



UPTD

Service

Currently, Umpqua Public Transportation District (UPTD) provides four fixed and commuter routes Monday through Friday. The Redline and Greenline serve Roseburg, while the Blueline and Greyline connect Sutherlin and Winston to Roseburg. Service generally operates from 6:35 a.m. to 6:30 p.m.

UPTD also provides complementary ADA Paratransit and Dial-A-Ride service across its approximately 5,037-square-mile rural and frontier service area.

UPTD works to keep transit affordable, offering free fixed-route transportation for veterans and youth and reduced fares for seniors and individuals with disabilities.

UPTD connects rural communities with Roseburg and helps residents reach employment, healthcare, education, shopping, and essential services, particularly those with limited transportation alternatives.

Financial constraints have already resulted in significant service reductions, demonstrating how limited operating funding directly affects transit availability in rural Oregon.

Impact of 2025 Service Cuts

UPTD's 2026 Passenger Survey demonstrates the impact of the 2025 service reductions. 44% of respondents report using transit less since the reductions, and 41% cannot simply make their trip at a different time. This suggests that lower ridership following the cuts may reflect trips that are no longer practical or possible rather than a reduced need for transit.

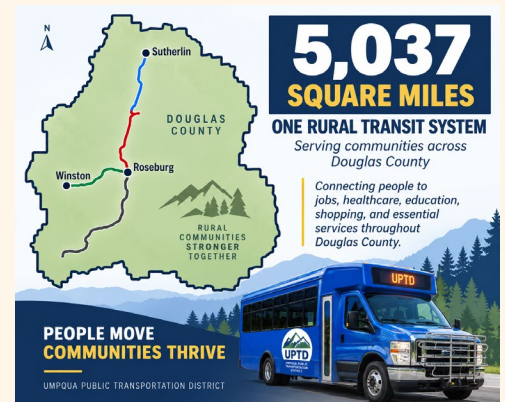
Riders identified clear priorities for restoring service: 59% selected Saturday service, 53% longer weekday hours, and 34% South County (Yellowline) service. Riders also requested hourly service and earlier and additional Winston service.

The reductions have already limited when and where residents can travel, making some trips more difficult or no longer feasible and increasing reliance on family, friends, walking, or other transportation alternatives.

Sources: UPTD FY 2026–27 Adopted Budget; UPTD 2026 Passenger Survey; UPTD financial and insurance records; Douglas County Final Formation Order (2018).

- **72% of survey respondents report personal income below \$15,000 per year**
- **59% of survey respondents do not have a valid driver's license**
- **41% of survey respondents identify as having a disability**
- **41% of survey respondents cannot make their trip at a different time**
- **19% of survey respondents would not make their trip if bus service were unavailable**

umpquatransit.org





Further Service Reductions

UPTD's funding constraints have already resulted in driver layoffs, reduced administrative staffing, and significant service reductions. Remaining staff have absorbed additional responsibilities while continuing to maintain essential transit operations and regulatory requirements.

Without additional sustainable funding, UPTD may be required to consider further reductions to routes, service hours, frequency, geographic coverage, and staffing. Reductions to fixed-route service would also reduce the availability of complementary ADA Paratransit service.

Additional cuts could have broader impacts on the local economy, public health, and overall community by limiting access to jobs and the available workforce, creating additional barriers to healthcare and essential services, and increasing transportation challenges for residents with limited alternatives. Further reductions could also place greater pressure on families, employers, healthcare providers, and community organizations that rely on a stable public transportation system.

Costs and Revenue

UPTD continues to face rising operating costs. Total personnel costs increased approximately 120% from FY 2021–22 through FY 2024–25, while health benefits, workers' compensation, fuel, maintenance, and other expenses have also increased significantly. UPTD's total annual health benefit premium cost increased approximately 43% between the 2021 and 2026 renewals, while workers' compensation premiums increased nearly 20% from 2024 to 2026.

UPTD's operating revenue is approximately 58% STIF, 32% federal funding, and 10% fares, medical transportation, contracts, and other sources.

UPTD was established by the Douglas County Board of Commissioners as a county-wide, non-taxing transportation district and therefore does not receive local property tax revenue to support transit operations. This limits the District's locally generated revenue available to offset rising operating costs or reductions in state and federal funding. Without additional sustainable funding, UPTD could face further service and staffing reductions.

Passenger Profile

UPTD serves many residents with limited transportation alternatives. Among 2026 Passenger Survey respondents, 72% reported personal incomes below \$15,000, 59% did not have a valid driver's license, and 41% identified as having a disability. Riders depend on UPTD to access employment, medical care, shopping, social services, and other essential destinations.

UPTD CONNECTS DOUGLAS COUNTY

- Access to jobs and the workforce
- Access to medical care
- Access to shopping and essential services
- Mobility for seniors and individuals with disabilities
- Connections between rural communities and Roseburg

