



Moving our Community Forward

Where we have been. Where we are. Where we are going.

Established in 1975, Rogue Valley Transportation District will be celebrating its 50th Anniversary next year. RVTD currently operates 14 routes to eight communities within the fourth largest urbanized area in the state of Oregon. Over 950,000 trips were provided in FY 2023-2024 on RVTD's fixed route and paratransit service.

Prior to STIF, RVTD operated 9 routes and struggled to see how adding the much-needed services identified in its 2040 Transit Master Plan could be accomplished. With diverse community involvement, deep collaboration with area jurisdictions and review by RVTD's STIF Advisory Committee, RVTD identified 10 projects to add to the transit system. With the addition of a Central Point circulator later this year RVTD will have accomplished half of its goal.

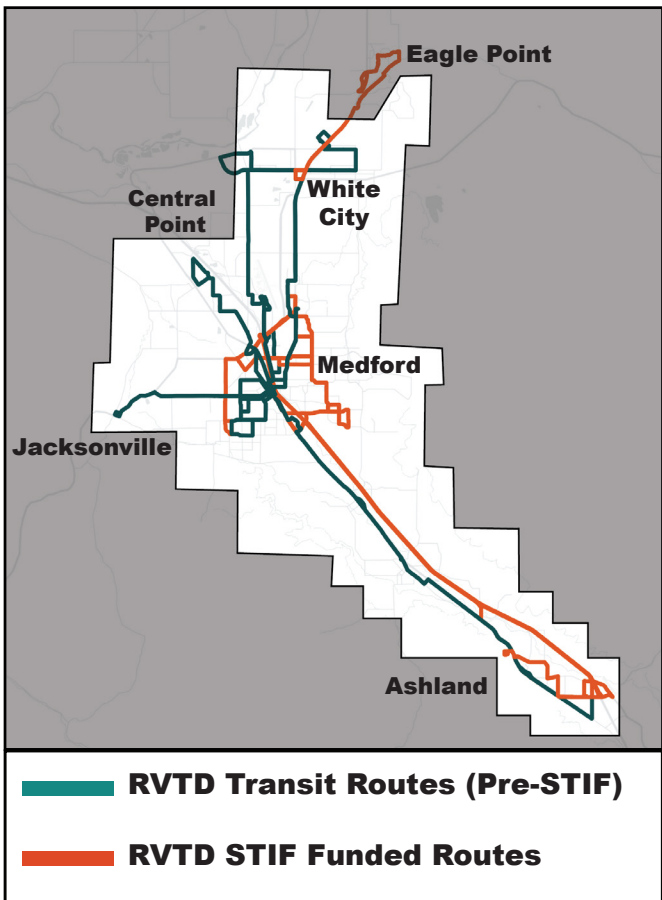
STIF Funded Routes



10.9% of total 2023-2024 ridership generated by STIF funded routes!

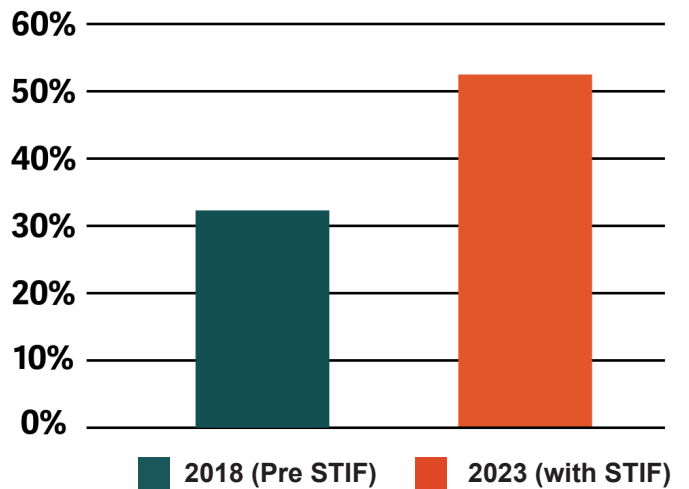


RVTD has partnered with over 30 non-profit organizations to distribute bus passes to low income individuals that equal 209,510 free trips with STIF.



New routes provide quicker access.

Passengers Within a 5 Min Walk of a Bus Stop



RVTD has added new routes to unserved neighborhoods substantially decreasing walking distances for passengers. A 2023 passenger survey shows a 19% increase of passengers that reach their bus stop in less than 5 minutes compared to 2018.



In addition to transit services, RVTD provides emergency response in the event of a wildfire, robust travel training for youth, people with disabilities and older adults, employer and school fare buy down programs and much more to support the community who rely on public transportation.

With the celebration of RVTD’s 50th anniversary next year, RVTD continues to expand its offerings with the opening of the Guy Wallman Mobility Training Center located near Front St. Station and the completion of a 10,000 sf Transportation Office Building funded by FTA’s 5th largest grant nationally in 2021 with match support from STIF.

Economic Pressures Challenge RVTD’s Transit Expansion Plans

RVTD planned for 9 new transit projects to be fully funded with HB 2017. Now with the increased cost of service and goods, RVTD can only support 7 of the original 9 projects and the most recent STIF forecasts for the 2025-2027 biennium show there may be a deficit to maintain the service already in place.

RVTD STIF Funded Routes	Estimated Annual Operating Cost
Route 26: East Medford	\$676,000
Route 24: Southeast Medford	\$1,249,000
Route 1X Express: Medford to Ashland	\$587,000
Route 27: Medford Crosstown	\$1,018,000
Route 17: Ashland Circulator	\$321,000
Route 63: Eagle Point (Out of District)	\$683,000
Route 41: Central Point Circulator	\$759,000
Total Annual Operating Cost	\$5,293,000
2025-2026 STIF Formula Forecast	\$5,163,976*
Balance for non-operating	(\$129,024)

* Estimated to be 33% of operating revenue.

Unfunded Priority Projects	Expected Cost
Sunday Service <i>Requires 25% of RVTD’s current STIF Formula Funds</i>	\$830,000
Increase Frequency on 2 Routes	\$960,000
Talent Circulator	\$605,000
High Capacity Transit on Highway 99 (Year 1 Capital and Operations) <i>Central Point to Ashland: Mon-Sat 10 minute frequency.</i>	\$20,000,000
Campus improvements to support increased service	\$25,000,000
Transition to Zero or Low Emmission Vehicles <i>Match requirement for 6 buses, facility upgrades, charging infrastructure and training.</i>	\$5,750,000



Why are costs increasing?

- Increased capital, fuel, and materials costs due to inflation.
- Driver Spare Ratio Increased due to Oregon’s Paid FMLA Rules.
- Increased labor costs due to health insurance inflation and wage competitiveness.