

## Public Transportation Improvement Plan for 2019-2021



## Acknowledgements

The Douglas County Transportation District State Transportation Improvement Fund (STIF) Plan reflects the participation and input from service providers and STIF committee members as well as information provided through passenger surveys. Their concerted efforts have guided the process to examine plan options and determine a recommendation to address the 2019-2021 STIF cycle.

### **STIF Committee Representing**

Cheryl Cheas	Fixed Route Service Provider
Mark Bauer	Service Provider
William Schmidt	People with Disabilities
DeeDee Murphy	Service Provider
Roy Spurgeon	Seniors
Sarah Thompson	Tribe/Low Income
Joh Schlais	Veterans

### **Douglas County Transportation Board Members**

- Mike Baker – Chair
- Kat Stone
- Mark Hendershott
- Jennifer Bragg
- John Parker
- Jon Campbell
- Sheri Moothart

### **Service Providers**

Kathleen Nickel	Communications Director, Mercy Express
Natasha Atkinson	CEO / Executive Director Umpqua Homes Inc.
Matt Droscher	Executive Director, Umpqua Valley disAbilities Network
Jennifer Bragg	Development Officer, North Douglas Betterment
Gayla J. Holley	Public Safety Office Supervisor, City of Sutherlin
Charlene Lohf	Reedsport Police Department
Jane Maritz	Chief Financial Officer, Sunrise Enterprises
Ann Munson	Municipal Accountant, City of Winston

### **Douglas County**

Dennis Pinheiro	Douglas County Mobility Manager
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## 1. Executive Summary

*The Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act, in mid-2017. Keep Oregon Moving includes a new employee payroll tax that equates to less than \$1 per week for the average Oregon worker, and is dedicated to funding the expansion of public transportation services. The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds will be disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.*

*The newly formed Douglas County Transportation District is the designated Qualified Entity (QE) for Douglas County for the purpose of administering the STIF planning process, receiving and distributing STIF funds for Douglas County. As the QE, Douglas County Transportation District is responsible for submitting the Douglas County Public Transportation Improvement Plan for approval by the Oregon Transportation Commission.*

*This document serves as the District's PTIP with projects being identified in the Douglas County Coordinated Human Services plan and will cover only the 2019-2021 biennium pending a TDP, TSP or TGM Plan to be developed to cover not only short term but long range plans.*

### **Engaging the Community**

*The STIF Committee seeks input from the public on all projects proposed to receive STIF funds by means of public comment periods before and after publicly noticed meetings as well as a public discussion period during the review of projects that allows for questions and answers.*

*Going forward, as the District develops the Transit Master Plan, public engagement will be even greater to ensure that all of our communities in Douglas County are represented in charting the forward progress of Transit.*

### **Allocation of STIF Funding**

*The PTIP provides a 2 1/2-year roadmap for the roll-out of possible future services and programs to improve service in low-income communities. It also provides for planned revenue and service improvements and programs within the next 2 ½-years. The plan establishes a method to sub-allocate STIF Formula Fund moneys to the region's transit service providers, and carefully considers targets of expected HB 2017 revenue within the District's service area.*

*Within the next 2 ½ years the PTIP targets a significant investment within Douglas County of nearly \$3.5 million ongoing and one time investments.*

## **Defining Low-Income Communities for Plan Investments**

*A key objective of HB 2017 is to improve transit services in Oregon's low-income communities. The PTIP defines what constitutes a high percentage of low-income communities within Douglas County that will benefit from HB 2017 investments.*

## **Assessing Need and Identifying Proposed Service and Capital Improvements**

*Reflecting legislative priorities identified in the Keep Oregon Moving act, the PTIP addresses the transportation needs of people residing and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the PTIP include the following STIF Criteria:*

- *Increased frequency of bus service to areas with a high percentage of Low-Income Households.*
- *Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.*
- *Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.*
- *Procurement of low or no emission buses.*
- *The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.*
- *Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.*
- *Implementation of programs to provide student transit service for students in grades 9-12.*



The PTIP is organized into the following 7 Chapters:

1.	Executive Summary	
2.	Introduction	<p>Introduces the part of the Keep Oregon Moving act, the Statewide Transportation Improvement Fund (STIF), the rules outlined by the state guiding use of STIF funds, and the requirements of local STIF plans.</p> <p>Introduces the HB 2017 STIF Advisory Committee and its Guiding Statement for the purpose of advising development of the PTIP.</p> <p>Summarizes the projected STIF funding within the Douglas County Transportation District and defines proposed method to sub-allocate STIF funds to the region’s sub-recipients.</p>
3.	Existing Public Transportation Services	<p>Describes and maps the regional and local transit service providers that operate fixed-route and paratransit services within Douglas County.</p> <p>Describes the community based Dial A Ride services.</p> <p>Describes the long-distance service linking to other parts of Oregon.</p>
2.	Demographic Analysis	<p>Describes the definition of poverty consistent with the STIF Rules, and the method used to determine the number of low income households served by Transit.</p>
3.	Douglas County Transportation District	<p>Summarizes the public transportation needs within the DCTD service area as identified in the Douglas County Coordinated Human Services Plan.</p> <p>Summarizes the proposed funding levels in the PTIP for both on-going and one time investments in service expansion, plans to address low income fares, school transportation, alternative fuel/electric bus focus and other capital improvements.</p> <p>Outlines proposed service and capital improvements to be funded by STIF</p>
4.	Regional Coordination	<p>Summarizes the plan to move forward to develop a Regional Coordination Plan.</p>
5.	Conclusion	

## 2. Introduction

### 2.1 STIF Legislation

In mid-2017, the Oregon Legislature enacted House Bill 2017 (HB 2017), the Keep Oregon Moving act. Keep Oregon Moving established a significant increase - \$0.10 (per gallon) - in the state gasoline tax and also created three new taxes to fund public transportation, bicycle and pedestrian infrastructure, and other modes of travel.

- A 0.5% vehicle dealer privilege tax on new car sales will fund rebates to encourage sales of electric vehicles. This tax went into effect January 1, 2018.
- A \$15 tax on the sale of new bicycles (that cost at least \$200) will support Connect Oregon to fund off-road bicycle and pedestrian paths that serve commuters. This tax went into effect January 1, 2018.
- A **0.1% employee payroll tax** (\$1 for every \$1000 in payroll) will **improve public transportation service** in both rural and urban communities. This equates to less than \$1 per week for the average Oregon worker. This tax went into effect July 1, 2018.

The new employee payroll tax provides a dedicated source of funding for expanding public transportation service in Oregon. This new funding source, called the Statewide Transportation Improvement Fund (STIF), will be separated into *formula* and *discretionary* funds. Ninety percent (90%) of the STIF will be disbursed by *formula* to Qualified Entities (see below) based on the amount of transit payroll tax generated in their area. Although allocated by formula, the plan for using these funds must be approved by the Oregon Transportation Commission (OTC). Up to 9% of the STIF funds are *discretionary*, and will be disbursed to local public transportation providers through a competitive statewide grant funding processes.

### 2.2 STIF Rules Regarding the Plan

As directed by the legislature, the Oregon Department of Transportation (ODOT) prepared the STIF Rules<sup>1</sup> in 2018 to guide the allocation, receipt and reporting of STIF funds by local agencies. The STIF Rules have been approved by OTC.

#### **STIF Plan Approval**

HB 2017 designates Douglas County Transportation District as the *Qualified Entity* (QE) for the purpose of administering the STIF planning process and receiving and distributing STIF funds for the DCTD region. As the QE, DCTD is responsible for submitting the Public Transportation Improvement Plan (PTIP) or STIF Plan for approval by the OTC. Once approved, DCTD will enter into an agreement with ODOT to

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<sup>1</sup> Statewide Transportation Improvement Fund Rules, Oregon Department of Transportation, approved by the Oregon Transportation Commission, June 22, 2018.

receive STIF Formula Funds on behalf of the region, and will be responsible for distributing STIF Formula Fund moneys to the other public transportation service providers.

### ***Purpose of STIF Formula Funds***

STIF moneys are to be used to support effective planning, deployment, operation and administration of STIF-funded public transportation programs and projects, including:

1. Planning for, and development of a Local Plan or future STIF Plan to improve Public Transportation Service.
2. Creation of new systems, facilities and services with origins, destinations or stops in Oregon.
3. Maintenance or continuation of systems and services.

### ***2.3 STIF Plan Requirements***

The DCTD PTIP meets the requirements outlined by the STIF Rules.

#### **OTC - APPROVED STIF RULES**

A STIF Plan will:

- ✓ Cover at least a Biennium, up to two Biennia w/ Commission approval
- ✓ Address needs of people residing in or travelling into/out of QE's area of responsibility
- ✓ Consider Public Transportation Services for the area outside the QE's district boundaries
- ✓ May be included in a QE's Local Plan or as a stand-alone plan (the PTIP)
- ✓ Contain explanation of how the Plan defines, identifies and serves communities with a high percentage of Low-Income Households
- ✓ Include a description of the QE's method to sub-allocate STIF Formula Funds to Public Transportation Service Providers (and other potential sub-recipients) and the process to develop the method



The DCTD STIF Advisory Committee was appointed in January 2019 consistent with STIF Rules. The Committee’s purpose is to advise and assist the QE, DCTD, in fulfilling the requirements of the STIF Rules and prioritize projects that will be funded by STIF moneys. The STIF Rules require the Committee to consider the following criteria when reviewing STIF Formula Fund projects:

### STIF FORMULA FUND PROJECT EVALUATION CRITERIA

- ✓ Whether the Project would:
  - Increase the frequency of bus service in communities with a high percentage of Low- Income Households.
  - Expand bus routes and bus services to reach communities with a high percentage of Low-Income Households.
  - Implement programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
  - Procure buses that are powered by natural gas, electricity or other low or no-emission propulsion for use in areas with populations of 200,000 or more.
  - Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity’s service area.
  - Foster coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
  - Provide student transit services for students in grades 9 through 12.
  - Maintain and expand the existing system.
- ✓ The extent to which the Project goals meet public transportation needs and are a responsible use of public funds.
- ✓ Other factors to be determined by the STIF Advisory Committee.



## 2.4 STIF Advisory Committee

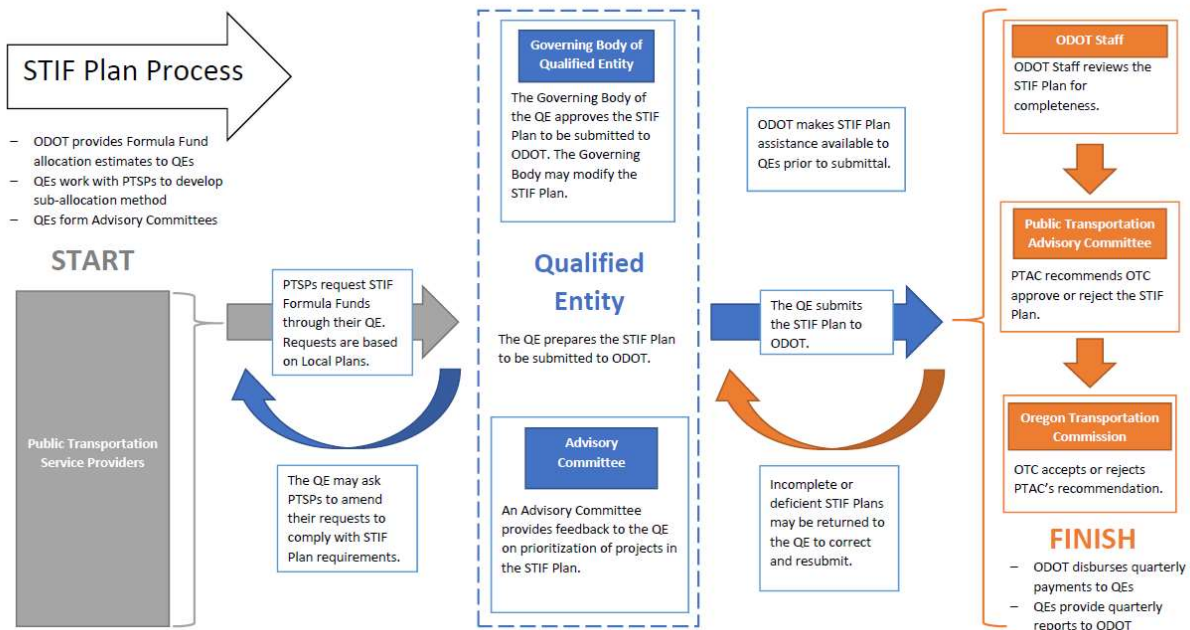
In January 2019, the STIF Advisory Committee was appointed by the DCTD Board of Directors to advise and assist the Douglas County Transportation District to advocate for the transportation needs of seniors and persons with disabilities; and to develop recommendations on matters related to the enhancement of local and regional public transit services provided within the District using STIF moneys as set forth under OAR Chapter 732, Division 40, Division 42, and Division 44.

Members of the committee met and achieved the following:

- Reviewed all proposals submitted for STIF Funding.
- Gathered additional information from providers to ensure all projects were considered.
- Reviewed additional information and projects.
- Heard public comment on proposed projects and the process.
- Made a recommendation to the DCTD Board of Directors.
- Attended the DCTD Board meeting to address any questions or concerns regarding the recommendation.

## 2.5 The STIF Plan Process

# The STIF Plan Process



## 2.6 Projected Funding

The following is the December 2018 updated allocation forecast for Douglas County:

2019	2020	2021
534,000	1,234,000	1,414,000

An additional 30% above the projected allocation could possibly become available:

2019	2020	2021
160,200	370,200	424,200

The STIF projects were ranked and prioritized in 100% and 130% funding categories. The projects ranked in the 130% category will only be funded in the event the additional funding is actually received by the Douglas County Transportation District.

## 3. Existing Public Transportation Services

### 3.1 Fixed Route Service

**UTrans** is a public transportation service operated by United Community Action Network. Hourly fixed route service is provided in the greater Roseburg area with the FTA required complementary Paratransit Service offered within ¾ of an air mile of the Roseburg fixed route.

- Roseburg fixed route operates between 6:30 AM and 7:30 PM, Monday through Friday.
- Commuter services are provided to Winston, Sutherlin, Myrtle Creek, Riddle and Canyonville.
- Lifeline service is provided one day per week to each of the following outlying areas:
  - Oakland, Yoncalla and Drain
  - Camas Valley and Tenmile
  - Glendale and Azalea
  - Glide and Idleyld
  - Elkton, Reedsport and Lakeside

Schedules and information regarding Paratransit services can be found at [www.umpquatransit.com](http://www.umpquatransit.com).

### 3.2 ParaTransit Service

The UTrans Direct ParaTransit program is a shared-ride, public transportation service for people with disabilities that prevent them from using U-Trans regular fixed route bus service for some or all of their trips. UTrans Direct service operates during the same hours as fixed route service and service is available within  $\frac{3}{4}$  of an air mile of the UTrans fixed route service in Roseburg.

- UTrans Direct is an origin-to-destination paratransit service for people with qualifying disabilities of any age.
- Riders must be unable to use the regular fixed route buses due to a disability.
- This service is available for any purpose.
- Riders must complete the application process to qualify.
- Rides are guaranteed if ride request is made 24 hours in advance for a destination within the service boundaries.



### **3.3 Douglas Rides Dial A Ride**

Douglas Rides is a network of community transportation services, including Dial-a-Ride, for Douglas County, Oregon. Douglas Rides offers transportation services for Roseburg, Umpqua Community College, Yoncalla, Drain, Elkton, Sutherlin, Winston, Myrtle Creek, Riddle, Canyonville, and Reedsport.

- Dial A Ride is a shared ride, door to door service.
- Service is open to the general public, however older adults and persons with disabilities receive priority if space is limited.
- Advance reservation (prior day or sooner) are preferred, but same day requests are accepted on a space available basis.
- No fare is charged, except Reedsport.
- Donations are accepted everywhere.

#### **3.3.1 Dial A Ride Service Providers**

- City of Reedsport - Service Area: Reedsport, Gardiner, Winchester Bay with round trip service to Florence the first Saturday of each month and round trip service to Coos Bay on Wednesday.
- North Douglas Betterment – Service Area: Yoncalla, Drain, Elkton with special service to Cottage Grove on Mondays and to Roseburg on Wednesdays.
- City of Sutherlin – Service Area: Sutherlin and Oakland
- Umpqua Valley disAbilities Network – Service Area: Lookingglass, Melrose, Garden Valley, Roseburg, Winchester, Myrtle Creek, Riddle, Canyonville
- Umpqua Homes, Inc. – Roseburg, Melrose, Green
- City of Winston – Five mile radius of Winston City Hall, Hwy 42 to Tenmile Store, Tenmile Valley Loop Road, Green area, Happy Valley to Lookingglass.
- Sunrise Enterprises Inc. – Green area, Happy Valley Road to Lookingglass, 5 mile radius of Winston City Hall, Hwy 42 to the Tenmile Store and Tenmile Valley Loop Road.
- Mercy Express – I-5 corridor from Drain to Glendale, including Glide.

## 4. Demographic Analysis

### 4.1 STIF Definition of Poverty

The Douglas County Transportation District Public Transportation Improvement Plan defines poverty as a household with a total income that does not exceed 200% of the Federal poverty guidelines.

As stated in the STIF Committee bylaws:

**Low-Income Household:** A household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia. "Areas of High Percentage of Low Income Households" shall mean geographic areas within Douglas County that are determined to have a high percentage of low income households (determined using census data for low income individuals and dividing by the number of households).

Total Population	106,131
Population below 200% poverty level	42,806 – 40.33% of Douglas County Population
Population above 200% poverty level	63,325 – 59.66% of Douglas County Population

Average household size in Douglas County according to the United States Census Bureau American Fact Finder website is found in both tables B25010 and S1101 to be 2.36.

There are an estimated 44,970 households in Douglas County with 18,136 at or below the 200% poverty level.

Given these facts, the Douglas County Transportation District defines a high percentage of low income households as areas where the number of low income households exceeds the State of Oregon percentage of 34%.

Figure 1: Table C17002 American Fact Finder

Ratio of income to poverty level – Total Population – 106,131

Population above 200% poverty level = 63,325 – 59.66% of Douglas County Population

**Advanced Search - Search all data in American FactFinder**

1 Advanced Search | 2 Table Viewer

C17002 | RATIO OF INCOME TO POVERTY LEVEL IN THE PAST 12 MONTHS  
 Universe: Population for whom poverty status is determined ⓘ  
 2013-2017 American Community Survey 5-Year Estimates

Table View

Actions: Modify Table | Add/Remove Geographies | Bookmark/Save | Print

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates housing units for states and counties.

Versions of this table are available for the following years:

- 2017 ▶
- 2016
- 2015
- 2014
- 2013
- 2012
- 2011
- 2010
- 2009

Douglas County, Oregon		
	Estimate	Margin of Error
Total:	106,131	+/-271
Under .50	7,501	+/-842
.50 to .99	10,574	+/-1,223
1.00 to 1.24	5,857	+/-1,124
1.25 to 1.49	5,411	+/-833
1.50 to 1.84	10,005	+/-1,117
1.85 to 1.99	3,458	+/-616
2.00 and over	63,325	+/-2,022

Figure 2: Table S1701 American Fact Finder

Population in Douglas County with income below 200% poverty level = 42,806 - 40.33%

The screenshot shows the American FactFinder website interface. At the top, there is a navigation bar with 'United States Census Bureau' logo and 'AMERICAN FactFinder' text. Below the navigation bar, there are tabs for 'MAIN', 'COMMUNITY FACTS', 'GUIDED SEARCH', 'ADVANCED SEARCH', and 'DOWNLOAD CENTER'. The 'ADVANCED SEARCH' tab is selected. Below the tabs, there is a search bar and a 'Table Viewer' button. The search results show 'S1701 POVERTY STATUS IN THE PAST 12 MONTHS 2013-2017 American Community Survey 5-Year Estimates'. There are options to 'Table View', 'Modify Table', 'Add/Remove Geographies', 'Bookmark/Save', 'Print', 'Download', and 'Create a Map'.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official housing units for states and counties.

Subject	Douglas County, Oregon					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	106,131	+/-271	18,075	+/-1,511	17.0%	+/-1.4
AGE						
Under 18 years	20,301	+/-201	5,129	+/-682	25.3%	+/-3.3
Under 5 years	5,265	+/-146	1,628	+/-296	30.9%	+/-5.5
5 to 17 years	15,036	+/-155	3,501	+/-549	23.3%	+/-3.6
Related children of householder under 18 years	19,967	+/-240	4,802	+/-643	24.0%	+/-3.2
18 to 34 years	60,250	+/-214	10,776	+/-863	17.9%	+/-1.4
18 to 34 years	18,897	+/-204	4,905	+/-562	26.0%	+/-2.9
35 to 64 years	41,353	+/-210	5,871	+/-576	14.2%	+/-1.4
60 years and over	34,999	+/-415	3,045	+/-415	8.7%	+/-1.2
65 years and over	25,580	+/-160	2,170	+/-358	8.5%	+/-1.4
SEX						
Male	52,241	+/-210	8,019	+/-721	15.4%	+/-1.4
Female	53,890	+/-228	10,056	+/-1,006	18.7%	+/-1.9

Population below 200% poverty level – Table S1701

Subject	Douglas County, Oregon					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS						
50 percent of poverty level	7,501	+/-842	(X)	(X)	(X)	(X)
125 percent of poverty level	23,932	+/-1,767	(X)	(X)	(X)	(X)
150 percent of poverty level	29,343	+/-1,985	(X)	(X)	(X)	(X)
185 percent of poverty level	39,348	+/-1,976	(X)	(X)	(X)	(X)
200 percent of poverty level	42,806	+/-2,059	(X)	(X)	(X)	(X)
300 percent of poverty level	63,951	+/-1,861	(X)	(X)	(X)	(X)
400 percent of poverty level	78,261	+/-1,569	(X)	(X)	(X)	(X)
500 percent of poverty level	88,376	+/-1,565	(X)	(X)	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED	23,421	+/-1,156	7,208	+/-744	30.8%	+/-2.3
Male	11,839	+/-737	3,323	+/-455	28.1%	+/-3.2
Female	11,582	+/-759	3,885	+/-509	33.5%	+/-3.3
15 years	96	+/-93	96	+/-93	100.0%	+/-28.0
16 to 17 years	238	+/-125	231	+/-127	97.1%	+/-7.8
18 to 24 years	2,300	+/-458	1,257	+/-325	54.7%	+/-11.1
25 to 34 years	2,968	+/-402	1,015	+/-286	34.2%	+/-7.6
35 to 44 years	2,010	+/-350	877	+/-219	43.6%	+/-8.4
45 to 54 years	3,012	+/-406	1,174	+/-246	39.0%	+/-6.7
55 to 64 years	4,359	+/-469	1,199	+/-207	27.5%	+/-4.4
65 to 74 years	4,465	+/-432	660	+/-185	14.8%	+/-3.9
75 years and over	3,973	+/-391	699	+/-194	17.6%	+/-4.4
Mean income deficit for unrelated individuals (dollars)	6,549	+/-371	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	5,977	+/-630	220	+/-137	3.7%	+/-2.2
Worked less than full-time, year-round in the past 12 months	5,162	+/-589	2,277	+/-451	44.1%	+/-6.2
Did not work	12,282	+/-770	4,711	+/-589	38.4%	+/-3.3

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates



Minority Population = 7.74% – Table S1701

Subject	Douglas County, Oregon					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>						
White alone	98,344	+/-382	16,297	+/-1,456	16.6%	+/-1.5
Black or African American alone	435	+/-101	59	+/-55	13.6%	+/-12.0
American Indian and Alaska Native alone	1,268	+/-277	297	+/-105	23.4%	+/-6.8
Asian alone	987	+/-208	94	+/-81	9.5%	+/-8.3
Native Hawaiian and Other Pacific Islander alone	90	+/-73	35	+/-34	38.9%	+/-22.9
Some other race alone	744	+/-239	254	+/-158	34.1%	+/-16.6
Two or more races	4,263	+/-344	1,039	+/-277	24.4%	+/-6.4
Hispanic or Latino origin (of any race)	5,762	+/-83	1,971	+/-496	34.1%	+/-8.6
White alone, not Hispanic or Latino	93,950	+/-223	14,788	+/-1,305	15.7%	+/-1.4
<b>EDUCATIONAL ATTAINMENT</b>						
Population 25 years and over	78,498	+/-276	10,835	+/-963	13.8%	+/-1.2
Less than high school graduate	8,221	+/-632	1,876	+/-303	22.8%	+/-3.3
High school graduate (includes equivalency)	25,327	+/-1,022	3,912	+/-551	15.4%	+/-2.0
Some college, associate's degree	31,620	+/-887	4,152	+/-524	13.1%	+/-1.7
Bachelor's degree or higher	13,330	+/-779	885	+/-216	6.7%	+/-1.7
<b>EMPLOYMENT STATUS</b>						
Civilian labor force 16 years and over	44,899	+/-950	5,292	+/-580	11.8%	+/-1.3
Employed	40,916	+/-899	3,711	+/-456	9.1%	+/-1.1
Male	21,753	+/-664	1,540	+/-311	7.1%	+/-1.4
Female	19,163	+/-634	2,171	+/-367	11.3%	+/-1.9
Unemployed	3,983	+/-516	1,581	+/-352	39.7%	+/-6.1
Male	2,150	+/-367	731	+/-223	34.0%	+/-7.7
Female	1,833	+/-305	850	+/-230	46.4%	+/-8.3
<b>WORK EXPERIENCE</b>						
Population 16 years and over	88,540	+/-330	13,528	+/-1,130	15.3%	+/-1.3
Worked full-time, year-round in the past 12 months	26,671	+/-860	942	+/-271	3.5%	+/-1.0
Worked part-time or part-year in the past 12 months	20,885	+/-807	4,509	+/-526	21.6%	+/-2.4
Did not work	40,984	+/-953	8,077	+/-922	19.7%	+/-2.0

Versions of this table are available for the following years:

- 2017
- 2016
- 2015
- 2014
- 2013
- 2012

Figure 3: Table B25010 American Fact Finder

Average Household Size = 2.36

B25010 AVERAGE HOUSEHOLD SIZE OF OCCUPIED HOUSING UNIVERSE: Occupied housing units 2013-2017 American Community Survey 5-Year Estimate

Table View

Actions: [Modify Table](#) | [Add/Remove Geographies](#) | [Bookmarks](#)

Although the American Community Survey (ACS) produces population, demographic and housing units for states and counties.

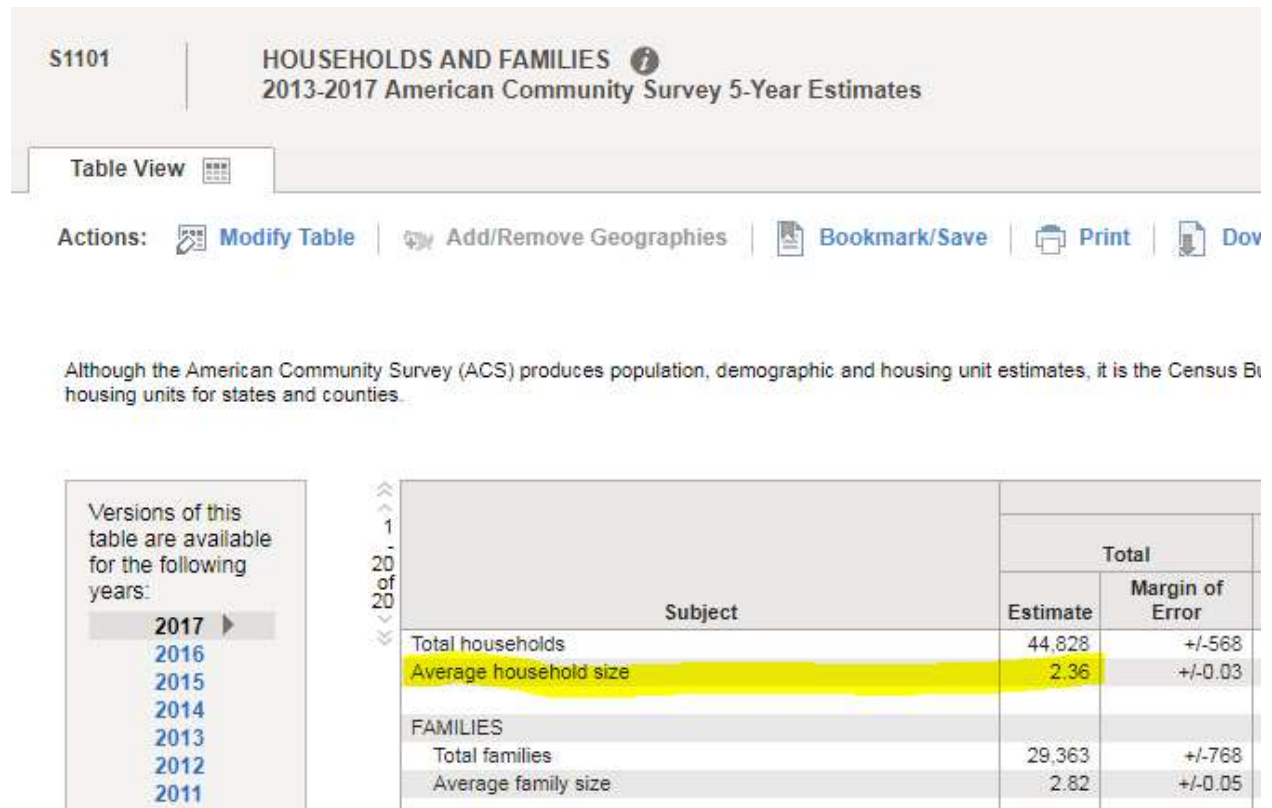
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- 2010
- 2009

Douglas County, Oregon		
	Estimate	Margin of Error
Total:	2.36	+/-0.03
Owner occupied	2.37	+/-0.05
Renter occupied	2.35	+/-0.08

Figure 4: Table S1101 American Fact Finder

Average Household size confirmed = 2.36



## 4.2 Demographic Indicators of Low Income Communities

Douglas County is very rural and encompasses 5,036 square miles, extending from the Cascade Mountains at elevations of over 9,000 feet to sea level at the Pacific Ocean. Most of the region is covered by rugged, forested mountains, with much of the forested acreage held by the federal government. The majority of the population is concentrated in the communities that are located along the I-5 corridor with many small rural towns with populations of less than 2,000.

### Minority Populations

Approximately 7.34% of Douglas County population has been identified by Census data as minority. Of the residents currently located within ½ mile of Fixed route or in the Demand Response service area, approximately 8-15% are minority, depending on the area served. The number of residents within ½ mile of the fixed route who are identifying as limited English proficiency (LEP) is 0-.5%.

The number of minorities served by fixed route or demand response services will be a factor in the decision making process regarding new services.

### Population Over 65

Approximately 24.1 % of Douglas County population has been identified using Census data as Senior, over age 65. Of the residents currently located within ½ mile of Fixed route or in the Demand Response service area, approximately 16.6-22% are senior, depending on the area served. The number of Seniors served by Demand Response and fixed route services will be a factor in the decision making process for new or expanded services.

### Youth Populations, Age 17 or Younger

Approximately 19.13 % of Douglas County population has been identified using Census data as Youth, age 17 or younger. Of the residents currently located within ½ mile of Fixed route or in the Demand Response service area, approximately 19.5-24.4% are age 17 or younger, depending on the area served. As Douglas County Transit District moves forward with increased fixed route frequency and expansion projects a free ride for youth 17 and younger program will be implemented.

### Households in Poverty

There are an estimated 18,136 households in Douglas County below the 200% poverty level. As the Transit District looks toward increasing frequency and expansion projects, the number of households below the 200% poverty level will be a factor in the decision making process.

### 4.3 Current Route Demographics

Within 1/2 Mile of a Transit Stop	Sutherlin Blueline	Winston Greylane	Roseburg Redline	Roseburg Greenline	Roseburg Orangeline	Rt 99 South County	Lifeline
Population	5616	12985	14892	14952	13828	16267	11844
Jobs	1327	6061	12443	12714	8876	7433	6981
% Minority	8	13.1	14	13.4	13	14.8	12.4
200% Poverty percentage and Population below 200%	47.8% 2684	52.6% 6830	47.5 % 7074	45.7% 6833	49.5% 6844	51.2% 8328	51% 6040
(2.36) Households below 200%	1,137.29	2,894.07	2,997.46	2,895.34	2,900.00	3,528.81	2,559.32
% Seniors	18.9	16.6	20.8	20.9	17.2	17.2	18.1
% Youth	22.5	23.6	19.8	19.5	21.7	23.4	22
% LEP	0.4	0.4	0.5	0.5	0.4	0.2	0.2
% w/ Disabilities	23.5	20.4	19.9	19.8	20	21.4	21.1
% w/ no Vehicle	8.4	7.9	10.4	10.8	9	7.6	9.2

## **5. Douglas County Transportation District**

### **5.1 Needs Assessment**

Douglas County Transportation District is a new Transportation District formed by the Douglas County Board of Commissioners. Elections were held in November 2018 to elect the Board of Directors. The Douglas County Transportation District will be conducting an in depth needs assessment over the next two years, however, we are currently relying on projects identified in the Douglas County Coordinated Human Services Plan.

The District will be engaged in a Transportation Growth Management process to create a Transit Master Plan. The project will provide a strategic transportation plan for the only public transit system in Douglas County. The project will include analysis of the existing transit system, demographics, employment, recreation, and other data as it relates to the provision of transit. The project will include the evaluation of multiple scenarios for the provision of transit, including evaluations of times and frequency of operations, routes, and transit-related services and will include a robust public involvement process for populations within our service area. The project will include implementation measures for the Douglas County Transportation District and supportive measures for the County and City transportation system plans.

HB 2017 provides a significant funding increase to local transit agencies, provided they have an adopted 20-year transit plan. Douglas County Transportation District wants to ensure there are transportation choices and meet the requirements to continue to receive HB 2017 STIF funding. Umpqua Transit is the only transit provider in Douglas County. This project will ensure a robust and responsive transit option for local communities and underrepresented populations, interconnected with other transportation networks (dial-a-ride, park-and-ride, bike/ped paths, etc.) that addresses the goals of the Oregon Public Transportation Plan.

The project will result in a balanced, interconnected, and safe transit system that fills in the transit gap in the Douglas County and local transportation systems. The project will support local land uses by identifying the origin and destinations of riders, and leveraging available resources to support them and, by extension, the underlying land uses.

The project will result in appropriately sited, designed and managed transit routes and stops, connected with the “last mile” for transit users.

Transit is the only option for many under-served residents of the community and this project will identify the best routes and services for those residents.

This project will result in a transit plan that links neighborhoods and activity centers by an accessible transit system, will be supportive of livable towns and cities, activity centers, schools, and government services and will result in a transit plan supportive of the social, cultural, and health needs of all residents, particularly under-served residents.

This project will support economic vitality and growth and will result in a transit plan supportive of the movement of people, particularly under-served people as well as being supportive of well-planned new growth, by accounting for future land uses in the Douglas County and local comprehensive plans.

This project will result in a transit plan supportive of well-located and accessible industrial and employment centers by providing an accessible transportation alternative for all residents.

This project will result in a transit plan supportive of housing and access to education, jobs and services for all residents, by providing an accessible transit system for all residents.

This project will identify and provide a path for implementation of a well-connected transit system and transit patterns and will result in a transit plan that accommodates urban growth anticipated in the Douglas County and local comprehensive plans.

This project will also identify future transit needs within the existing and improved transportation system, minimizing the need for additional major infrastructure projects. Further, given anticipated future funding, this project will enable Umpqua Transit to provide a viable alternative to single-occupancy vehicles, reducing the need for future major infrastructure projects.

This plan will promote environmental stewardship. It is beyond dispute that transit is more environmentally friendly than single occupancy vehicles. This project will identify a transit system responsive to the needs of the community, and reducing the need of residents to rely on single occupancy vehicles.

## Goals of the Oregon Public Transportation Plan

1. **Mobility: Public Transportation User Experience** – People of all ages, abilities, and income levels move reliably and conveniently between designations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
2. **Accessibility and Connectivity:** Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
3. **Community Livability and Economic Vitality:** Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
4. **Equity:** Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
5. **Health:** Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
6. **Safety and Security:** Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
7. **Environmental Sustainability:** Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
8. **Land Use:** Public transportation is a tool that supports Oregon’s state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
9. **Funding and Strategic Investment:** Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians’ quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
10. **Communication, Collaboration, and Coordination:** Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

### 5.2 Proposed Funding Levels

The following are the projects recommended by the STIF Committee and approved by the Douglas County Transportation Board for the 2019-21 Funding Allocation.

#### STIF Plan Projects for 2019-21

Project Number	Project Recommendations - 100%	2019	2020	2021	100% Ranking
1	TDP/Master Plan- Assuming TGM Grant		20,000.00	100,000.00	1
2	Purchase of Transit Facilities & Equipment	200,000.00	16,865.28	16,865.28	2
3	District General Manager & Project Support Staff	117,905.00	141,722.00	142,161.00	3
4	Capital Reserve for Vehicle Replacement	60,000.00	90,000.00	100,000.00	4
5	Recruitment & Retention Project	14,910.00	87,107.00	116,038.00	5
6	Additional SW licenses for Route Match	1,000.00			6
7	Health Insurance for Dispatch positions	15,000.00	30,000.00	30,000.00	7
8	IT Position including benefits	4,206.00	50,472.00	50,472.00	8
9	Reserve for District	5,470.00			9
	Two Way Radio Base w/ radios for all vehicles - \$25,000 - Look for discretionary project				
	Transit Center/Hub Planning - when opportunity presents				
		418,491.00	436,166.28	555,536.28	
10	<b>Demand Response Projects</b>				
	<b>Project Recommendations - 2019 Reduced to 3 Months</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	
	Paid Dial A Ride Driver - NDB - Expansion	7,550	31,200	31,200	10
	UVDN Vehicle Vehicle Replacement and Expansion		0		
	Mercy Express Service Expansion	5,250	21,600	22,000	
	City of Winston	6,900	28,500	29,000	
	City of Reedsport	7,411	43,236	43,236	
	Sunrise Enterprises	1,000	4,000	4,100	
	Umpqua Homes Inc	7,500	25,000	25,000	
	City of Sutherlin - Dial A Ride Expansion	4,898	19,592	19,592	
	Replacement Vehicle		60,000		
	<b>Demand Response Project Totals</b>	<b>40,509</b>	<b>233,128</b>	<b>154,536</b>	
11	Lifeline Service connecting to Josephine & Lane - Adjust current service to meet the need (Reduced to 3 months)	45,000.00	70,000.00	70,000.00	11
12	Increase frequency of Winston - Sutherlin Commuter - Priority (3 months)	30,000.00	59,731.00	59,731.00	12
	<b>Fixed Route Project Totals</b>	<b>75,000.00</b>	<b>129,731.00</b>	<b>129,731.00</b>	
	<b>Additional Project Recommendations for 2020-21</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	
14	Roseburg to Social Security Office - Expansion		254,127.00	294,127.00	13
15	Saturday Service #1 requested service upgrade RB only - Expansion		75,000.00	75,000.00	14
16	Increased frequency Roseburg Routes #2 Requested		399,998.00	412,000.00	15
	<b>Totals</b>		<b>729,125.00</b>	<b>781,127.00</b>	
	<b>Possible Additional 130%</b>	<b>160,200</b>	<b>370,200</b>	<b>424,200</b>	<b>130% Ranking</b>
13	Additional 3 Months Operations Funding of 2019 Projects 10, 11 & 12	115,509			1
17	Additional Operations Funding of Projects 14, 15 and 16		254,558	206,930	2
18	Shelter for So River Medical (STAC suggested STIF)	8,500			3
19	Saturday Service #1 requested service upgrade RB only - Expansion	16,686			4
20	Saturday Service #1 requested service upgrade Commuter - Expansion	17,091	34,181	34,181	5
21	Deviated Fixed Route Wolf Creek to Cottage Grove- 3 days/wk		63,206	126,413	6
22	Cow Creek SoCo Collector Deviated Fixed route - Requires Bus in plan - Reduced to 11 months			136,676	7
	<b>Sub Total of 130% Projects</b>	<b>157,786</b>	<b>351,945</b>	<b>504,200</b>	

Projects total more than the estimated monies available for disbursement but have been prioritized for best case scenario.

### 5.3 2 ½ Year Ramp Up

The Douglas County Transportation District is now challenged to put \$3 million in new STIF payroll tax funding into transit service improvement and expansion. In order to implement new services and programs, DCTD will have to:

- Hire Additional Drivers and Support Staff which in turn requires training.
- Purchase New Vehicles with a focus on low or no emission vehicles. It is usually 9 months to 1 year from the date of order to the date of delivery for new vehicles.
- Design and Implement a Low-Income Fare Program. This will start with the implementation of the Student Access Program.
- Complete a Transit Master Plan which will guide future decisions regarding service.

Because of the lead time required to complete some of these requirements, DCTD will be phasing in the projects selected as the criteria for each project are complete.

### School Transportation

At a minimum, 1% of STIF dollars received must be allocated to projects supporting Transportation for students in grades 9-12. The following are the percentage of funding allocated to projects that serve High School students.

**FY 2019 Percent of STIF Funds supporting student transportation = 1.61 %**

**FY 2020 Percent of STIF Funds supporting student transportation = 4.25 %**

**FY 2021 Percent of STIF Funds supporting student transportation = 5.50 %**

UTrans will be implementing a program to provide free fare for all youth through ages 0-17. High School students will be able to ride with their school ID.

### 5.4 Proposed Service and Capital Improvements

As a new District, DCTD will be working to complete the Transit Master Plan which will be the roadmap for all future proposed service and capital improvements.

## 6. Regional Coordination Program and Plan

Douglas County Transportation District has funded a project that will provide a fixed route service connection to Lane County and Josephine County one day per week with plans to expand the project if the service is utilized.

Coos County Area Transit will be starting a project with service from Coos Bay to Roseburg three days per week and service from Coos Bay to Florence three days per week that will stop in Reedsport.

Regional Coordination of future projects will be addressed in the Transit Master Plan.



## 7. Conclusion

*The DCTD PTIP reflects initial work done by Douglas County and Douglas County stakeholders prior to establishing a Public Transportation District as well as a collaborative effort between the Douglas County Transportation District and all of the current service providers with input from the Cow Creek Tribe and the Roseburg VA.*

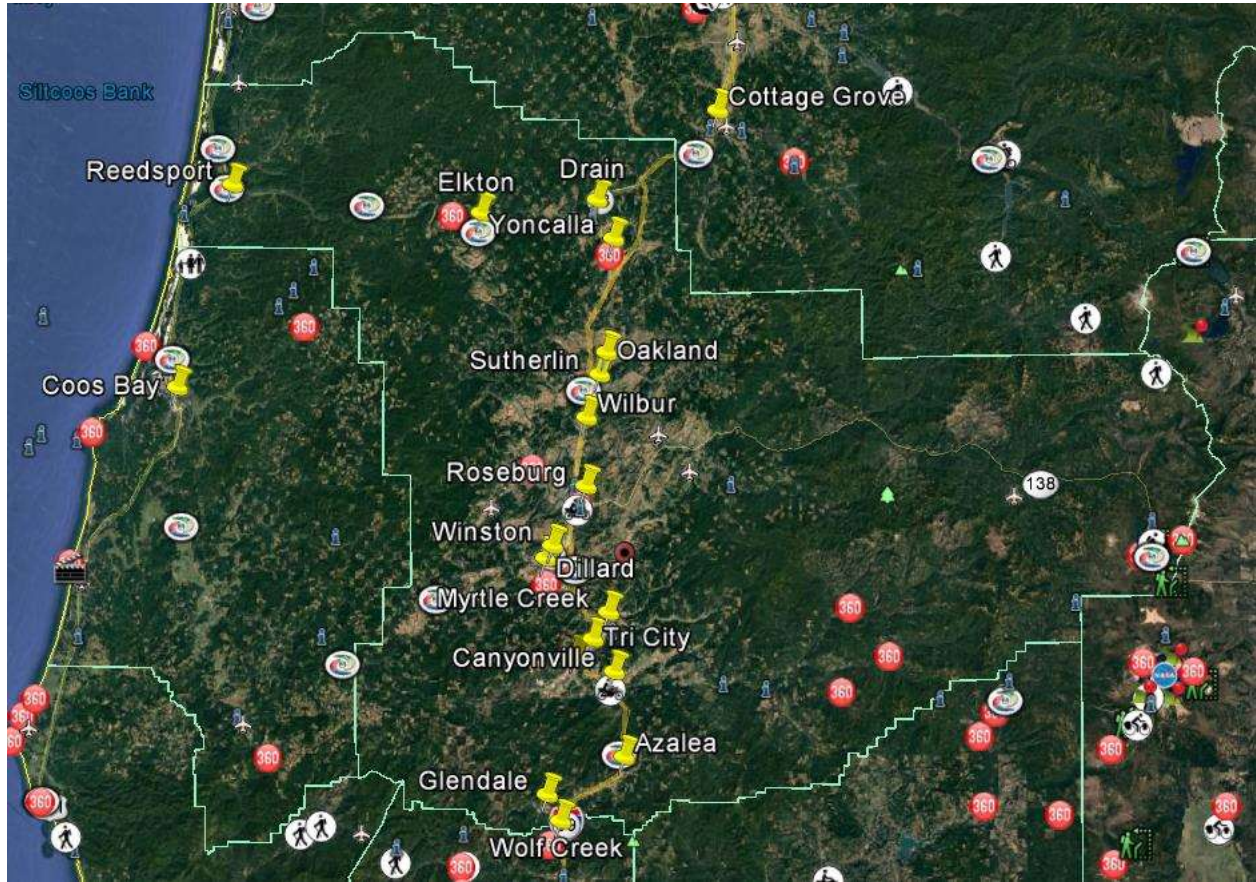
*Douglas County conducted a passenger survey of both fixed route and demand response services that ranked weekend service as the number one priority, followed by expanded service hours, increased frequency and expanded service area.*

*The PTIP addresses the transportation needs of people residing in and traveling within the Douglas County Transportation District, especially those residents in low income communities. Key provisions of the projects selected include:*

- *Increased frequency of bus service to areas with a high percentage of low-income households. (Projects 13,17 & 20)*
- *Expansion of bus routes and bus services to areas with a high percentage of low income households. (Projects 11, 12, 14, 15, 19, 20 & 21)*
- *Implementation of a reduced fare program. (Project identified, no dollar amount assigned.)*
- *Procurement of low or no emission vehicles. (As each vehicle is replaced or expansion vehicle is ordered the effectiveness of an alternative fuel vehicle will be evaluated. Project 5 is the match for these purchases.)*
- *Improving frequency and reliability of services between communities inside and outside of Douglas County. (Projects #11 & 20)*
- *Foster coordination between transit and demand response services to reduce fragmentation. (Projects 2, 6 and 7)*
- *Implementation of a transit access program for students. (Project identified but not listed with a dollar amount attached.)*

*The comprehensive set of projects and programs contained in the PTIP demonstrate the Douglas County Transit District's commitment to investing the Keep Oregon Moving Act with recommended services and facilities to better serve low income communities within Douglas County.*

Service Area: Douglas County

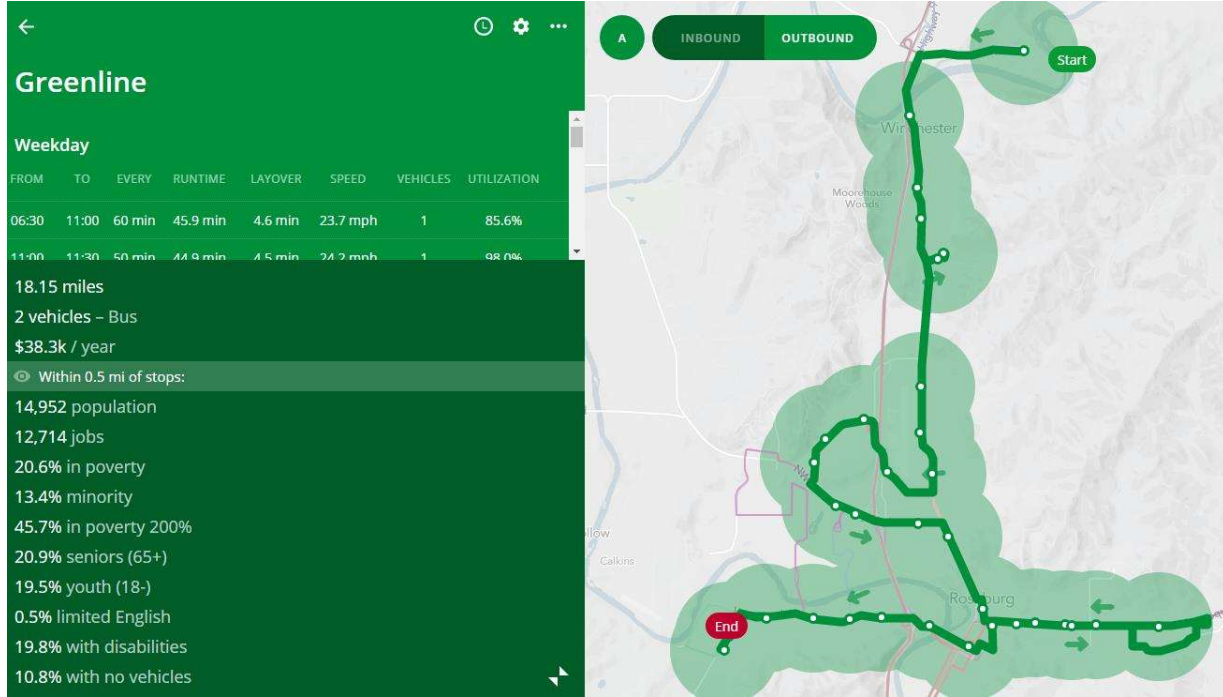


<i>Roseburg Greenline</i>	<i>Page 27</i>
<i>Roseburg Redline</i>	<i>Page 27</i>
<i>Winston Greyline</i>	<i>Page 28</i>
<i>Sutherlin Blueline</i>	<i>Page 28</i>
<i>South County Route 99</i>	<i>Page 29</i>
<i>Monday Lifeline to Oakland, Yoncalla and Drain</i>	<i>Page 29</i>
<i>Tuesday Lifeline to Tenmile and Camas Valley</i>	<i>Page 30</i>
<i>Wednesday Lifeline to Glendale and Azalea</i>	<i>Page 30</i>
<i>Thursday Lifeline to Glide and Idleyld</i>	<i>Page 31</i>
<i>Friday Lifeline Service to Elkton, Reedsport and Lakeside</i>	<i>Page 31</i>

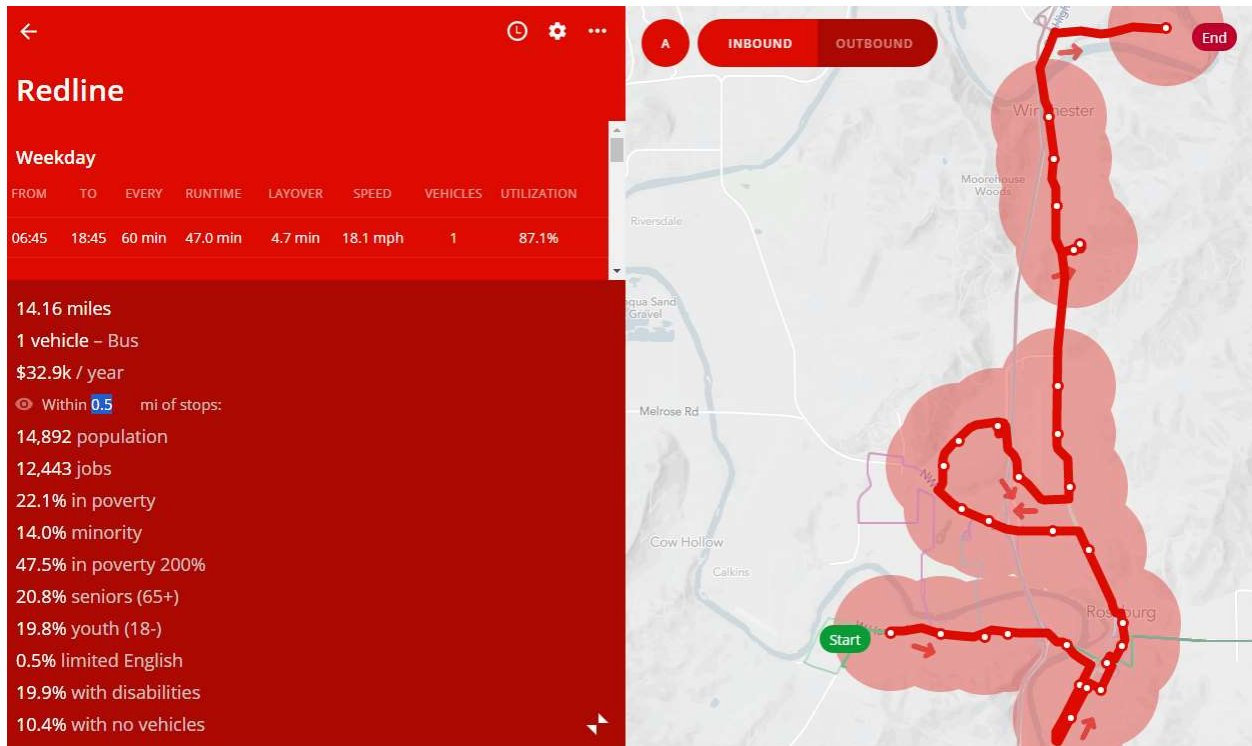
Note: The following maps have been drawn in Remix but service frequency has not been adjusted to reflect cost.

### Roseburg

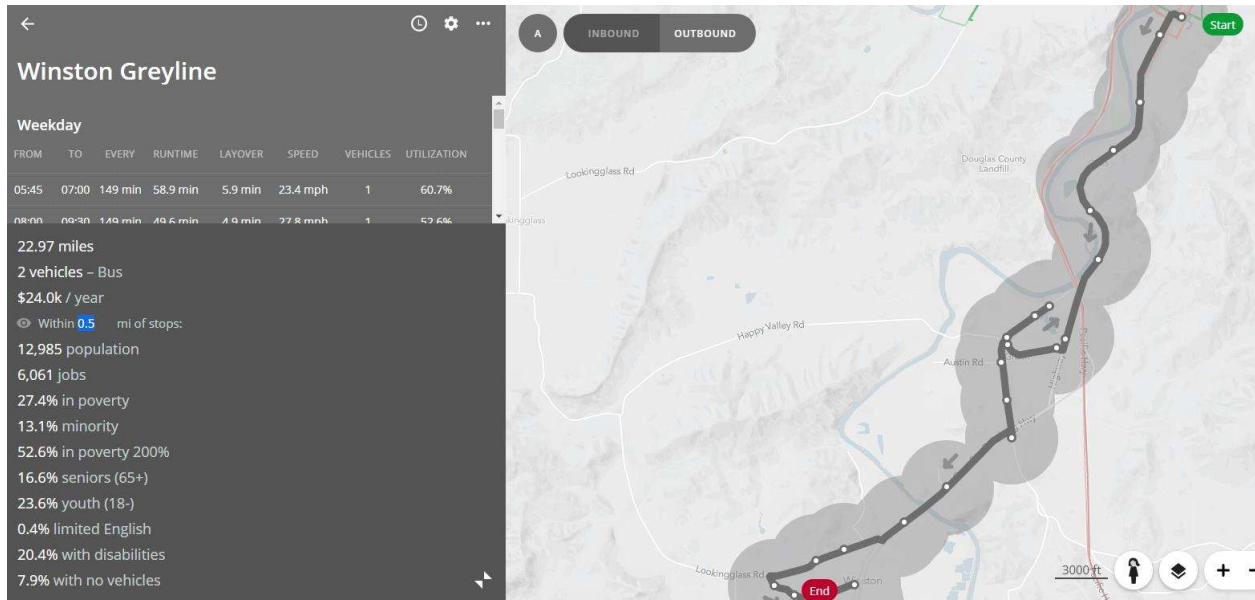
### Greenline



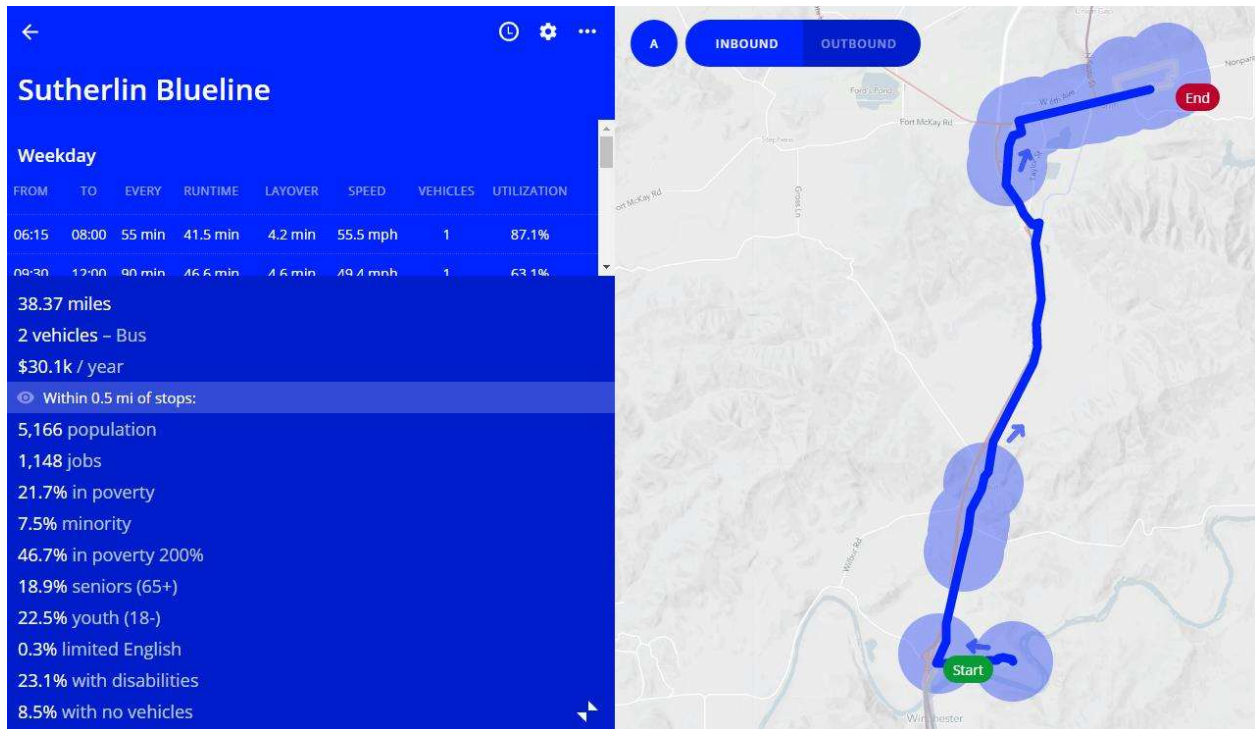
### Roseburg Redline



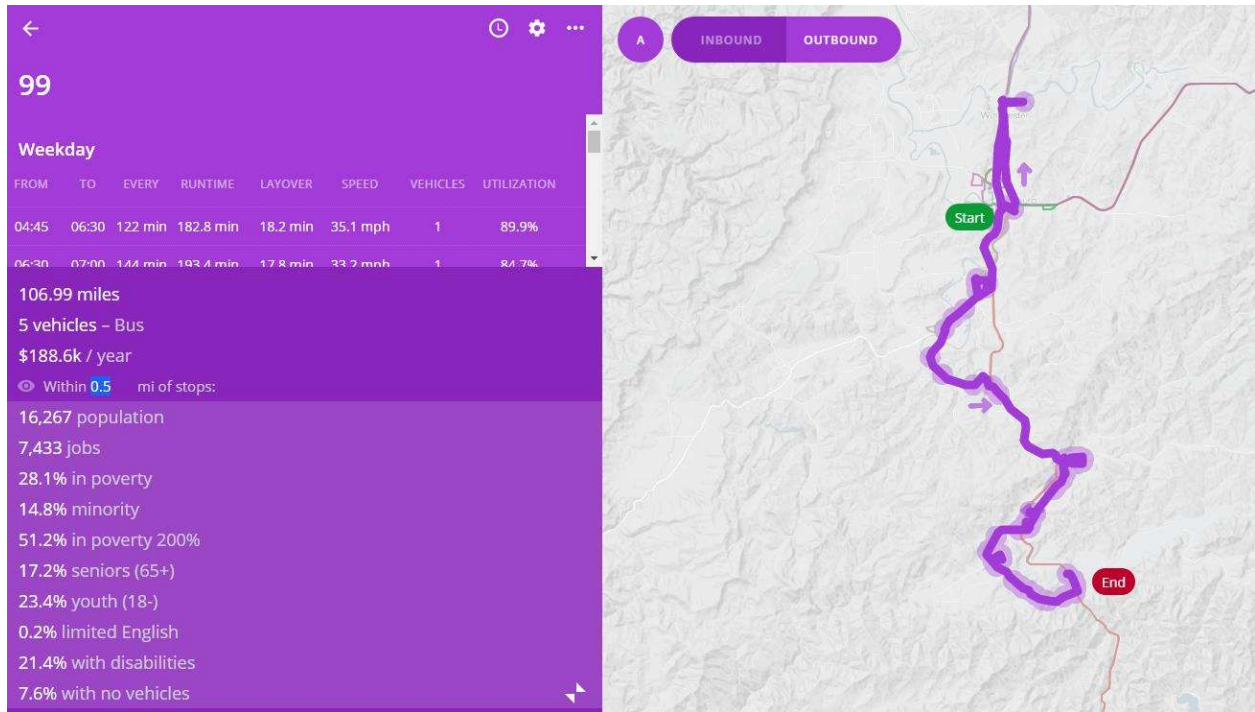
### Winston Greyline



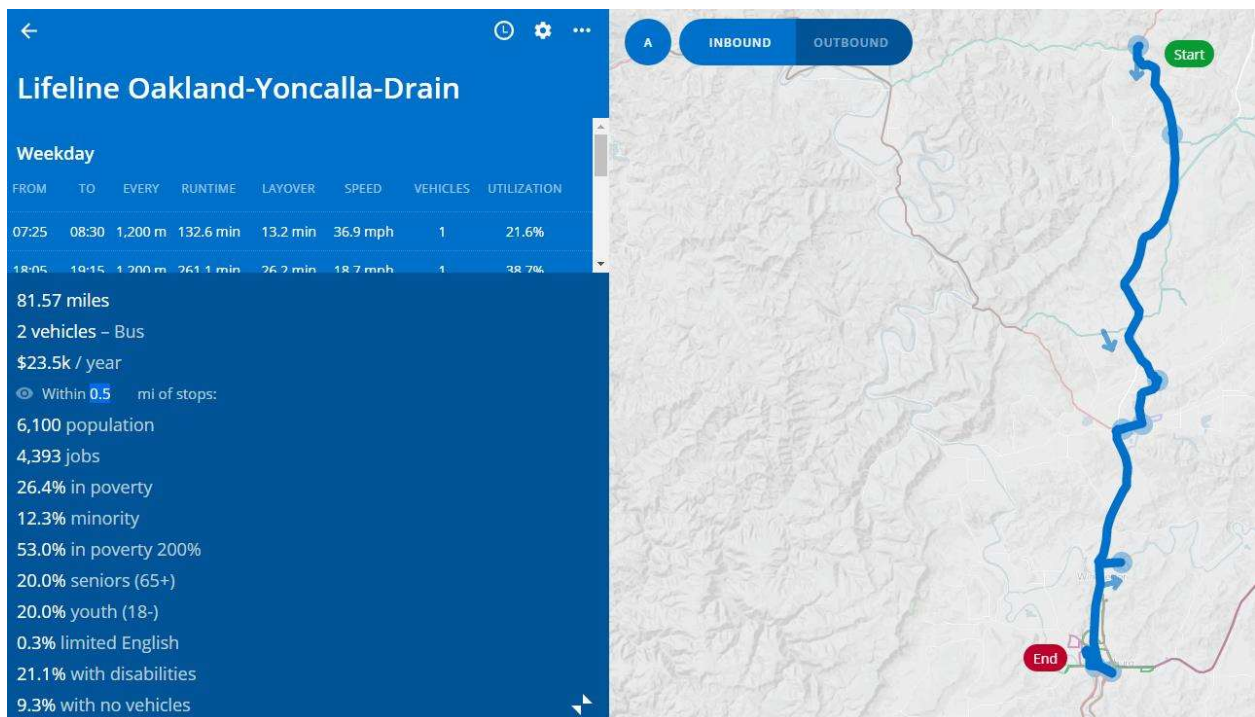
### Sutherlin Blueline



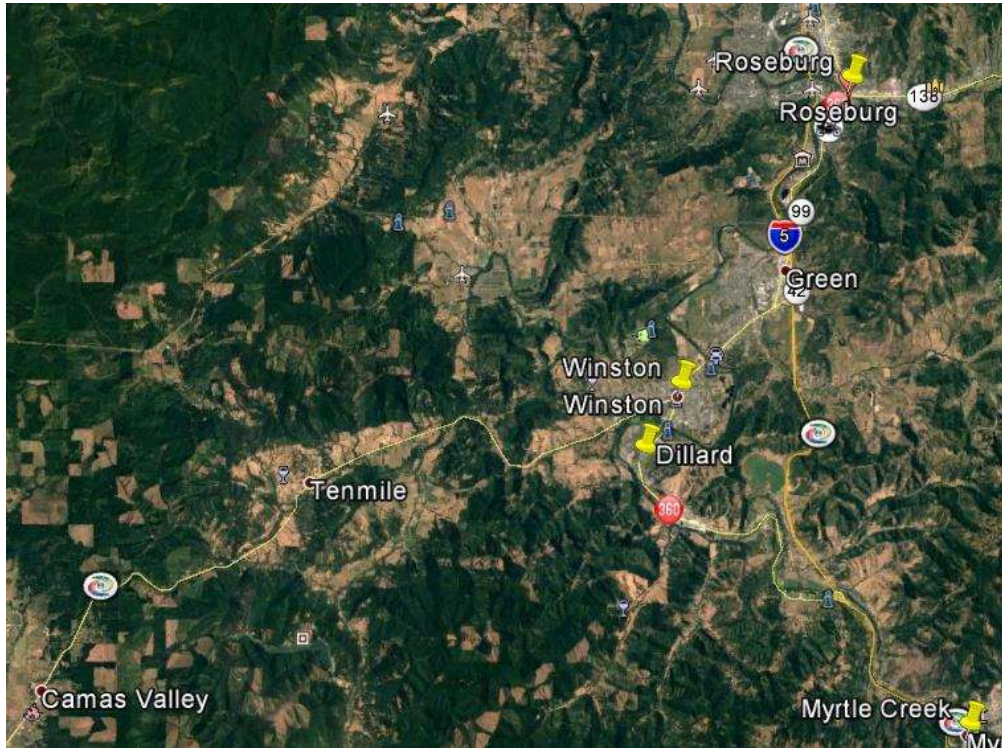
### South County Route 99



### Monday Lifeline to Oakland, Yoncalla & Drain



Tuesday Lifeline to Tenmile and Camas Valley not mapped in Remix



Wednesday Lifeline to Glendale and Azalea

← [Clock] [Settings] [More]

**Life Line Glendale/Azalea**

**Weekday**

FROM	TO	EVERY	RUNTIME	LAYOVER	SPEED	VEHICLES	UTILIZATION
06:00	18:00	480 min	53.2 min	5.3 min	55.0 mph	1	16.2%

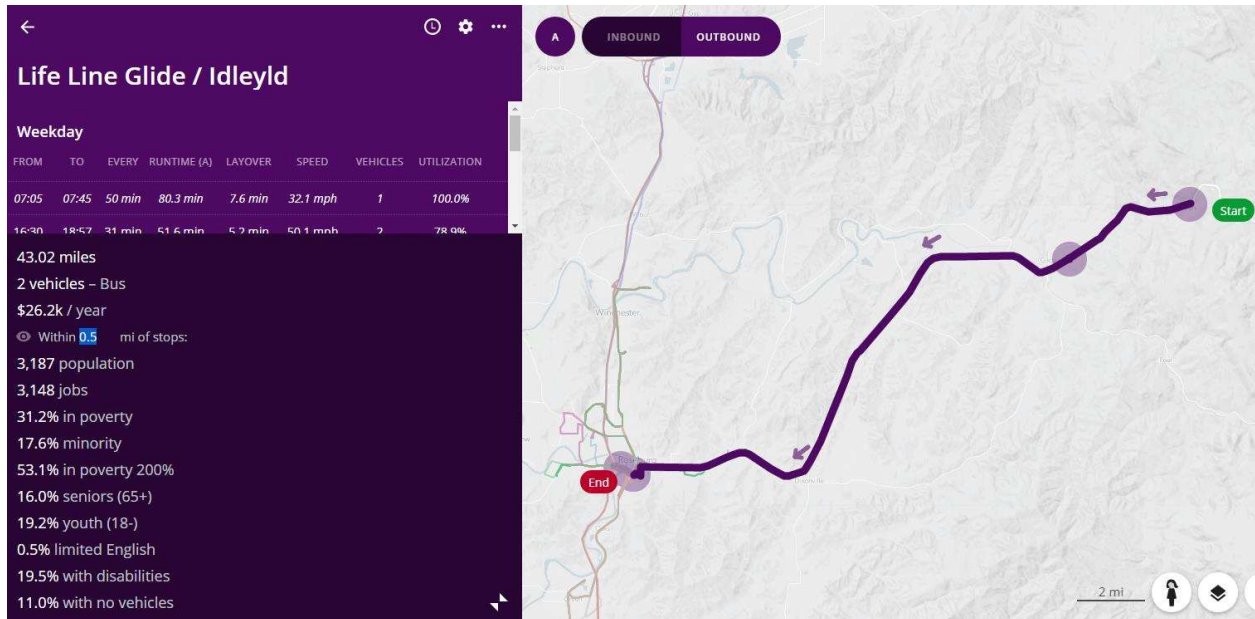
48.78 miles  
1 vehicle - Bus  
\$9,115 / year

Within 0.5 mi of stops:

- 3,089 population
- 2,319 jobs
- 30.9% in poverty
- 18.8% minority
- 57.6% in poverty 200%
- 16.8% seniors (65+)
- 22.8% youth (18-)
- 0.2% limited English
- 20.9% with disabilities
- 10.1% with no vehicles

[A] INBOUND OUTBOUND

Thursday Lifeline to Glide and Idleyld



Friday Lifeline Service to Elkton, Reedsport and Lakeside

