

**Rogue Valley Transportation District  
Accessible Transportation Working Group Meeting  
August 4<sup>th</sup>, 2025, 10:00am – 11:30am – Via Zoom Video Conference**

**Attended:**

- George Adams
- Stanley Littrell
- Stephen Slavik
- Mickie Miner

**Staff:**

- Maria Carrillo, Accessible Transportation Coordinator
- Cory Benton, Translink Operations Manager
- Tim Fountain, Accessible Transportation Manager
- Paige West, Planning & Strategic Programs Manager
- Edem Gomez, Associate Planner

**Absent:**

- Robin Kissel
- Adrienne Boutin

**Welcome:**

Meeting called order at 3:05pm. Mickie Miner joined the meeting three minutes after roll call.

**Roll Call:**

Roll call conducted: 3 members were in attendance during roll call.

**Review and Approve June 18<sup>th</sup>, 2025 Meeting Minutes:**

Stanley Littrell made the motion to introduce June 18, 2025 minutes, Stephen Slavik 2<sup>nd</sup>, all in favor, motion passed at 3:07pm.

**New Software Update**

Tim reported that Valley Lift is in the final stages of finalizing its software contract, and the team is scheduled to pull data on August 11. He does not expect any major issues, and the project is progressing as planned.

George asked if consumers will be able to verify ride information and where the driver is located on the app.

Tim confirmed that riders will be able to track the driver's location through the app, and IVR messaging will also be available. The system will include both a mobile app and an online booking portal.

Stanley asked about accessibility, Tim explained that the app has not yet been tested for voiceover compliance, but accessibility requirements were included in the contract, and the app should have strong screen-reader support. Stanley noted he may test this feature himself. The software is expected to go live in February 2026.

### **RVTD Service Reduction**

Paige explained the upcoming service changes and the reasons behind them. A large amount of government funding has been restricted under new federal policies, and the money is being held until states comply with those requirements. This has affected RVTD as well, making it difficult to access needed funds. Because of this, RVTD will be making major service cuts. She noted that many other transit agencies are facing similar funding shortages.

Service reductions will begin on September 2, 2025. Paige said there has been a lot of public input, which was used to help shape the final changes. Routes 1X, 2, 17, 25, 26, 27, 30, 41, 61, and 63 will be permanently or temporarily suspended. RVTD will operate only Monday through Friday from 6 a.m. to 6:30 p.m., with no Saturday service. Valley Lift will match the same schedule.

The routes selected for suspension have some of the lowest ridership. The decision to remove Saturday service has raised concerns, but staffing shortages make it necessary. RVTD is eliminating 64 positions out of about 140 employees. Originally 85 cuts were expected, but the agency was able to keep some staff after receiving one of three federal grants.

Most of the cuts are in non-driver positions such as mechanics, fuelers, and administrative staff. Losing these workers makes it hard to provide evening or Saturday service because certain staff must legally be present whenever buses are running. Daily service hours are being shortened slightly, but not by much.

Valley Lift will also be affected because its service area is based on fixed-route coverage. With the route cuts, the service boundary will shrink. Tim's data showed that 17% of current Valley Lift riders will fall outside the new boundary. Valley Lift will also lose Saturday service and see reduced service hours. Paige noted that Jacksonville, Eagle Point, and parts of East Medford will no longer have Valley Lift service.

When George asked about airport service, Paige said that routes 41 and 61 will no longer serve the airport. Valley Lift will still cover that area because it remains within the

required three-quarter-mile boundary. Tim added that if any part of a property falls within the boundary, the entire property is included.

Route 10 is the reason Valley Lift currently runs until 8:20 p.m., and all other routes follow that same last-trip schedule. This has been RVTB's practice for a long time. George expressed concern about losing airport service, and Paige explained that RVTB needs to focus on more essential destinations like medical centers, grocery stores, schools, and workplaces. She said West Medford will continue to have service because it has high ridership and many lower-income and minority residents. Route 21 will also remain because it serves many older adults and people with disabilities.

Signs have been posted at bus stops to notify riders of the changes, and all the information is available on RVTB's website. Stanley commented that it was good to see so many people attending and participating in the last board meeting.

The routes that will continue operating are 10, 40, 60, 21, 24, and the new Route 4. These routes make up more than 40% of RVTB's service miles and hours and serve about 80% of riders. They also cover roughly 78% of the population. Most routes will run every 30 minutes instead of every 20 minutes, and Route 21 will run every 40 minutes. Route 4 was created to improve access to grocery stores and other busy areas. It will start at Front Street Station, then travel to Jackson Street, then Columbus, Main Street, and Lozier Lane. It will no longer stop at Bi-Mart due to lower ridership but will serve Sherm's Thunderbird Market, one of West Medford's busiest locations. It will also serve several affordable housing areas near Stewart Avenue.

Route 24 will be adjusted to better serve Asante Rogue Regional Medical Center and will run every 30 minutes.

Paige also went into more detail about the reasons behind the funding shortages. Oregon is one of 20 sanctuary states, and new federal policies require immigration enforcement actions that the state does not support. Because of this conflict, some federal funds, including transit funds, have been withheld. The state's master agreement with the federal government included this new policy language, and the state's attorney general advised the governor not to sign it. As a result, the Federal Transit Administration could not award funds to Oregon or any of its transit agencies. A lawsuit led to a temporary injunction that allowed RVTB's 5307 operating grant to be approved, but other funds are still blocked. Staffing reductions at the Federal Transit Administration have also slowed down the funding process.

At the state level, the transportation bill failed, and STIF revenues dropped by 4%. Locally, RVTB's special levy will expire on June 30, 2026 and will go to voters in May 2026. If the levy is not renewed, service could face even deeper cuts.

Given all these challenges, RVTB will not be able to return to the level of service it offers before September 2. The agency plans to create a priority list of routes to restore once funding improves. Paige said RVTB has developed a four-year business plan that

will allow the agency to operate at a reduced level without additional funding. The goal is to maintain reliable service and give riders confidence that services won't continue to be cut. If funding increases in the future, RVTD will work with the public on which routes and services to bring back first, including the possibility of restoring Saturday service.

Paige also showed the group how to find the updated route maps and information on the RVTD website. She encouraged everyone to check the website before planning trips. Edem added that signs regarding service reductions have been placed at all bus stops. Tim noted that the phone system has included updated information and that postcards have been mailed to all Valley Lift clients who might be affected. He said RVTD has done everything possible to notify riders about the changes.

**Next Meeting on December 17, 2025:**

The next AWG meeting will be held on December 17, 2025.

**Next Meeting Agenda Items:**

Stephen requested a budget update for that meeting, and George requested a software update. Any other agenda items should be emailed to Maria.

**Comments, Questions, Or Concerns:**

During closing questions, George asked about call center staffing, and Tim confirmed that additional staff will be hired in the coming weeks. When asked about Valley Lift driver reductions, Tim explained that this will depend on future ride demand.

**Adjournment:**

Meeting adjourned at 11:34am.

*Maria Carrillo*

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Maria Carrillo  
Recording Secretary