of Revenue Sources





## ***2014 PTAC Needs Assessment Annual Increase Identified***

### **Special Transportation**

- Maintain current status - continue \$13.5 M biennial General Funds
- Make Progress - add \$5 M
- Improve large urban - add \$41 M

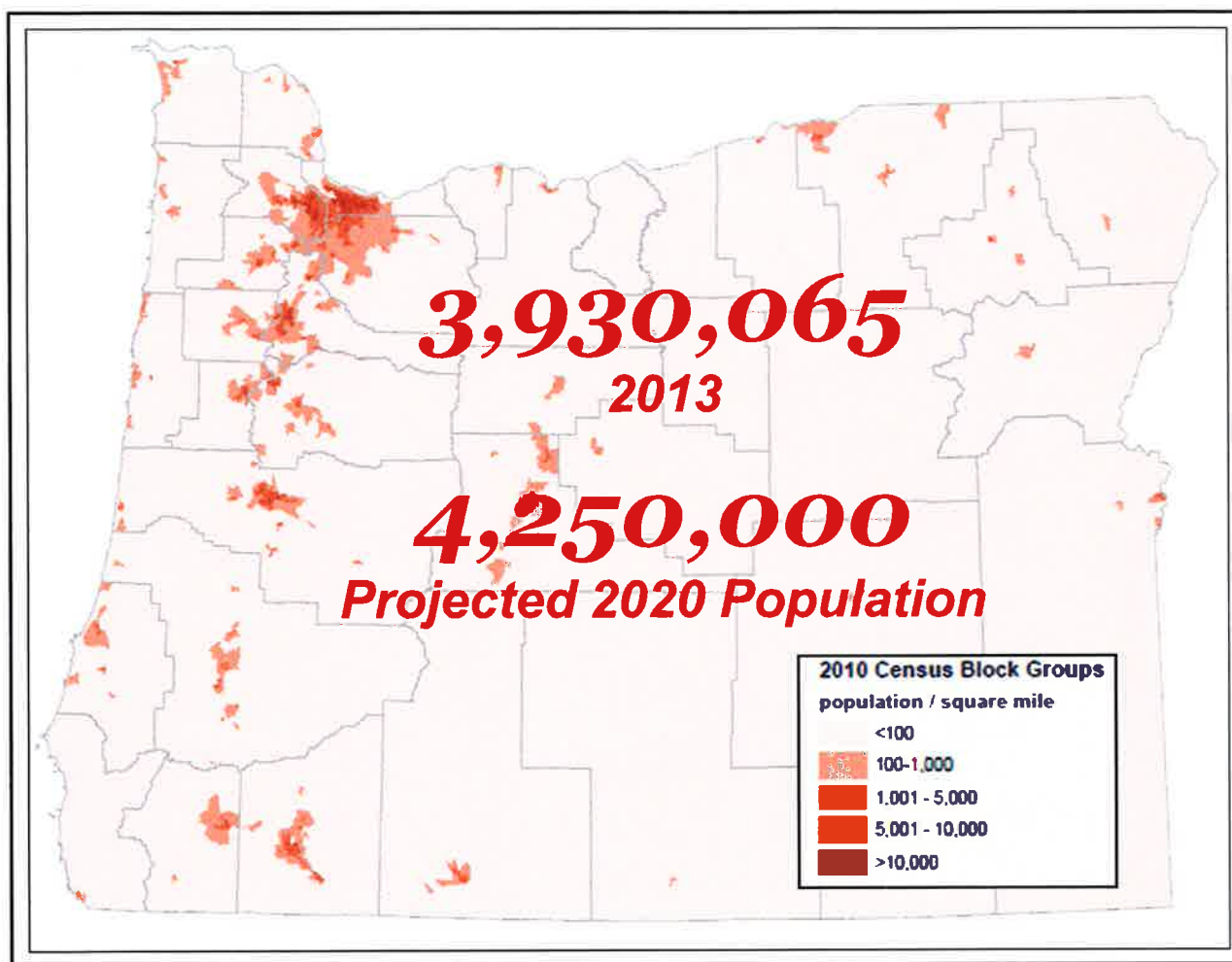
### **General Public Transportation**

- Match to leverage federal funds - \$22 M
  - Able to catch up fleet
  - Able to improve facilities and service





# Oregon Population



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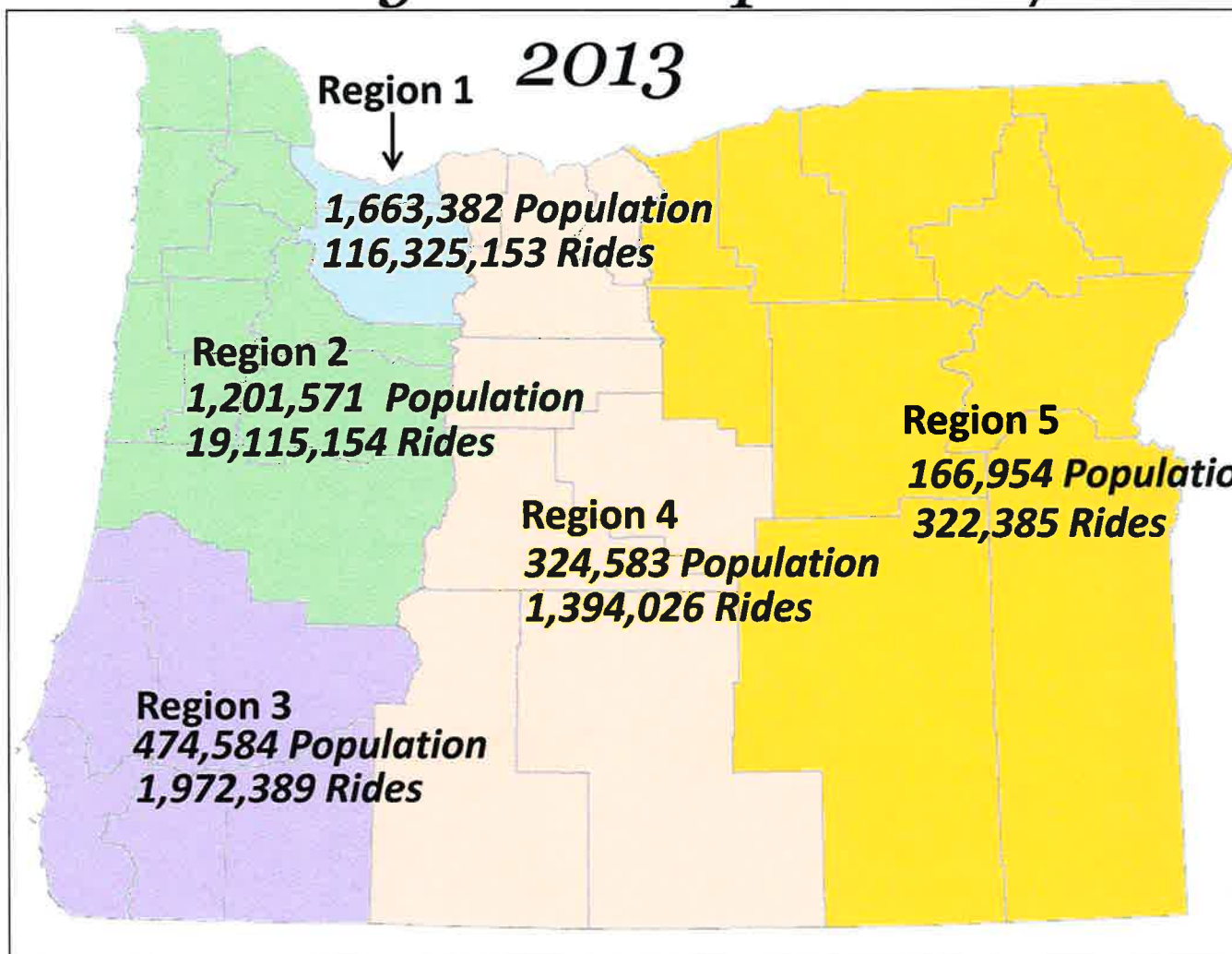
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# Statewide Regions Population/ Rides



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# Ridership

In 2013, Oregonians took:

139.1 million rides

This is an average of 35 trips per person.



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## *Seniors and Individuals with Disabilities*



- In 2013 older adults and people with disabilities were 15.5% of the population
- They are expected to be 28% by 2030
- Those over 85 are the fastest growing sector



SMART Dial-A-Ride, Wilsonville



“Transportation Options are the programs that promote transit, carpooling/rideshare, bicycling and walking. They are an element of the management of the transportation system to reduce the hours of travel delay and improve air quality.”

-Report to the Governor, May, 2012



## *Transportation Options*



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- ODOT stakeholders are working together to create the Transportation Options Topic Plan
- Transportation Options programs currently cover 97% of the state



## *Transportation Options*



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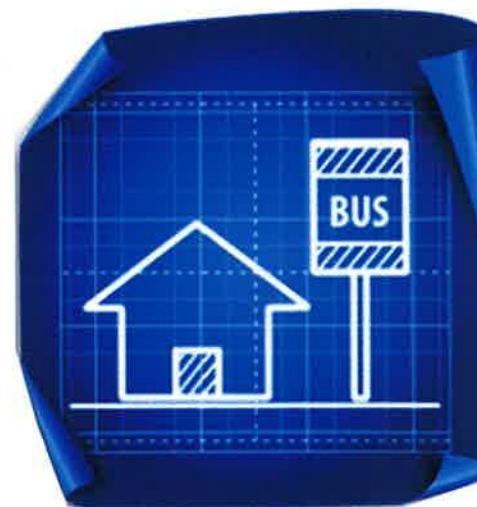
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## *Transit Infrastructure:*

- Vehicles
- Facilities (buildings)
- Amenities
- Bus Shelters
- Signage
- Information Systems



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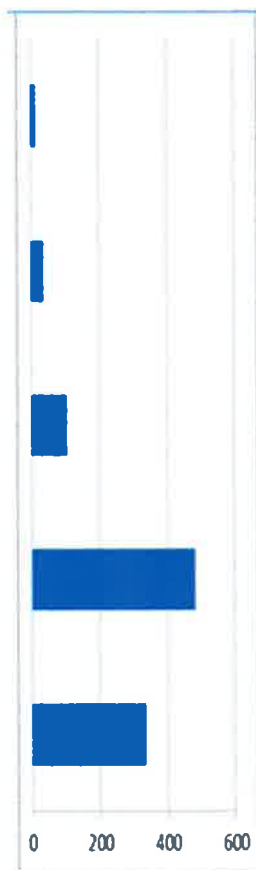




# Bus Cost and Lifespan



Number of ODOT Vehicles



## Typical Price\* & Lifespan

**\$400k, 12 years**



**\$205k, 10 years**



**\$132k, 7 years**



**\$82k, 5 years**

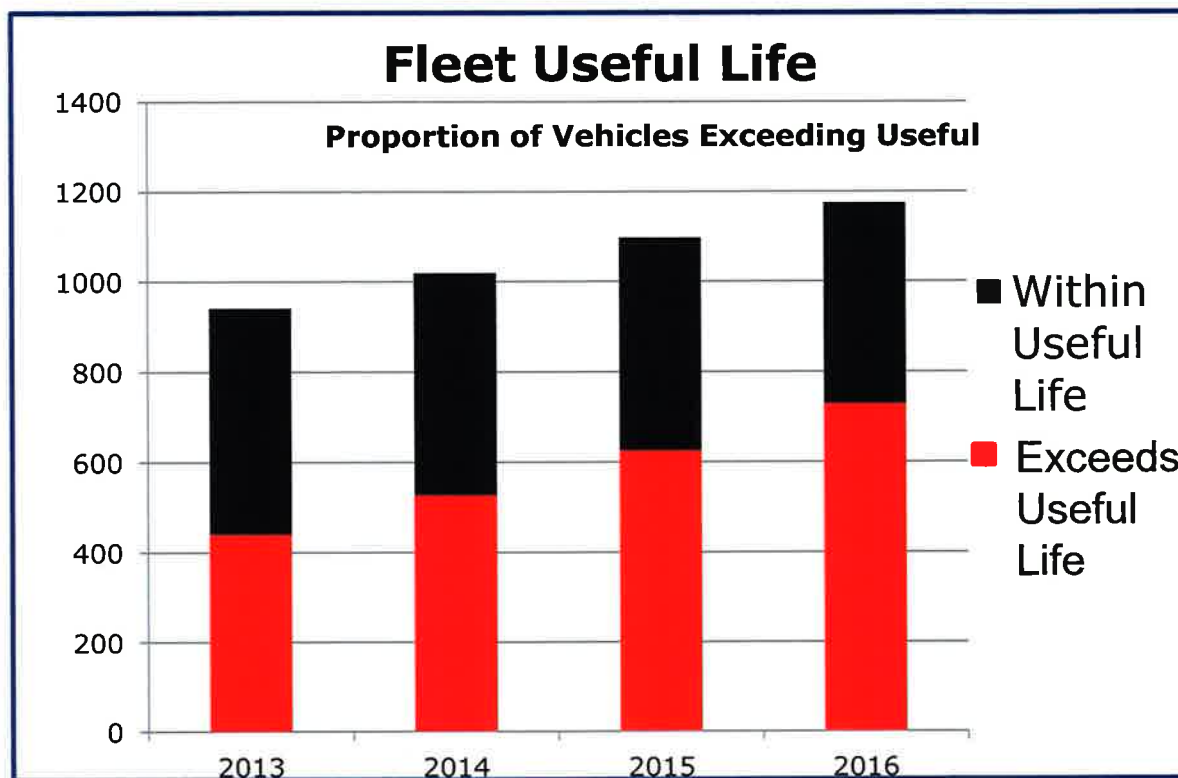


**\$48k, 4 years**

\*Based on 2013 DAS state price agreement



## *ODOT's Aging Buses*



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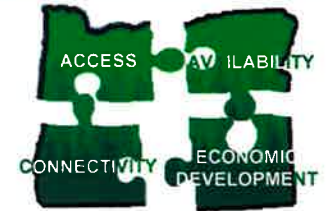
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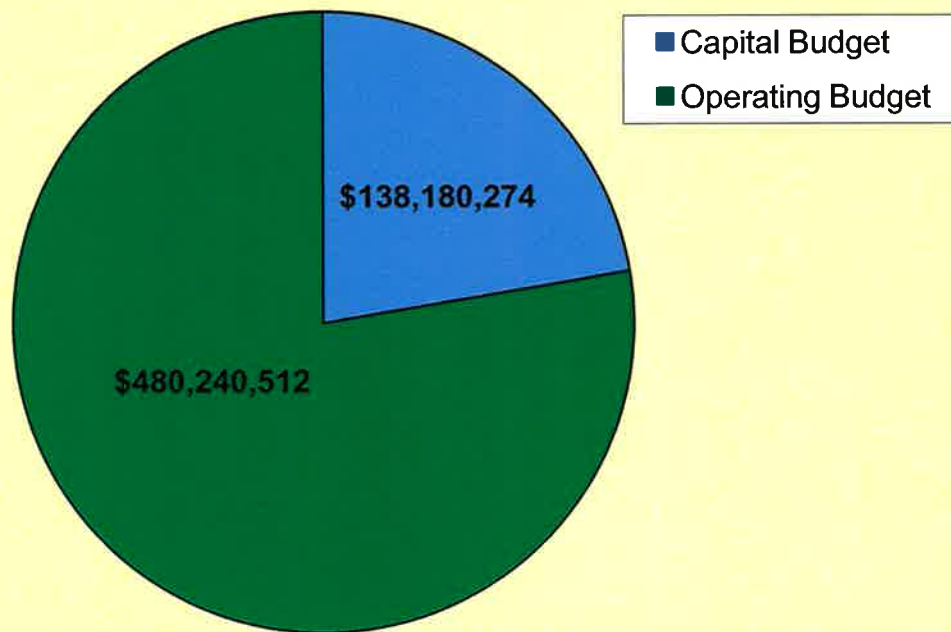




# Urban Transit



## 2011 Urban Transit Agency Budgets



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# Facilities



Columbia County Rider Transit Center



Eugene Transit Center



Hood River Transit Center

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# *Amenities, Signage and Shelters*



North by Northwest Connector  
Bus Shelter



Bike Racks

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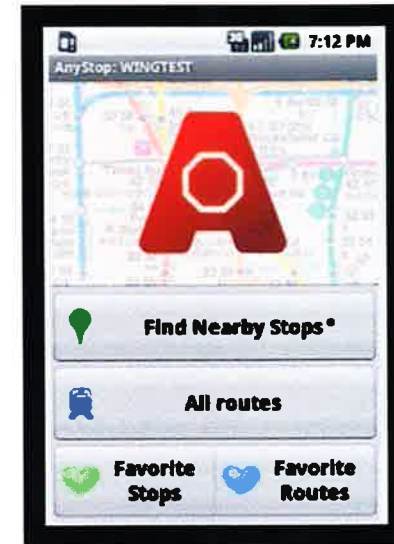
# Information Technologies



## Ticket Purchases



QR Codes



Schedules

“Apps”



Trip Planning



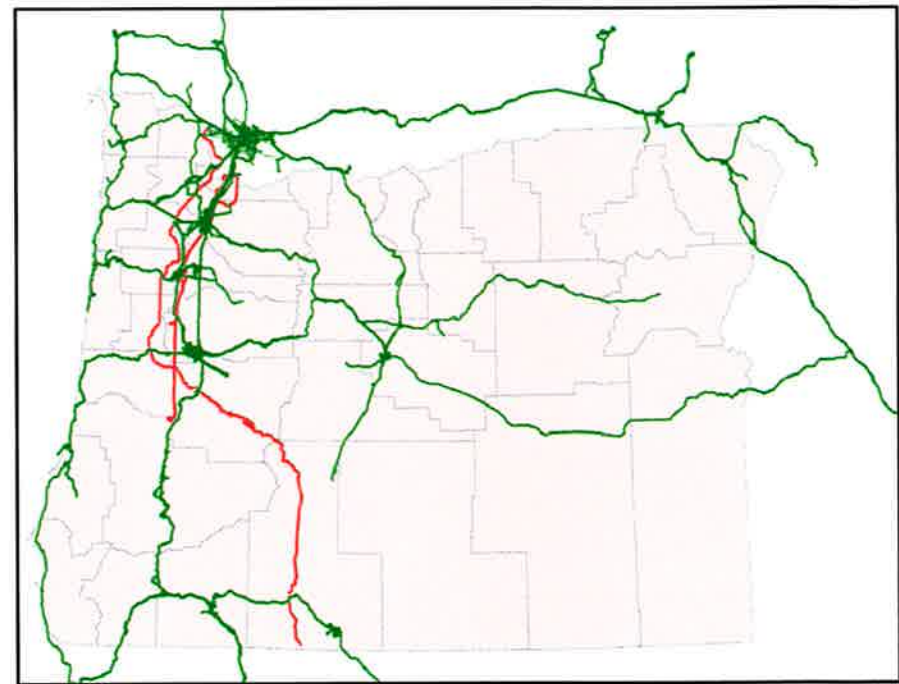
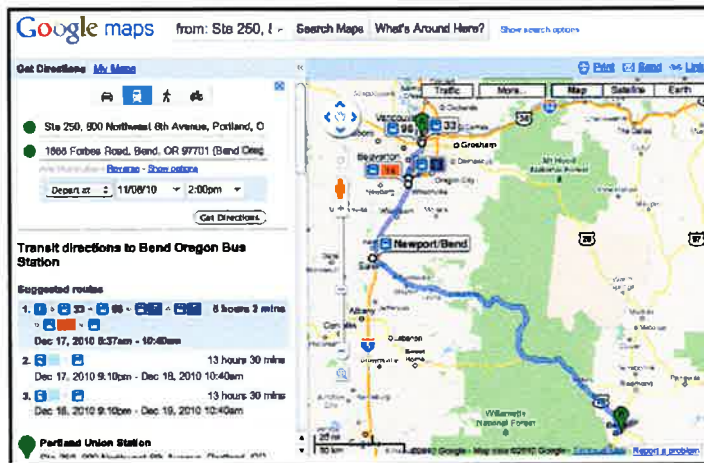
Maps



# General Transit Feed Specification (GTFS)



GTFS defines a common format for public transportation schedules and associated geographic, fare, and service calendar information.



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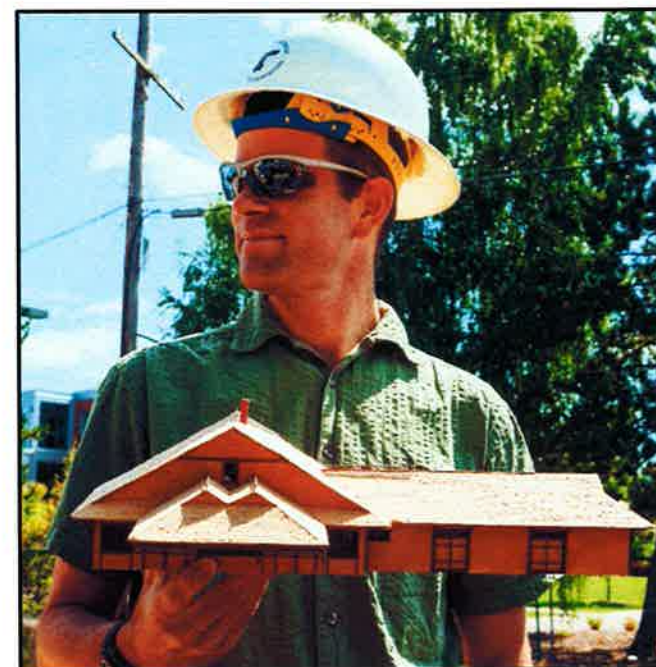
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# Amtrak and Greyhound ~ New Transit Hub



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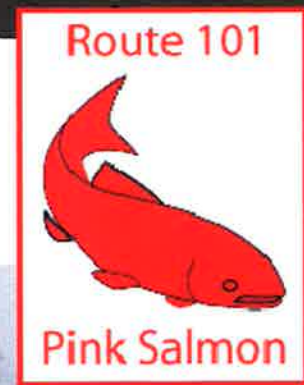
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# Oregon Department of Transportation: *A Century of Service*

## Past Year Successes





## *Gaps and Missed Opportunities*



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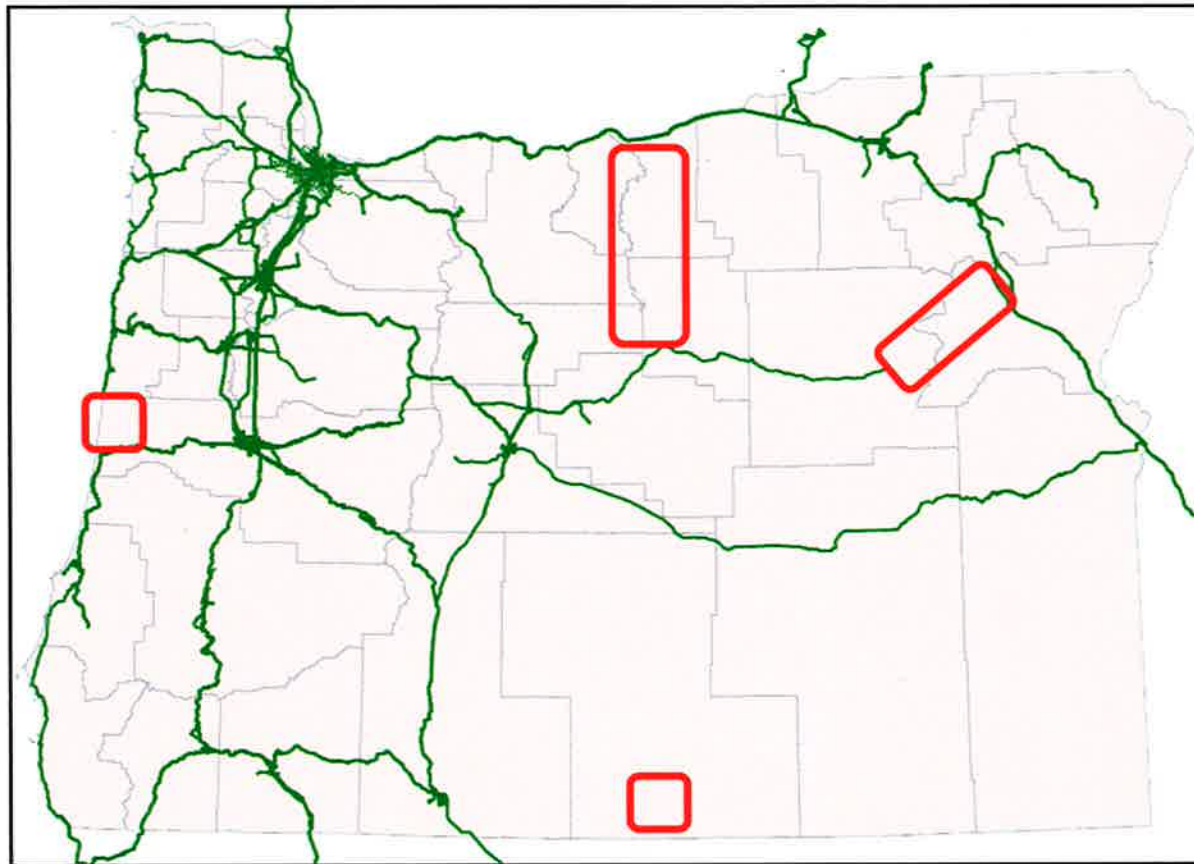
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## *Gaps in Service Areas*



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# *Barriers to Successful Public Transportation*







## *The Future*

“Transportation should balance pedestrian, transit and auto access to reduce dependence on autos and provide secure, convenient and affordable mobility for all citizens.”

- Governor John Kitzhaber



# *Successful Public Transportation*





Serving the Rogue Valley since 1975

# Connecting Our Community

## What Does Transit Mean to You and the Rogue Valley's Quality of Life?

### The Rogue Valley Sees Cuts Again

When RVTD reduced service and doubled the fare to \$2 in 2006, the community as a whole suffered. Our agency has slowly brought back routes, hours and frequencies and finally regained the ridership and trust we once had. Since 2006, **ridership has jumped to 1.5M passengers per year, an increase of 44%**. At this time of record ridership levels we need to keep critical service in place and expand routes to meet the growing transportation needs of our region.

Now in 2015 we are cutting back again due to the failure of a 13-cent property tax levy in the Nov. 2014 election. The 25% service cut will allow RVTD to get by on current federal and state grants only until 2018 meanwhile depleting reserves. The situation has been transparent but public concern has not elevated. Why?

### WHAT DOES TRANSIT MEAN TO YOU?

How does RVTD pay for service now? RVTD receives three formulized funding sources annually. These include:

- 5307 Urbanized Operating funds (\$2.4 M)
- 5309 Preventative Maintenance (\$950k)
- 5310 Elderly and Disabled (\$1.1 M)

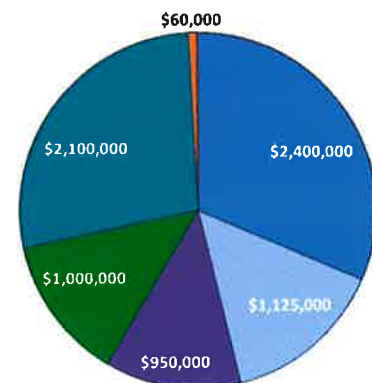
Passenger fares generate \$1 M each year and RVTD's current 17.72 cent property tax accounts for \$2.1 M annually.

RVTD provides:

- Access to low-income and family-wage jobs. As the economy recovers transit provides affordable transportation to employment opportunities.
- Mobility for older adults and people with disabilities. This growing population has special needs for public transit including curb-to-curb ADA service that only RVTD provides.
- Less dependence on foreign oil and improves air quality. Transit can become a viable solution for people who choose to leave their car at home.

In 2013-2015 RVTD received \$691,827 in Special Transportation Funds (STF) and benefited from the Legislative-approved Supplements A, B and C STF funds of which RVTD received \$483,443.

RVTD Estimated Annual Resources  
Total \$7.64 M



- Federal Operating Grant
- Federal & State Capital Grants
- Property Taxes
- State Special Transportation Operating Grants
- Passenger Fares
- Business & Higher Ed Pass programs

Join the Conversation by Visiting  
[www.saveourtransitnow.com](http://www.saveourtransitnow.com)



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Professional Truck Drivers are dedicated to delivering day and night to keep America moving forward. Please thank them for taking time from their families to bring something to yours.

God Bless  
— *Team Combined*



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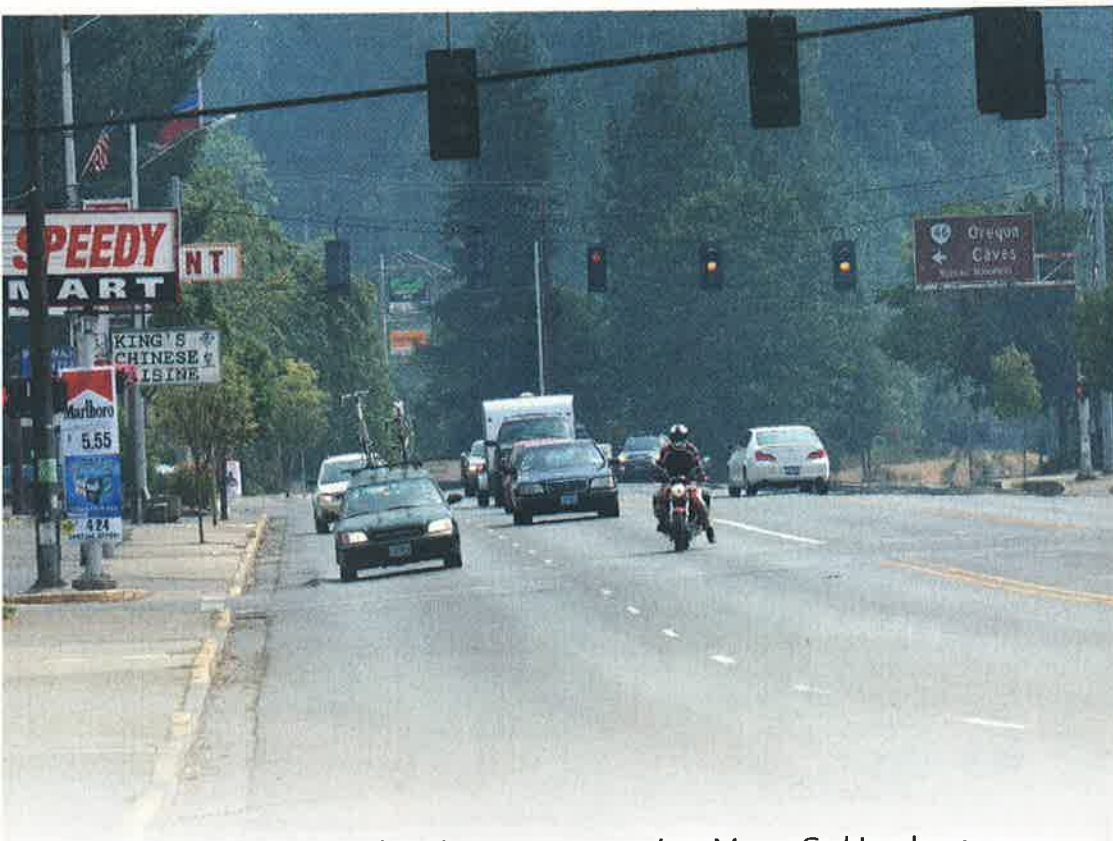
## Ideas that Transform Communities

HDR's Public Involvement Manager Alex Cousins partnered with Medford's Galbraith and Associates, Inc. to lead an advisory committee for two projects in Ashland.

The result? These stunning aesthetic designs for the 1-5 overpasses at Exits 14 and 19.

*Want to learn more? Contact Alex Cousins at:  
Alex.Cousins@HDRINC.com | 503.727.3920*





"Our biggest traffic complaint is speeding through town," said Nolan. "We are appreciative of the ways ODOT has worked with us to help slow traffic down."

ODOT worked with Cave Junction to identify potential improvements that would address local traffic concerns. After examining traffic patterns, volumes and collisions, Cave Junction and ODOT determined that a lane conversion would solve a lot of problems.

"Changing this to a three-lane section with a center turn refuge will lower the crash rate," said ODOT Traffic Engineer Dan Dorrell. "It will also make downtown Cave Junction more livable, and safer for cyclists and pedestrians."

The city is leading the discussion with the public. City staff hosted open houses and shared the design concepts at public art walks and city council meetings.

Last May, the city council made a formal request to ODOT for the lane

conversion. Mayor Carl Jacobson followed with a letter of support.

"This proposed change to our main street, and our community face to passersby, has seen good response from the public," reads Mayor Jacobson's letter to ODOT. "Thank you for bringing this option to us as an idea."

"We appreciate your time and energy and hope to work with you in the coming years to improve the safety and efficiency of our transportation system here in Cave Junction."

Cave Junction is expected to complete its TSP update by the end of the year.

With construction not planned until 2015, ODOT and the city will refine the project's design.

"The lane conversion design is a win for all," said McDonald. "Businesses will have improved access and drivers, bicyclists and pedestrians will all reap the travel and safety benefits." ■

#### ON OUR COVER

The 2014 National School Bus Safety Week will be observed October 20-24. National School Bus Safety Week is an active and evolving public education program for everyone — parents, students, teachers, motorists, school bus operators, and school administrators.

#### ON PAGE 3

Cindy Ryan-Duke, from Legacy Contracting of Stayton, tightens chains under the Tolo Road Bridge north of Central Point. A structural facelift, the repair work strengthened the bridge for many more decades of use.

#### 6 Rogue Valley's Public Transit

Paige Townsend, Scott Chancey share passion for transportation

#### 16 Oregon 99 Corridor Plan

Meeting operational needs for communities and the highway

#### 19 Fern Valley Interchange

Grove Way opening is next major construction phase

#### 25 U.S. 199 Lane Conversion

Cave Junction selects design to improve traffic, pedestrian safety

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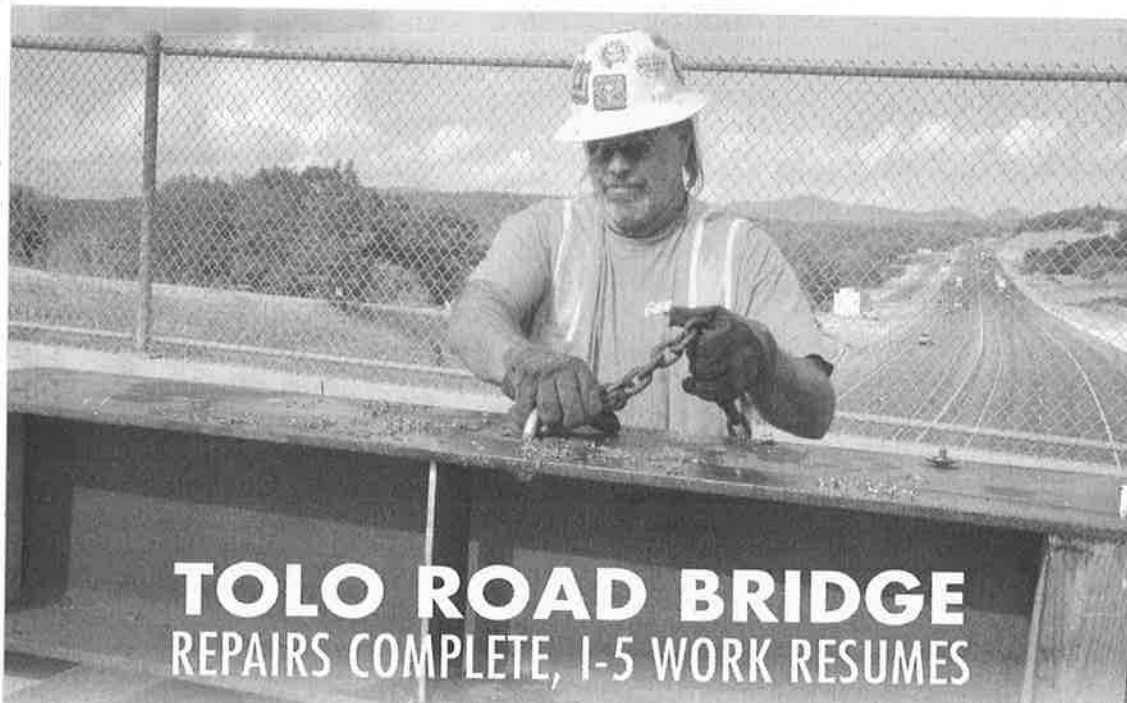
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A special thank you to the staff and students of Roots & Wings Community Preschool, 3703 International Way, Medford, (541) 779-3544, for helping us create our cover photo and share the message of back-to-school safety. See more online at [odotmovingahead.com](http://odotmovingahead.com).



## TOLO ROAD BRIDGE REPAIRS COMPLETE, I-5 WORK RESUMES

The Tolo Road Bridge reopened stronger than ever to local traffic, following a one-month closure and repair project that delivered a structural face-lift to the steep structure that spans Interstate 5 north of Central Point.

The Tolo Road Bridge rehabilitation is part of the same project that repaved five miles of I-5 from Rock Point (exit 43) to Evans Creek (milepost 49) earlier this summer. Knife River of Central Point is the prime contractor. Nearly all the paving work is complete.

The rehabilitation work required a detour on Willow Springs Road for local residents and nighttime lane closures on I-5.

The Tolo Road Bridge repairs included:

- Injecting epoxy into bridge cracks and wrapping bridge supports with reinforced polymers to strengthen bridge supports;
- Adding internal shear anchors through the deck; and
- Retrofitting existing rails, adding guard rail at the corners and repaving the bridge deck.

The interior girders and cross beams were repaired; cracks were injected

with epoxy-based glue; the deck was pinned to the bridge; and the vertical supports were wrapped with fiber reinforced polymer.

The bridge rail was upgraded to today's safety standards, too.

"The Tolo Road Bridge was in jeopardy of being load-limited," said ODOT Public Information Officer Gary Leaming. "The rehabilitation work strengthened the bridge for many more decades of use."

### **I-5 single-lane closure ahead**

Another critical piece of this I-5 construction project will occur at the Old Stage Road overpass, which was originally constructed in 1952 when Oregon 99 was realigned away from Gold Hill.

The Old Stage Road overpass needs a new waterproof membrane and the repair work will require a single-lane closure for southbound I-5 traffic that is expected to last for a full week.

"We had hoped to use just a nighttime lane closure to stage the work," said ODOT Project Manager Ted Paselk, "but with the depth of the asphalt and the tight quarters, we think we've come up with a workable solution."

## Cave Junction Sees Solutions in Lane Conversion Design



Cave Junction is developing a lane conversion project on U.S. 199 that will be added to an ODOT paving project scheduled for 2015.

The lane conversion calls for converting the number of through traffic lanes from four to three, including a two-way, left turn lane. The design adds bicycle lanes on both sides of the Redwood Highway and improves pedestrian access along a half-mile section in the city limits.

The genesis of the lane conversion design came about during Cave Junction's transportation system plan update (TSP). Cave Junction began its TSP update after receiving a Transportation & Growth Management (TGM) planning grant from ODOT.

"TGM grants provide money to help local governments plan for their future transportation needs," said ODOT Planner John McDonald. "The TSP is even more beneficial

**“ THIS PROPOSED CHANGE TO OUR MAIN STREET, AND OUR COMMUNITY FACE TO PASSERSBY, HAS SEEN GOOD RESPONSE FROM THE PUBLIC. ”**

— Cave Junction Mayor Carl Jacobson

when there is a project scheduled for construction within the next few years. Cave Junction is working with ODOT to make that project better for everyone."

Cave Junction's TSP update identified several issues of concern to local citizens and businesses, primarily traffic speed and safety, and motorists who pass within the city limits.

According to Cave Junction City Recorder Ryan Nolan, the biggest issues the city addressed involved traffic and pedestrian safety.

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Prime contractor Knife River is now focused on the northbound I-5 lanes, grinding the asphalt down nine inches to the top of the concrete bridge.

After that, traffic will run through it during the week while the contractor switches to the southbound lanes.

This work requires a single-lane closure on I-5 throughout the week, while the contractor grinds to the top of the bridge, sprays the waterproof mem-

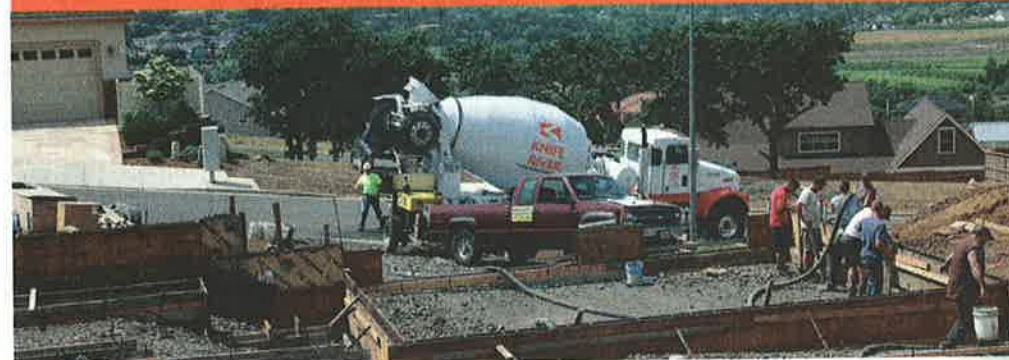
brane onto the bridge and then paves back to the normal interstate grade.

Naturally, motorists should expect minor delays during this phase of the construction project.

"We'll work hard to let commuters from Grants Pass to Medford know of this necessary construction," said Paselk. "However, there will be delays. We advise drivers to leave extra time and have extra patience." ■

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Scott Chancey is the Josephine Community Transit Program Supervisor, overseeing a staff who work in the Josephine County Public Works Department. Chancey joined the agency in 2009, marking a return to the Grants Pass community where he was born and raised.

**Is the biggest transit news the launch of the Rogue Valley Commuter Line (RVCL)?**

"The RVCL is an important new service but it isn't our agency's biggest news," said Chancey. "This summer, I had the pleasure of making a presentation to our county commissioners that ridership has increased more than 150% since I joined the department."

**Why the large increase?**

"The increase has been across the board," said Chancey. "I took the existing system and radically transformed it. The system's functionality changed, making it more appealing for people to use."

**Why do you like transit planning consultant Jarrett Walker?**

"Walker brings a common sense approach to transit," said Chancey. "He was the first one to articulate it, breaking transit down to its simplest form. Provide mobility through transit and people will buy it."

**What else about the RVCL?**

"The new service even provides stops in Rogue River and Gold Hill upon request," said Chancey. "RVCL riders can make free transfers on Josephine Community Transit and the Rogue Valley Transportation District (RVTD)."

The new weekday service started September 2, running between Grants Pass and Medford five times per day. The first service leaves Grants Pass at 6:35 a.m. and arrives at the RVTD Front Street Station at 7:35 a.m.

"The RVCL is a three-year demonstration project funded by the Middle Rogue Metropolitan Planning Organization," said Chancey. Those funds passed down from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

**What's next in store?**

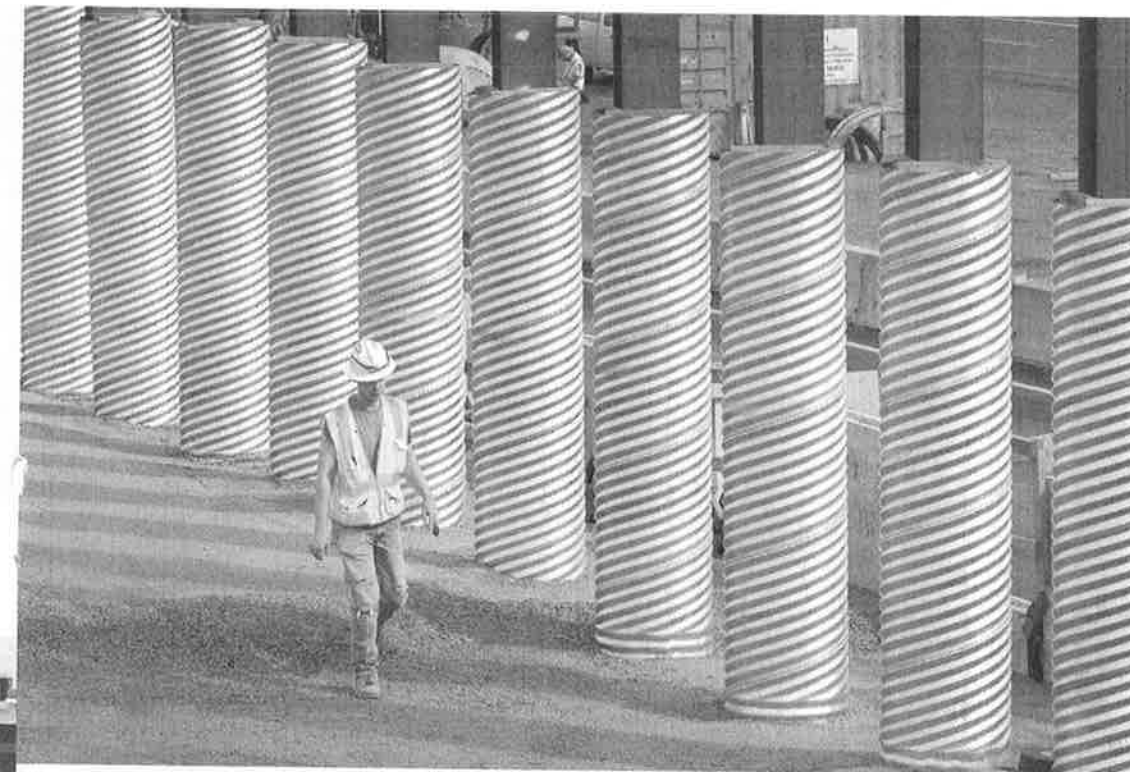
"My goal is to ultimately meet the Federal Transit Administration criteria required for additional federal funding under the Small Transit Intensive Cities program," said Chancey. "Only one system in Oregon — the Corvallis Transit System — meets some of the criteria today, so I've got my work cut out for me."



**Your favorite transit system?**

"I hate to say it but I love our transit system the most," said Chancey. "We don't do everything perfectly but we're on the right track. I'm pretty proud of that."

Chancey recently traveled to Arizona, where he rode the new Sun Link streetcar, part of the Sun Tran system.



**“GROVE WAY WILL BE THE FIRST NEW ROAD TO OPEN. THIS MILESTONE ALSO SIGNALS A MAJOR TRAFFIC SHIFT.”**

— ODOT Public Service Representative Dennis Steers

Oregon State Police patrols the work zone. Traffic fines double in work zones, even though there are no workers present.

stopped for Greenway users and users who haven't bothered stopping at the crossing."

**Bear Creek Bridge and Greenway**

The Bear Creek Greenway crossing was temporarily replaced at grade with Fern Valley Road because of the bridge construction.

Rectangular, rapid-flashing beacons are used so Fern Valley Road drivers can see that a greenway user wants to cross the road. Greenway bicyclists and pedestrians are strongly encouraged to push the buttons to alert motorists, who should treat the flashing beacons as they would a standard crosswalk.

"For everyone's safety, people really need pay attention in the work zone," said Jackson County Special Projects Manager Jenna Stanke. "We've had instances where drivers haven't

**Staying close to construction**

ODOT opened a temporary construction office within 'The Shoppes at exit 24' shopping mall to serve as a base of operations for the project inspectors. The public is welcome to stop by the office for more information.

"We're trying to keep everyone informed, especially at key milestones when roadway changes will affect travel," said Leaming.

ODOT includes the changes in its weekly construction report. More specific changes, including explanatory videos, are highlighted in a separate Fern Valley Construction update. Sign up for these updates at: <https://public.govdelivery.com/accounts/ORDOT/subscriber/new?>



"The traffic simulation video makes it much easier to explain how the new Fern Valley interchange will operate," said ODOT Public Information Officer Gary Leaming. "From our project outreach during the South Medford Interchange project, we learned that a picture or, in this case, a video, is worth a thousand words. Once people see it, people get it."

### Work Zone Safety

I-5 drivers are benefitting from many safety features in the Fern Valley Interchange project work zone. Beyond cones and barrels, the project employs TripCheck traffic cameras, the Rogue Valley's first Incident Response

vehicle, and transverse rumble strips that have been built into the temporary southbound off-ramp to notify drivers of the upcoming tight, 20 mph curve before reaching the signalized intersection.

"The I-5 speed limit is lowered to 50 mph because of the narrow travel lanes and the close proximity of workers and vehicles entering and exiting the work zone," said Leaming. "All of these tools are designed to reduce work zone crashes."

"Studies show that driver inattention is the biggest factor in work zone crashes."

"That's one I'm watching, not because I'm a big fan of streetcars, but because it was a controversial project and I found it unique," said Chancey. "I'm interested to see how that project progresses and to see the impact on the downtown core in terms of transit use and redevelopment."

Paige Townsend is the Senior Planner at RVTD, where she oversees short- and long-range planning. However, the title belies her responsibilities as she manages the marketing department, the Transportation Options (TO) program and support services. She's also in charge of grant management.

## PUBLIC TRANSIT



your street system that someone from Eugene wouldn't know about."

### How much has ridership increased since adding evening and Saturday service in 2012?

"We served 1.4 million passengers in 2013," said Townsend. "That was a 16% increase in ridership. Quite a few people shared with us that they've been able to extend their day instead of rushing home after work. Our passengers can go shopping, run errands and attend evening classes at Southern Oregon University."

### What's next for these services?

"The evening and Saturday service is funded by another three-year demonstration project like RVCL," said Townsend. "We needed to identify funding. RVTD is looking at its first increase in public funding in more than thirty years. If the November levy passes, we will be able to maintain weekday evening and daytime Saturday service and add two additional routes."

### What else lies ahead?

"We're looking at an express service for Highway 99," said Townsend. "We're just starting the long-range planning with a tentative launch for 2020. This past year, we did a community engagement process that identified one of the primary reasons why people do not use the transit service: it takes too long. We want to fix that. We're proposing an express service that gets you from Ashland to Medford in 30 minutes."

### Your favorite transit system?

"Zion National Park offers a free transit service using a propane-powered shuttle fleet that takes visitors up to the hiking trails," said Townsend. "The park faced traffic, parking and air quality issues that led to restricting cars and commercial buses in favor of transit. Their problem is a good example of what we are experiencing in our congested cities."

### Didn't you recently attend a TO policy meeting in Salem?

"Yes, I'm RVTD's liaison for federal and state public transit programs that provide not only funding but also advice for our agency," said Townsend. "However, a lot of what we do is centered on the area where we operate. As a transit planner I have to understand your geography, major trip generators, demographics and



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## Teamwork restores Bear Creek Greenway

ODOT is partnering with the City of Medford and other organizations to restore the Bear Creek riparian area, much of which is overgrown with blackberry brambles.

The effort began last January when the City of Medford applied for Blue Sky Habitat funds from Pacific Power to restore a five-acre riparian area along Bear Creek, stretching from 10th Street to McAndrews Road near downtown Medford. The city received

the funds in April and contracted with the Rogue Valley Council of Governments to be the project manager. At about the same time, ODOT began blackberry bramble removal work along the agency's right of way, adjacent to the Bear Creek Greenway.

"We all had multiple efforts going on at the same time, but we weren't coordinated," said ODOT Assistant District Manager Jeremiah Griffin. "Thanks to the City of Medford and

*continued on page 10*

## East Fern Valley Interchange Construction Staging



### Diverging Diamond Interchange

The new interchange bridge is being constructed just north of the existing bridge, leaving most roadways west of the interchange relatively untouched. The Diverging Diamond interchange design has a narrow footprint, which helps avoid touching most businesses during and after the project.

The design also helps keep traffic congestion to a minimum while increasing safety.

"The Diverging Diamond design provides a higher capacity to move traffic while reducing right of way needs," said Steers. "Drivers will move to the opposite side of the road to

enter I-5 or to cross it. This movement reduces the number of signal phases a driver needs to clear."

### 3-D traffic simulation video

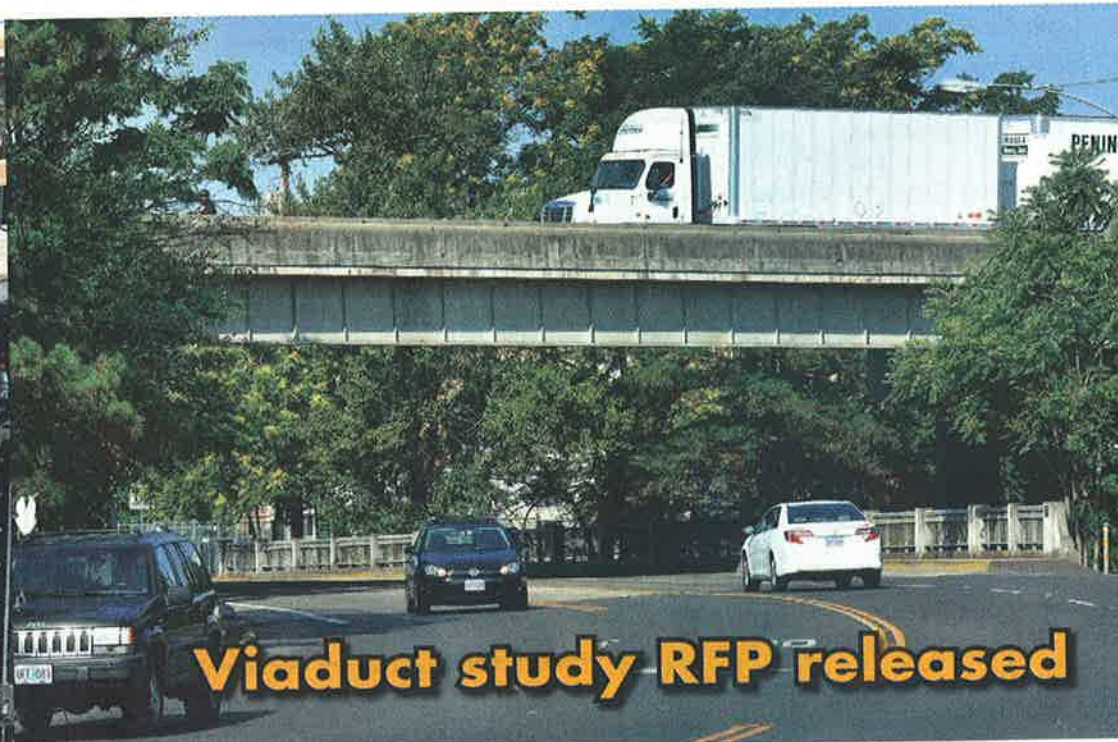
"How will I negotiate the new interchange design?"

That's a frequent question ODOT hears from local drivers and Phoenix residents, including stakeholders who followed the project's long development process.

A 3-D traffic simulation completed in 2013 shows how the new crossing diamond interchange will operate. The simulation is featured on the project website.

"Traffic switched as smoothly as a light switch," said ODOT Project Inspector Dennis Steers. "Traffic has been moving well since the change."

The \$72 million Fern Valley Interchange project's size and complexity requires more than two full construction seasons to complete. Scheduled for completion in September 2016, the Fern Valley Interchange project encompasses I-5, Oregon 99 and Fern Valley Road. In addition to construction of a Diverging Diamond interchange, the project realigns North Phoenix Road between Peterbuilt Motors Co. and Home Depot.



### Opening Grove Way

The next major construction phase — the opening of Grove Way — is underway behind Home Depot, far from the more visible work zones drivers have driven through all summer.

"Grove Way is rocked and nearly ready for paving," said Steers. "Grove Way will be the first new road to open. This project milestone also signals another major traffic shift."

Opening Grove Way will allow more phases to kick in, including

the replacement of the existing northbound on-ramp with a temporary northbound on-ramp near the Lazy Boy Furniture. Another phase to follow is the closure of the existing North Phoenix Road in front of the Home Depot. That last phase will allow the contractor to essentially push a large mountain of dirt across the old roadway to serve as for the new I-5 bridge.

Once the temporary northbound on-ramp opens, the project focus shifts to completing the new bridge spanning I-5 and the first phase of the Bear Creek Bridge to the west.

ODOT regional planning department spent this past summer preparing the launch of an environmental study for the Medford viaduct, the 3,222-foot structure that supports Interstate 5 between two major exits — the south Medford interchange at exit 27 and the north Medford interchange at exit 30.

According to ODOT Principal Planner Lisa Cortes, the agency recently released a Request for Proposals (RFP) for the environmental study.

The Oregon Transportation Commission (OTC) selected the Medford viaduct environmental study to receive \$4 million in discretionary Enhance funding last spring. Enhance funding is a category of the ODOT capital improvement program that focuses on projects that enhance, expand or improve the transportation system. The OTC is a governor-appointed body that establishes state transportation policy and guides the planning, development and management of a statewide integrated transportation network.

"The added investment converted the previously-scheduled facility plan into an environmental study of Medford's most iconic bridge," said Cortes. "The Enhance funding allows our agency to

prepare a facility plan in conjunction with the National Environmental Policy Act (NEPA) and the project development process."

Facility plans generally culminate in a determination of what needs to be done to address an identified problem based on established policy direction and standards. Project planning is carried out in accordance with NEPA and is known within ODOT as the project development process.

The facility plan provides ODOT and local agencies and other stakeholders with a priority list of specific improvements. Recommended improvements will likely include a focus on capacity, safety, and changes to the local road network. Some solutions might be a combination of them all.

"Any future project for the Medford viaduct would also need to balance environmental issues with Bear Creek, park land and expensive right of way costs," said Cortes.

The objectives for the Medford viaduct facility plan are to:

- Protect the Medford viaduct's function;

*continued on page 11*

continued from page 8

RVCOG, we were able to work together to share resources and avoid duplication."

The Bear Creek Greenway projects will remove Himalayan blackberries and other invasive plants.

"When conditions are right this fall and winter, native trees and shrubs will be planted along the greenway and creek," said RVCOG Natural Resource Project Manager Craig Tuss, "such as Oregon ash, black cottonwood as well as elderberry and dogwood."

The teamwork includes the Oregon Stewardship, which has been working one-on-one with students for years to enhance the riparian area.

"It's great to have everyone on the same page working together," said Jim Hutchins of Oregon Stewardship.

This partnership is expected to enhance conditions along the Bear Creek Greenway for years to come.

"This teamwork benefits the Medford community," said Griffin, "and makes better use of our resources."

## About the



## Bear Creek Greenway

For more than 30 years, Southern Oregon has worked to connect its communities with a Greenway corridor.

The Bear Creek Greenway is a 20-mile paved multi-use trail linking the cities of Ashland, Talent, Phoenix, Medford and Central Point. The Greenway is continuous from the Ashland Dog Park to the Dean Creek Frontage Road, north of Central Point.

Soon it will connect to the Rogue River Greenway and follow the Rogue River to Gold Hill. When completed, the combined Rogue River Greenway trail and Bear Creek Greenway will extend over 50 miles and connect eight cities in Jackson and Josephine Counties.

### Bear Creek Greenway Resources



Bear Creek Greenway Map



Riparian Restoration Program

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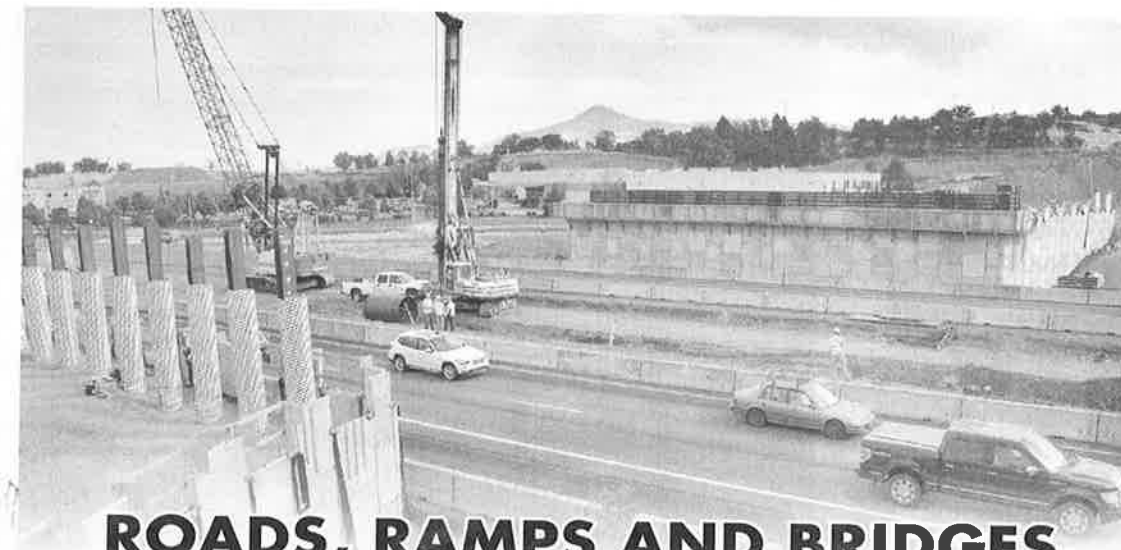
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## ROADS, RAMPS AND BRIDGES

### Fern Valley project to open new road

Detonations and detours dominated summer highway construction on the Fern Valley Interchange project at Interstate 5 exit 24.

Drivers continue to negotiate temporary ramps and roadways as prime contractor Hamilton

Construction of Springfield builds the first Diverging Diamond interchange in Oregon.

Traffic patterns adapted to the openings of temporary southbound on- and off-ramps as well as a temporary connector to east Phoenix.

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## Project compliance seminars planned in October

ODOT will host a series of project compliance seminars for contractors, subcontractors, local agency partners and consultants with the goal of improving compliance with Oregon's prevailing wage laws.

Each seminar will run from 9 a.m. to 4 p.m. with an 8:30 a.m. sign in. Seating is limited. To register for a seminar, call Christie Meacham at 541-957-3698 or email [christie.meacham@odot.state.or.us](mailto:christie.meacham@odot.state.or.us).

The Oregon Bureau of Labor and Industries will present information as well. The project compliance seminars are scheduled as follows:

- October 21: Southwestern Oregon Community College

Small Business Development Center,  
2455 Maple Leaf, North Bend

- October 22: Rogue Community College/SOU Higher Education Center  
101 S. Bartlett St., Medford
- October 23: Umpqua Business Center  
522 Southeast Washington Avenue,  
Roseburg

"The seminar is a good review or, if you're bidding on ODOT projects for the first time, a good chance to learn the nuts and bolts of project compliance," said ODOT Civil Rights Field Coordinator Christie Meacham. "Commercial contractors are also eligible for continuing education credit with Oregon's Construction Contractors Board." ■

continued from page 9

- Develop concepts to improve safety and maximize operational efficiency;
- Evaluate the need for capacity improvements to address future needs based on the adopted comprehensive land use plans of Medford and Jackson County;
- Identify potential local system enhancements that maintain connectivity and complement the viaduct's function;
- Coordinate the study's efforts with other plans and projects in the study area; and
- Prioritize viaduct improvements with consideration for potential funding mechanisms.

"When you start talking about replacement, project costs start at hundreds of millions of dollars," Cortes said. "It is imperative that we look at improvements at a lower range of costs that optimize public dollars.

However, the scale of major project concepts, such as a full replacement of the Medford viaduct, or the addition of another deck atop I-5, far exceeds the level of transportation funding expected through year 2020.

ODOT in partnership with the Federal Highway Administration (FHWA) prepares environmental documentation for each transportation project that receives federal-aid funding or federal approval from FHWA as required by NEPA.

Unlike the facility plan, which develops a 20-year vision for the structure and the community, the environmental study goes much deeper, addressing the challenges presented by 52 years of residential and commercial growth around the Medford viaduct.

"The Medford viaduct was originally constructed in 1962," said Cortes. "Medford looked a lot different back then." ■

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## APPLEGATE RIVER BRIDGE REPLACEMENT PROJECT WRAPS UP

With U.S. 199 motorists shifted over to the new Applegate River Bridge, prime contractor Carter and Company of Salem is only weeks away from wrapping up the bridge replacement project west of Grants Pass.

"Traffic switched onto the new bridge earlier this summer," said ODOT Project Manager Ted Paselk, "and since then Carter's been doing finishing touches on the new bridge, as well as dismantling the work bridge and detour structure."

The \$5.9 million project replaced an aging and load-limited, 58-year-old structure that was located eight miles west of Grants Pass on the Redwood Highway.

The new Applegate River Bridge is about 20 feet wider, providing a safer buffer for oncoming traffic that also accommodates bicyclists and pedestrians.

More importantly, the new Applegate River Bridge is built to handle traffic today and for the future.

### Vital Connection

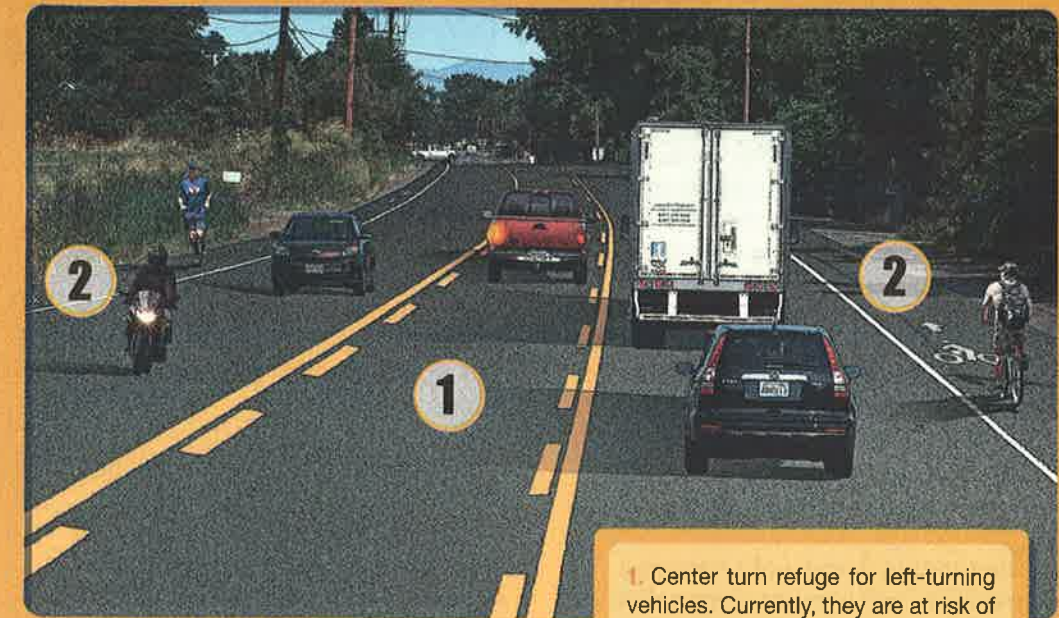
When the existing bridge was built in 1955, about 2,000 vehicles crossed the 547-foot span daily.

By 2012, that number had increased five-fold to 10,300 vehicles per day. The old bridge's narrow 30-foot roadway and bridge rails did not meet today's safety standards, enforcing the need for replacements.

"The Applegate River Bridge is a vital connection between Interstate 5, the Illinois Valley, northern California and the Oregon coast," said Paselk. "This project ensures that transportation resource will continue to serve for generations to come."

Construction on the bridge replacement project began in spring 2013. Motorists contended with some minor delays early in the project as the temporary bridge supports and approaches were built. Traffic shifted to the temporary bridge, allowing the contractor to demolish the old structure and begin construction on the replacement.

## OREGON 99 CORRIDOR – TALENT TO PHOENIX



### PROPOSED CHANGES

Between 2005 and 2009, there were 308 crashes reported in this corridor, mostly rear-end collisions.

1. Center turn refuge for left-turning vehicles. Currently, they are at risk of being rear-ended in a travel lane.
2. Wider shoulders for bicyclists and pedestrians. Currently, there is little room for safe biking and walking.

*continued from page 16*

The study's technical advisory committee is comprised of representatives of the local jurisdictions along Oregon 99, including Jackson County, Ashland, Talent, Phoenix and Medford.

"We're trying to find a balance that meets the operational needs of the highway and the local communities," said Horlacher. "Much of that balance is tied directly to safety issues."

Travel volumes along Oregon 99 decreased over recent years due to the recession, technological advancements and other social changes. However, with 15,000-17,000 vehicle trips per day along the corridor, Oregon 99 needs improvements. During 2005-2009, 308 traffic crashes (most were rear-end collisions or involving cars making left turns) were reported along this section of Oregon 99 being studied.

"There is no one project solution for the entire corridor but there are options for many different improvements," said Horlacher. "The improvements include better access and signage to the Bear Creek Greenway."

The improvements are relatively low cost because they involve striping within the existing highway width and no need for right of way purchases.

"Right now, we're addressing comments, and finalizing the draft plan," said Horlacher. "We're looking forward to sharing those with the cities and the county, with adoption hopefully later this year."

For more information about the Oregon 99 Corridor Plan, visit the project website: <http://www.oregon.gov/ODOT/HWY/REGION3/Pages/OR99Corridor.aspx>.

# OREGON 99 PLAN UNDER REVIEW

Local residents, business owners and commuters who live, work and drive along the Oregon 99 Corridor from north Ashland to south Medford expressed clear-cut opinions about the future of the highway.

According to ODOT Planner Ian Horlacher, Oregon 99 was under the microscope this summer after the agency released

a draft corridor plan for future improvements.

"We received a lot of public input at our summer open house, as well as from our media interviews," said Horlacher.

Started in 2010, the Oregon 99 Corridor Study is working to find ways to enhance transportation safety and capacity over the next 20 years.

**“THERE IS NO ONE PROJECT SOLUTION FOR THE ENTIRE CORRIDOR BUT THERE ARE OPTIONS FOR MANY DIFFERENT IMPROVEMENTS.”**

— ODOT Planner Ian Horlacher

*continued on page 17*



In all, the new Applegate River Bridge uses pre-stressed concrete beams, and features two 12-foot travel lanes as well as two 10-foot shoulders.

structure that had six supports in the river channel, the new bridge has only two.

The new bridge railing meets today's safety standards and, unlike the old

The bridge is also slightly wider on the west end to accommodate a new turn lane at Riverbanks Road.

## Business Resource Fair Oct. 18

The 12th Annual Rogue Valley Business Resource Fair provides free information in the forms of industry and trade seminars, consultations, and other key resources for small business owners and those considering an entrepreneurial venture. The event is scheduled for 9 a.m. Saturday, October 18 at the RCC / SOU Higher Education Center, 101 Bartlett Street in Medford.

Admission is free. Pre-registration and same-day registration is available and you can register online.

Business and government agencies, including the Oregon Employer

Council and ODOT, will staff booths in Exhibitors Hall.

"The Resource Fair is neither a sales event nor a trade show," said ODOT Civil Rights Field Coordinator Christie Meacham. "This is an invaluable opportunity, a golden ticket if you will, for business owners to tap private and public resources that can help their business become more successful."

More information about the Rogue Valley Business Resource Fair is available online at [www.sou.edu/sbdc/businessresourcefair](http://www.sou.edu/sbdc/businessresourcefair).

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Need An Interlock?  
We Install!**

Your Privacy is Our Utmost Concern

Choose Flexibility

Choose Convenience

Choose To Save Money



### WHAT HAS ETHANOL DONE FOR YOU LATELY?



Get your **GAS MILEAGE** back!

Stop **CORROSIVE ETHANOL!**

All gas motors **LOVE IT!**

**ETHANOL FREE!**  
Clear Super Octane 92

We will pump it for you!

936 S. Central Ave. at Medford Fuel

Weekdays 8:30AM-5PM

Shady Cove at 76 every day • Wolf Creek 76 every day

With a Pacific Pride business account, enjoy self service!



Thanks to Zerr's for this comparison of a 1 year old riding lawn mower filter using ethanol gasoline! **PROTECT YOUR INVESTMENTS!** Get the good stuff, Good 'ole gas without the ethanol!

**Skinner  
Autoplex**

**meineke**

Car Care Center - Auto Repair

2177 SOUTH PACIFIC HIGHWAY, MEDFORD • (541) 772-6264  
(Located in the Skinner Autoplex at S. Pacific Highway and the So. Medford I-5 Interchange)



# Drive Responsibly.



## Keep Our Children Safe!

**Our schools will soon be in session.  
We'd like to remind you to drive carefully  
and help keep our children safe.  
After all, they're our future.**

*This message brought to you by the*  
**Cow Creek Umpqua  
Tribe of Indians**  
2371 NE Stephens, Roseburg, OR  
541-672-9405  
40 S. Central, Medford, OR  
541-622-8577  
[www.cowcreek.com](http://www.cowcreek.com)



Take a minute to refresh your knowledge with the laws regarding driving and school buses. The Oregon Driver's Manual, pages 91-92, is available at any DMV office. It can also be accessed at [www.odot.state.or.us/forms/dmv/37.pdf](http://www.odot.state.or.us/forms/dmv/37.pdf). The manual's instructions on how drivers need to interact with school buses are reprinted to the right.

### Stopping for School Buses –

Oregon school buses have flashing amber and flashing red lights near the top of the bus on the front and rear. School buses are also equipped with a stop arm that extends out from the left side of the bus near the driver's window. The stop arm will be extended when the red lights begin to flash.

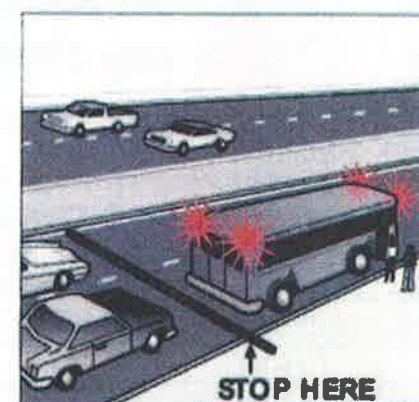
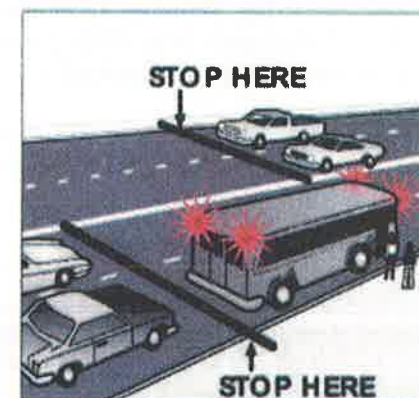
School bus drivers turn on flashing amber lights to warn other traffic that the bus is about to stop on the road to load or unload children. You should get ready to stop. When the red lights begin to flash, this means drivers meeting or overtaking the bus from either direction must stop before reaching the bus. You must remain stopped until the bus driver turns off the flashing red lights.

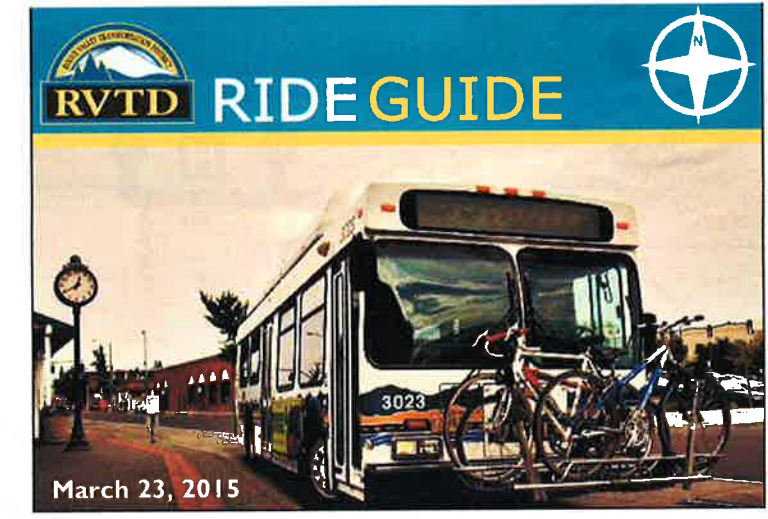
The school bus stop law applies on any roadway with two or more lanes of traffic. There is one exception to the law. If you are on a divided highway with two roads separated by an unpaved median strip or barrier, you must stop only if you are on the same side of the road as the bus. A painted median strip or a center lane used only for left turns does not create two separate roads. Where this situation exists, all lanes of traffic must stop.

School bus drivers may report vehicles that improperly pass school buses. The report may be forwarded to the local law enforcement agency for investigation.

All school buses and some school activity vehicles must stop at railroad crossings. The driver must open the bus door and be sure the tracks are clear before proceeding.

\*Oregon Driver's Manual, pages 91-92





Detailed Route Maps & Timetables Inside

**Operating Hours**

Monday - Friday: 5:00am - 7:00pm  
Operating hours vary depending on route.

**Contact Us**

541-779-BUSS (2877)  
Front Street Station Customer Service  
Monday - Friday 6:00am - 6:00pm

**Holidays**

There is no service on the following holidays:

- New Years Day
- Memorial Day
- July 4th
- Labor Day
- Thanksgiving
- Christmas



Transfer Passes are valid for one trip within 90 minutes of being issued

One-Way Full Fare . . . . . \$2.00 (Ages 18-61 years)	All Day System Pass . . . . . \$ 5.00
One-Way Reduced Fare . . . \$1.00 (Medicare and Disabled cardholders)	Full Fare 1 Month . . . . . \$56.00
(Ages 10-17 and 62+, Ages 0-9 Free)	Reduced Fare 1 Month . . \$28.00
	Full Fare 20 Ride . . . . . \$32.00
	Reduced Fare 20 Ride . . . \$16.00

24-hour Automated Schedule: 541-608-2400  
Administration: 541-779-5821  
Valley Lift: 541-842-2080  
TransLink: 541-842-2060  
Carpool Info: 541-608-2432  
www.RVTD.org  
info@rvtd.org  
www.drivelessconnect.com

**Route 30**

To Jacksonville				To Front Street Station			
Front Street Station	Columbus & Main	Albertson's	Oak Grove Elementary	Jacksonville Post Office	Thunderbird	Columbus & Main	Front Street Station
6:15	6:21	6:23	6:25	6:32	6:41	6:42	6:44
7:00	7:06	7:08	7:10	7:17	7:26	7:27	7:29
8:15	8:21	8:23	8:25	8:32	8:41	8:42	8:44
11:30	11:36	11:38	11:40	11:47	11:56	11:57	11:59
12:15	12:21	12:23	12:25	12:32	12:41	12:42	12:44
3:00	3:06	3:08	3:10	3:17	3:26	3:27	3:29
3:45	3:51	3:53	3:55	4:02	4:11	4:12	4:14
4:30	4:36	4:38	4:40	4:47	4:56	4:57	4:59
5:15	5:21	5:23	5:25	5:32	5:41	5:42	5:44
6:00	6:06	6:08	6:10	6:17	6:26	6:27	6:29

**Route 40**

To Central Point				To Front Street Station				
Front Street Station	Rogue Valley Mall	Beall & Bursell	2nd & Manzanita	Freeman & Oak	Beall & Bursell	Merriman & Tablerock	Rogue Valley Mall	Front Street Station
6:00	6:06	6:12	6:18	6:24	6:28	6:32	6:38	6:43
6:30	6:36	6:42	6:48	6:54	6:58	7:02	7:08	7:13
7:00	7:06	7:12	7:18	7:24	7:28	7:32	7:38	7:43
7:30	7:36	7:42	7:48	7:54	7:58	8:02	8:08	8:13
8:00	8:06	8:12	8:18	8:24	8:28	8:32	8:38	8:43
8:30	8:36	8:42	8:48	8:54	8:58	9:02	9:08	9:13
9:00	9:06	9:12	9:18	9:24	9:28	9:32	9:38	9:43
9:30	9:36	9:42	9:48	9:54	9:58	10:02	10:08	10:13
10:00	10:06	10:12	10:18	10:24	10:28	10:32	10:38	10:43
10:30	10:36	10:42	10:48	10:54	10:58	11:02	11:08	11:13
11:00	11:06	11:12	11:18	11:24	11:28	11:32	11:38	11:43
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12:30	12:36	12:42	12:48	12:54	12:58	1:02	1:08	1:13
1:00	1:06	1:12	1:18	1:24	1:28	1:32	1:38	1:43
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6:00	6:06	6:12	6:18	6:24	6:28	6:32	6:38	6:43
6:30	6:36	6:42	6:48	6:54	6:58	7:02	7:08	7:13
7:00	7:06	7:12	7:18	7:24	7:28	7:32	7:38	7:43

**Route 2**

To West Medford					To Front Street Station			
Front Street Station	Oakdale & Dakota	Stewart & Columbus	County Office	Albertson's	Bi-Mart	Thunderbird	Medford City Hall	Front Street Station
6:00	6:03	6:06	6:08	6:10	6:13	6:15	6:19	6:22
6:30	6:33	6:36	6:38	6:40	6:43	6:45	6:49	6:52
7:00	7:03	7:06	7:08	7:10	7:13	7:15	7:19	7:22
7:30	7:33	7:36	7:38	7:40	7:43	7:45	7:49	7:52
8:00	8:03	8:06	8:08	8:10	8:13	8:15	8:19	8:22
8:30	8:33	8:36	8:38	8:40	8:43	8:45	8:49	8:52
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11:30	11:33	11:36	11:38	11:40	11:43	11:45	11:49	11:52
12:00	12:03	12:06	12:08	12:10	12:13	12:15	12:19	12:22
12:30	12:33	12:36	12:38	12:40	12:43	12:45	12:49	12:52
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6:00	6:03	6:06	6:08	6:10	6:13	6:15	6:19	6:22
6:30	6:33	6:36	6:38	6:40	6:43	6:45	6:49	6:52

Stop Times are Approximate  
Only Select Stops are Shown  
RVTD upholds the nondiscrimination rights requirements under Title VI





### Two-Day Pass

Good for unlimited rides TWO DAYS during the Oregon Drive Less Challenge

Oct. 6-19, 2014

Oct. 6		Oct. 13
Oct. 7	Already Free	Oct. 14
Oct. 8		Oct. 15
Oct. 9		Oct. 16
Oct. 10		Oct. 17
Oct. 11		Oct. 18



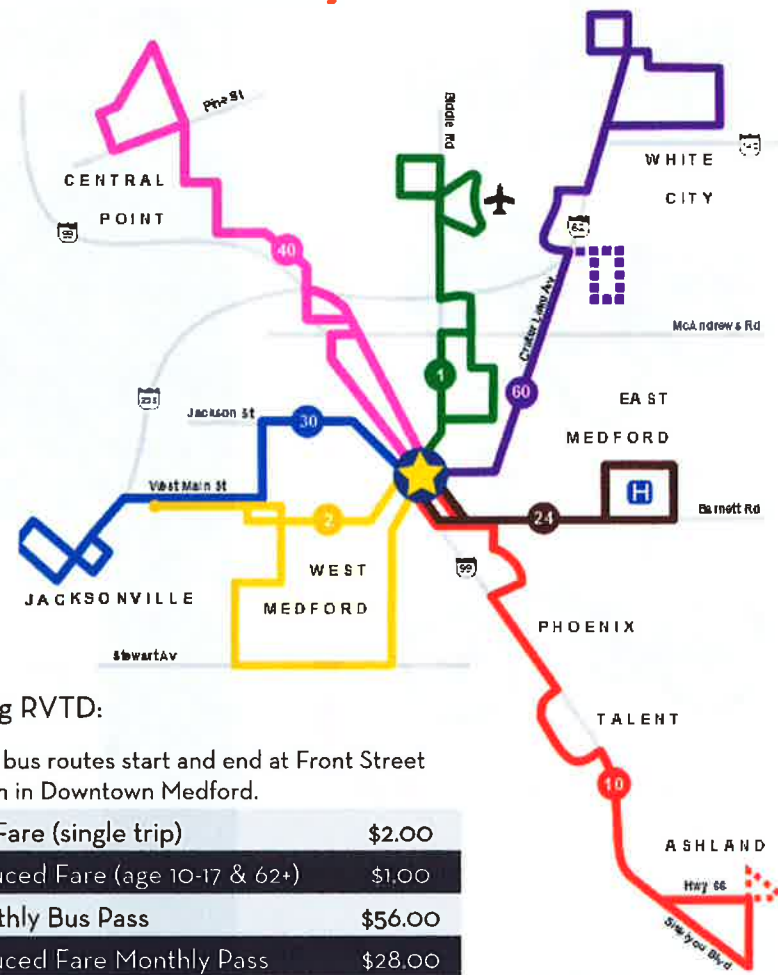
Rogue Valley Transportation District  
3200 Crater Lake Avenue  
Medford, OR 97504  
541-779-2877  
(Español: 541-779-5821)

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Local  
Postal Customer

### Try Transit Today



#### Riding RVT:

RVT bus routes start and end at Front Street Station in Downtown Medford.

Full Fare (single trip)	\$2.00
Reduced Fare (age 10-17 & 62+)	\$1.00
Monthly Bus Pass	\$56.00
Reduced Fare Monthly Pass	\$28.00
20-Ride Punch Card	\$32.00

Maps and timetables are available at Front Street Station, on the bus, and at [rvtd.org](http://rvtd.org).

**Free Fare Days on Oct. 7 & 14!**



### RVT PROFILE

Hi, my name is Tim D'Alessandro. I am the Operations Manager at RVT. My primary duties include direct oversight of transit operations, fleet maintenance and facility maintenance. I have worked for the District for 31 years!

Over that period of time, I have held several positions, including Coach Operator, Dispatcher and Transportation Supervisor. One of the most important things I enjoy about my job is knowing that the people I work with are qualified, passionate and dedicated. Our Coach Operators have one of the toughest jobs out there, and they do it extremely well.

## First public levy sought in 30 years to meet growing business and residential transit needs

RVT is proposing a levy that will increase taxes within the district for a five-year period by 13 cents per \$1,000 of assessed property value— it would be the first increase in over thirty years. For the average homeowner this equals less than \$2 per month. "I'm proud that the District has lived within its means for more than three decades," states General Manager Julie Brown. "But, now that our economy is growing again, the demand by businesses and residents for public transit is growing too. For less than the cost of a cup of coffee a month, we can increase the use of our fleet of natural gas buses to improve the air we breathe and help reduce traffic. We hope the community will agree with us- that this is a modest investment to keep our economy growing."

Continued on Page 3

# THE DISPATCH

FALL 2014

#### Results from RVT's 2011 passenger survey show that:

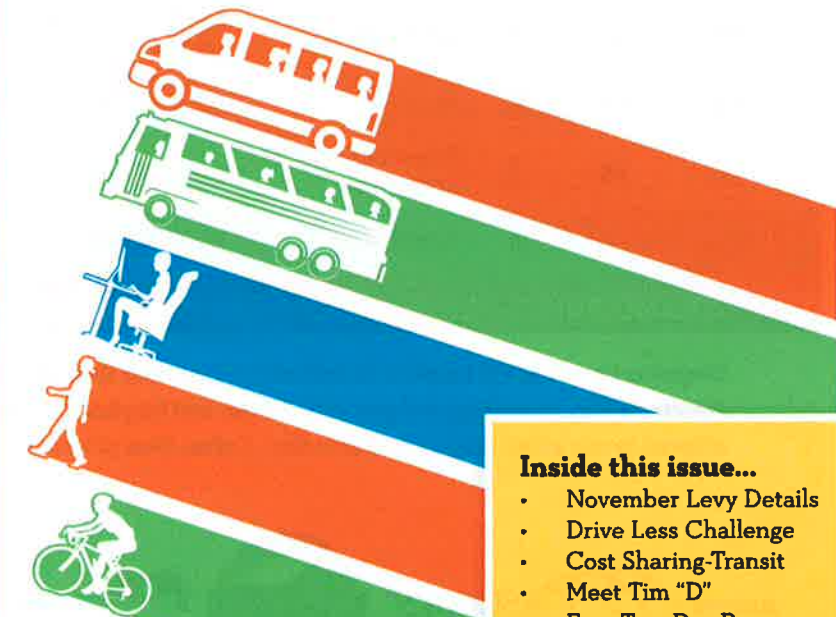
- 42% of passengers use transit five days per week
- 31% of passengers stated they wouldn't have made the trip without transit service being available
- 28% of RVT's passengers use the service to get to and from work or college



October 6 – 19, 2014

### 2nd Annual Drive Less Challenge! Win Prizes!

Explore healthy, green travel options for work, school and play in the 2nd Annual Oregon Drive Less Challenge Oct. 6 – Oct. 19. Save money on gas, be healthy and help reduce pollution. Plus, win prizes like a Bike Friday custom bike, KEEN shoes, Nutcase helmet and more! It's easy. Take the bus to work. Carpool the kids to school. Do errands by bike. Walk to the local café. Log your trips into [DriveLessConnect.com](http://DriveLessConnect.com) to see your savings grow and win! See details and local events inside.



#### Inside this issue...

- November Levy Details
- Drive Less Challenge
- Cost Sharing-Transit
- Meet Tim "D"
- Free Two-Day Pass

# JOIN THE CHALLENGE! HERE'S HOW:

## It's simple and easy...

- Eliminate any trip normally taken alone by car
- Walk, bike, skate, take the bus, carpool, vanpool and/or telework for work, school, errands, or fun—any trip counts
- Log your trips online at [DriveLessConnect.com](http://DriveLessConnect.com)
- Watch the savings grow and WIN PRIZES

...continued from page 1

If the November levy passes, RVTD will maintain weekday evenings and daytime Saturday service that began in 2012 and now serves over 200,000 trips in our community each year. RVTD will also begin service to workers, families and aging adults living in the largest residential area in the district without service, East Medford.

Recent shifts in the economy have changed the demographics in the east Medford area— there are more lower-income households today, who rely on transit. This underserved area would receive a new Springbrook and McAndrews Rd. route

called the “crosstown” because it directly connects residents to shopping and employment to the west, eliminating a transfer at Front Street Station in downtown Medford.

Lastly, RVTD would add a critically needed route for the 3,000+ students enrolled at the Rogue Community College Table Rock campus in White City, providing a strategic link for workforce training in our community.

For more information about RVTD visit, [www.rvtd.org](http://www.rvtd.org).

For more information about the levy visit, [www.SaveOurTransitNow.com](http://www.SaveOurTransitNow.com)

Daily Theme		Statewide Prizes <small>log trips to be eligible</small>	Local Promotion <small>participation not required for prize eligibility</small>
Mon	Oct 6  Walk Monday	KEEN \$75 Gift Cards	PRIZE DRAWING- log trips to win one of 5 Dutch Bros Gift Cards.
Tue	7  Transit Tuesday	Bus Passes	Free Fare Day: Ride RVTD free – all day! Rider Appreciation Day- snacks, beverages, PRIZES and travel information are offered at Front Street Station in Medford. 7a – 9a and 4p – 6p.
Wed	8  Vanpool Wednesday & National Walk to School Day	\$150 Kindle Fires	Southern Oregon Climate Action Now hosts Jackson County Candidate Forum on climate change 6:30p – 8p in Medford- <a href="http://www.socan.info">www.socan.info</a> .
Thu	9  Telework Thursday	\$100 Office Depot Gift Cards	Use RVTD Facebook and Twitter: Why do you ride RVTD? Let us know! Five lucky respondents get a Dutch Bros gift card! Use #RideRVTD.
Fri	10  Bike Friday	Nutcase Helmets	Breakfast on the Greenway @ 9th St. Bicycle Bridge in Medford- snacks and coffee provided 7am – 9:30am. WIN PRIZES from the United Bicycle Institute. Get FREE Bike Safety Checks from Cycle Sport. Register your bike with the Medford Police Dept.
Sat	11  Weekend Warriors & RVTD Scavenger Hunt	\$50 REI Gift Cards	RVTD Scavenger Hunt- 3 participants with the right answers will WIN a \$15 Gift Card to Kaleidoscope! Learn more at RVTD on Facebook.
Sun	12  Weekend Warriors & Greenway Celebration	\$50 REI Gift Cards	20 Mile Celebration: Celebrate the Greenway at the Jackson County Expo, 2p – 4p.
Mon	13  Walk Monday	KEEN \$75 Gift Cards	PRIZE DRAWING: \$25 Sketchers Gift Card!
Tue	14  Transit Tuesday	Bus Passes	Free Fare Day: Ride RVTD free – all day! Rider Appreciation Day- snacks, beverages, PRIZES and travel information are offered at Front Street Station in Medford. 7a – 9a and 4p – 6p.
Wed	15  Vanpool Wednesday	\$150 Kindle Fires	Carpool and WIN one of 5 Dutch Bros Free drink cards! Join AARP on a fun, educational walk around Talent! Starts at the Community Center 3p – 4p. Light snacks and reflectors!
Thu	16  Skate Thursday	\$100 Tactics Skate Shop Gift Cards	Share the Trail Event on the Bear Creek. Bike Bell GIVEAWAY! Talk with Greenway and RVTD staff about ways we can make your trail experience better! 3p – 6p Greenway at the Dog Park in Ashland.
Fri	17  Bike Friday	Nutcase Helmets	Log at least 6 bike trips by Oct. 17 to WIN a \$100 Cycle Sport gift card!
Sat	18  Weekend Warriors & RVTD Scavenger Hunt	\$50 REI Gift Cards	Family Fun Bike Ride: 10:30a – 12:30p at Mae Richardson Elementary, Central Point. Siskiyou Velo hosts this slow paced bike ride perfect for families! PRIZES and FREE bicycle safety gear!
Sun	19  Weekend Warriors	\$50 REI Gift Cards	Join the RVTD Camera Club- See below to learn more.

**GRAND PRIZES: Custom Bike Friday bike (value \$2,600), or \$500 Oregon Getaway of your choice**

**Ongoing Event: RVTD Camera Club Contest: Ongoing Oct. 6th – 19th** Photo Contest: take a photo while you are out biking, skateboarding, or walking and post it to Twitter and Facebook using the hashtags #DriveLess2014 and #RVTDCameraClub and be entered to win a free coupon to Dutch Bros. Coffee. New prize drawing everyday!

## CHALLENGE PRIZES!

\$500 Gift Card for an Oregon Getaway

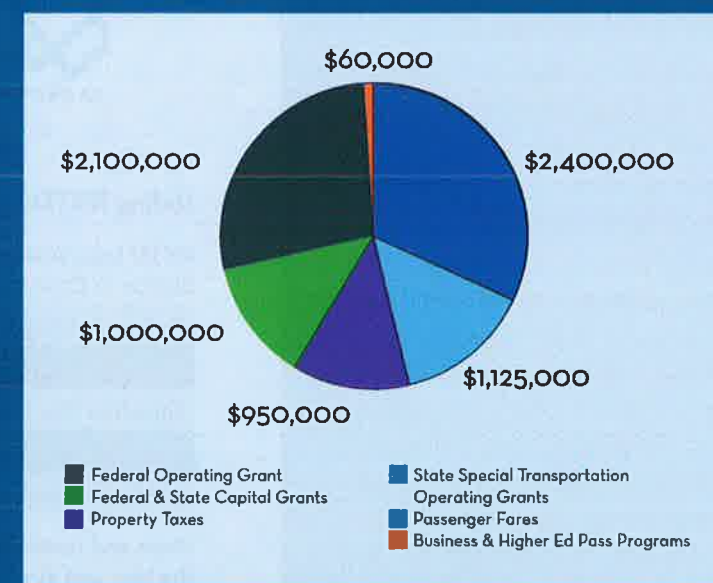


RVTD currently provides 1.4 million rides annually on bus routes serving Medford, Central Point, Ashland, Phoenix, Talent, White City and Jacksonville. RVTD helps save commuters money, while improving air quality and reducing traffic. RVTD also provides a critical service for those who cannot, or choose not to own a car and provides mobility and independence within our community.

## Cost Sharing Public Transit: Federal, State & Local Contribution

The cost for RVTD to provide a typical bus ride in our community is \$2.15. The average transit trip on RVTD buses is 5.75 miles long, that's a cost of 37 cents per mile— well below the average cost to operate a vehicle over the same distance.

RVTD provides a cost-effective transportation service for our community and is saving transit users money that can be spent at local businesses. At the same time, RVTD's passengers are paying the highest fare in Oregon at \$2 for a regular one-way trip. The chart below shows where RVTD receives its funds.





**Summer Youth Pass**

Ride all summer for \$35\*  
(Ages 10-18)

Save 20% when you buy an RVTD Summer Youth Pass by June 14th. Use it all of June, July, and August.

\*Normal price, \$44



Tap into Oregon's secure, easy-to-use online ride-matching tool. Match up with people going your way for work and play.

REGISTER TODAY at [DriveLessConnect.com](http://DriveLessConnect.com)

**Upcoming Events**

- May 13 - 19**  
Go by Bike Week
  - May 17**  
Bus Commuter Skills Class
  - May 18**  
Safe Kids Day
  - Coming this fall**  
Drive Less Challenge Week
- Learn more at [rvtd.org](http://rvtd.org) or 541-608-2432



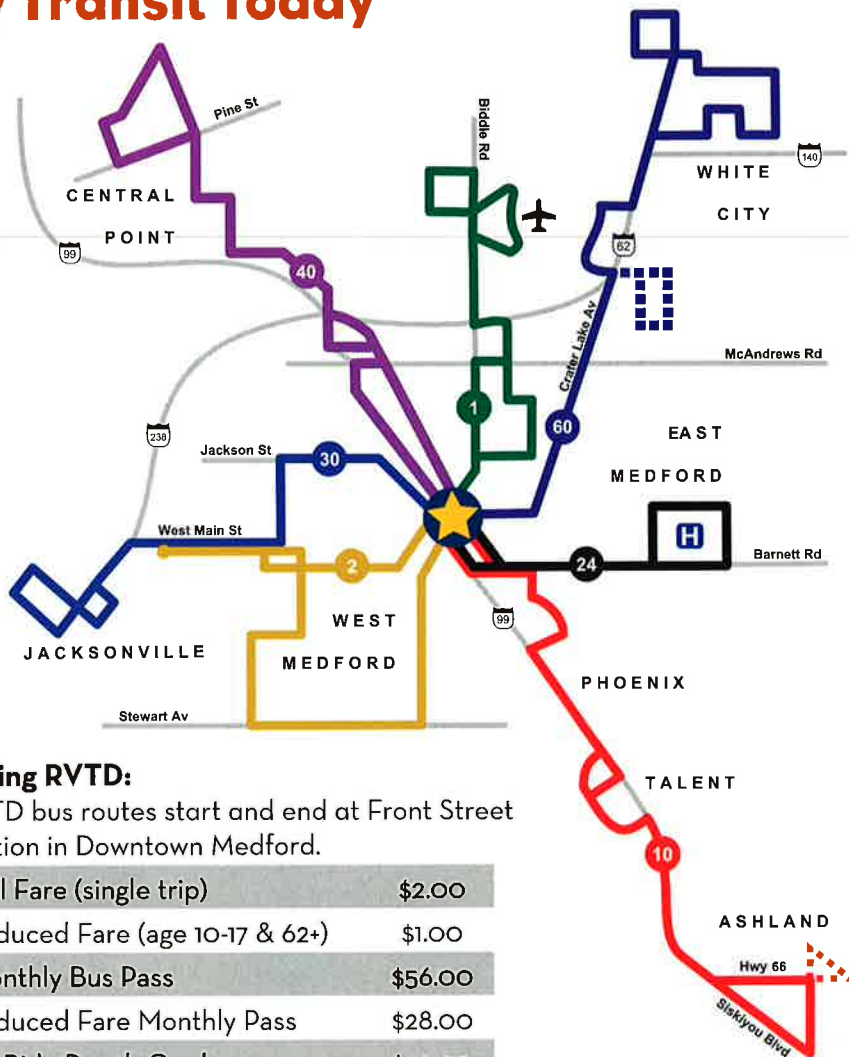
Rogue Valley Transportation District  
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(Español: 541-779-5821)

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**Try Transit Today**



**Riding RVTD:**

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Monthly Bus Pass	\$56.00
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20-Ride Punch Card	\$32.00

Maps and timetables are available at Front Street Station, on the bus, and at [rvtd.org](http://rvtd.org).

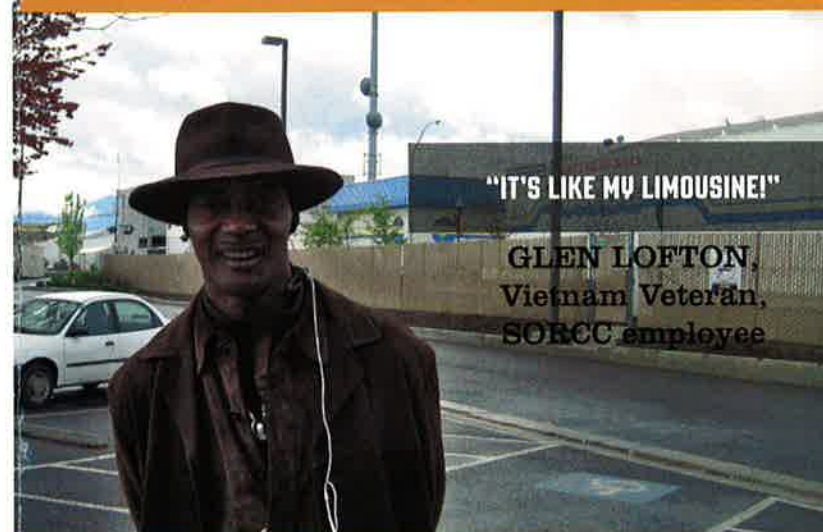
Plan your transit trip at [google.com/transit](http://google.com/transit)

May 13 - 19 is Go by Bike Week. Consider making some of your normal car trips by bike instead. Get rewarded with commuter breakfast stations, bike happy hours, discounted tune-ups, and chances to win gift cards worth up to \$100 at local bike shops. Visit [goRogueValley.org](http://goRogueValley.org) for details and to pledge to ride.

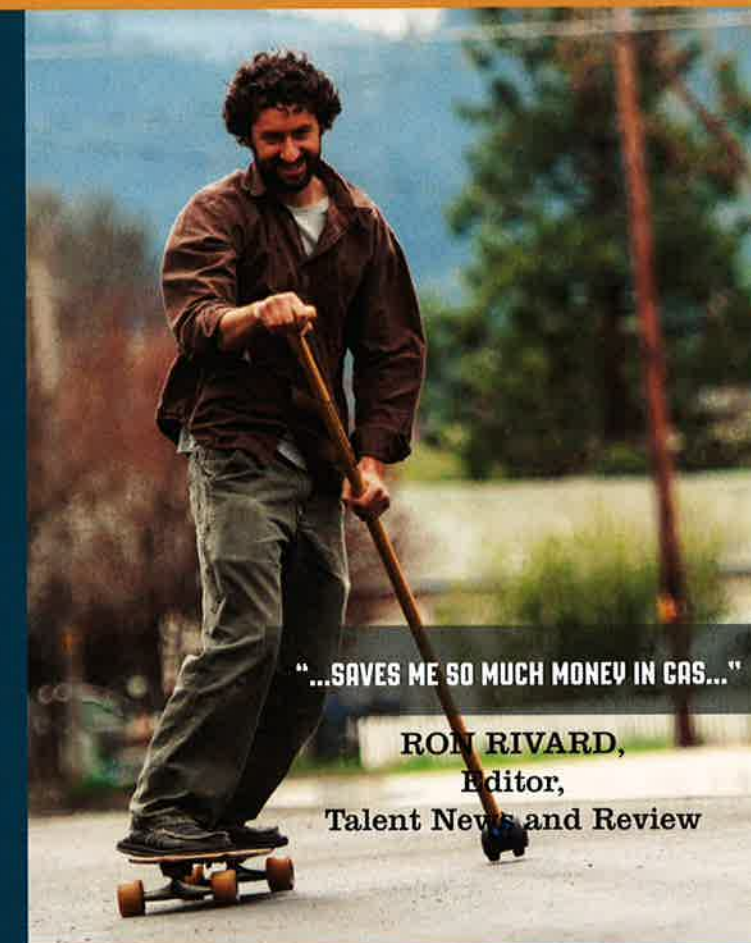


**THE DISPATCH**  
SPRING 2013

**RVTD Improves Life in Our Valley**



"IT'S LIKE MY LIMOUSINE!"  
GLEN LOFTON,  
Vietnam Veteran,  
SORCC employee



"...SAVES ME SO MUCH MONEY IN GAS..."  
RON RIVARD,  
Editor,  
Talent News and Review



"THOSE 3-BIKE RACKS ARE AWESOME!"  
JAMIE JOHNSON,  
Regular rider



"I USE THE RCC PASS TO GET FROM TALENT TO SCHOOL..."  
TARA COUPLAND-WILLIAMS,  
RCC student



"...I'M REALLY RIDING THE BUS TO LEARN MORE ABOUT BEING A PERSON."  
JULIE AKINS,  
KOBI News Director



"...THE DRIVERS ARE REALLY FRIENDLY."  
KRYSSI,  
Regular rider



"RVTD GETS ME TO WORK EVERY DAY."  
RAY DEDMON,  
West Coast Appliance employee

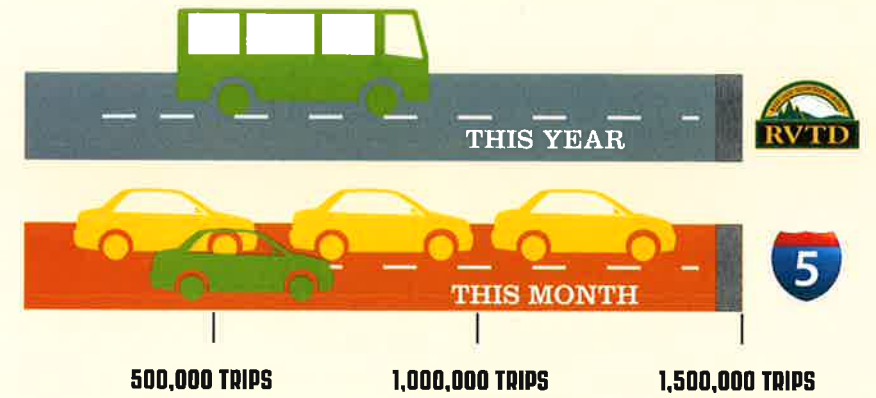
**Get the facts inside**





# The Facts Are In

31% of RVTD riders report that they wouldn't have taken their trip at all without our service.<sup>2</sup>



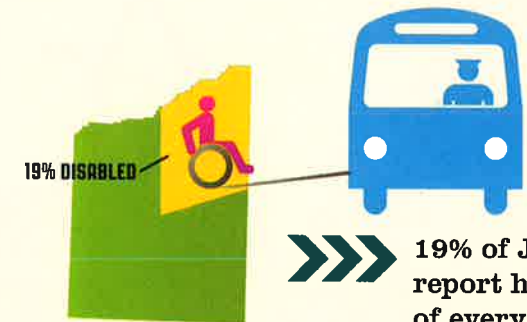
RVTD is on course to provide a record 1.4 million transit trips this year. This is the same number of auto trips I-5 carries in one month throughout Jackson County.<sup>1</sup>



Each month during the school year, RVTD teaches an average of 325 students how to use transit.<sup>3</sup>

On any given day, thousands of Rogue Valley residents set foot on an RVTD bus, benefiting from the nearly 3,000 miles we cover each day. We are proud to provide an option to the approximate 1/3 of our passengers whose trips would not happen at all without our service. All those trips to work, school, the grocery store, and the park contribute to the health and vibrancy of our community. But we're also proud of the flip side of that number—the trips that would have happened in a car if our buses didn't run.

Transit service in our community means greater independence for those who don't drive, and it means freedom for the family and friends who would otherwise be relied on to provide rides. It means families can share one car—or none—and still get things done. It means employees get to work and employers can hire and rely on workers who don't own a car. It means we all have an option when it comes time to retire the car keys, and full participation in life isn't reserved only for the able-bodied. It means that having a car in the shop doesn't have to stop us in our tracks. It means there are fewer vehicles in between all of us who do drive and our destinations, and the air is a little cleaner on the way.



19% of Jackson County adults report having a disability.<sup>5</sup> One of every ten local transit trips last year was provided to a disabled passenger.<sup>3</sup>

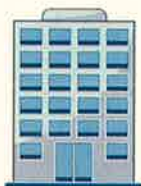


52% of our riders own a car.<sup>3</sup>

Transit means all of these things and more. As the population of our valley continues to grow, RVTD is committed to expanding our role of serving all our residents—whether they ride the bus or not.



RVTD's buses carry more than 4,000 bicycles each month on our new 3-bike racks.<sup>3</sup>



Nine out of ten people work within a 1/2 mile of transit service.<sup>6</sup>



Six out of ten people live within a 1/2 mile of transit service.<sup>6</sup>

RVTD reduces an estimated 155 lbs. of carbon monoxide (CO) every day that would otherwise be emitted by passenger cars.<sup>4</sup> That's enough CO to fill seven hot air balloons each year.



<sup>1</sup> ODOT I-5 Rogue Valley Corridor Plan, March, 2011; <sup>2</sup> RVTD On-Board Passenger Survey, 2011, NuStats; <sup>3</sup> RVTD FY 2011-2013 Ridership Reports; <sup>4</sup> 2038 Rogue Valley Regional Transportation Plan, Chapter 7; <sup>5</sup> American Community Survey 2010; <sup>6</sup> RVTD District Boundary Assessment, 2011, CSA Planning, Ltd