

## Workgroup #2: Public and Active Transportation ODOT Follow-up Material

Workgroup Session #5 – December 3, 2024

### **1. What is the local match requirement for the Safe Routes to School (SRTS) program, and is there any flexibility for smaller communities?**

As directed in HB 2017, Section 123 (ORS 184.742), the standard local match for the Safe Routes to School Program is 40 percent. Originally, HB 2017 allowed the Oregon Transportation Commission (OTC) to reduce the required match to 20 percent in limited circumstances. In 2023, however, the Legislature amended the law to provide the OTC greater ability to reduce the match. The OTC's policy allows match to be reduced if one or more of the following criteria are met.

- The project school is located in a city with a population of 25,000 or fewer;
- The project reduces hazards within a Priority Safety Corridor— an area with high-risk factors that are known to impact safety which have not been mitigated; or
- The school site qualifies as a Title I School.

If one of the criteria above is met, the 40 percent match can be reduced to 10.27 percent, and if more than one criteria are met, the match can be reduced to 0 percent.

The OTC approves match reductions for the Competitive SRTS program whereas the ODOT Director can approve such reductions for the SRTS Rapid Response program. The OTC approved the current, 10.27/0 percent match reduction policy in January 2024.

Below are the SRTS Recommended Projects for the 2023-2024 Competitive Construction Grant Program that requested reduction, which was only available at 20 percent at the time.

#### *Safe Routes to School Recommended Projects for the 2023-2024 Competitive Construction Grant Program and Request for Match Reductions*

<b>Region</b>	<b>Applicant Agency</b>	<b>Project Name</b>	<b>Grant Award Request</b>	<b>Request Match Reduction to 20%</b>
Region 1	City of Portland	The project constructions sidewalks crosswalks, and buffered bicycle lanes for students at Powell Butte Elementary School.	\$1,882,113	YES

Region 1	Washington County	The project will add new sidewalk and lighting along a high speed roadway, extending the walking route to Witch Hazel Elementary School.	\$959,200	YES
Region 1	Multnomah County	The project constructions sidewalks, bike lanes, and an enhanced crossing for students at Fairview Elementary School.	\$1,985,022	YES
Region 1	City of Tigard	The project constructions crossing enhancements, street lighting, sidewalk infill, curb ramps, school flashers, and school signage for students at James Templeton Elementary School.	\$2,000,000	YES
Region 1	City of Oregon City	The project will construct bike lanes, sidewalks, marked and signed crossings, illumination, and two rectangular rapid flashing beacon warning crossings for students at Holcomb Elementary School.	\$1,642,782	YES
<b>Region 1 Subtotal:</b>			<b>\$8,469,117</b>	
Region 2	City of Independence	The project will construct pedestrian refuge island and establish a neighborhood greenway for students at Independence Elementary School.	\$1,004,902	YES
Region 2	City of Newport	The project will construct sidewalk for students at Newport Middle School.	\$1,309,752	YES
Region 2	City of Salem	The project will construct crosswalk, flashing beacons, overhead lighting, and crosswalk visibility enhancements for student at Washington Elementary School.	\$389,600	YES
Region 2	City of McMinnville	The project will construct pedestrian walkways, rail crossing, signage and lighting for students at Sue Buell Elementary and Patton Middle School.	\$938,636	YES
Region 2	City of Mill City	The project will construct sidewalks, crosswalks, lighting,	\$2,000,000	YES

		flashing beacons for students at Santiam Elementary.		
Region 2	City of Monmouth	The project will construct sidewalks, crosswalks, and flashing beacons for students at Monmouth Elementary School.	\$1,184,544	YES
Region 2	City of Salem	The project will construct a crosswalk, pedestrian refuge island, overhead lighting, and pedestrian signage for students at Swegle Elementary School.	\$260,000	YES
Region 2	City of Warrenton	The project will construct a pedestrian walkway for students at Warrenton Grade School and Warrenton High School.	\$2,000,000	YES
Region 2	City of Corvallis	The project will construct speed feedback signs for students at Lincoln Elementary School.	\$70,925	YES
Region 2	City of Lyons	The project will construct sidewalks and a crossing for students at Mari-Linn Elementary School.	\$1,520,000	YES
Region 2	City of Salem	The project will construct sidewalk, stormwater collection facilities, and ramps for students at Mary Eyre Elementary School.	\$334,400	YES
Region 2	City of Eugene	The project will construct lighting, and a walkway for students at Awbrey Park Elementary School.	\$318,879	YES
<b>Region 2 Subtotal:</b>			<b>\$11,331,638</b>	
Region 3	City of Winston	The project will construct sidewalks, ramps, crossings, and flashing beacons for students at McGovern Elementary School.	\$1,948,053	YES
Region 3	City of Medford	The project will construct sidewalks for students at Jackson Elementary School and additional schools.	\$2,000,000	YES
Region 3	Douglas County	The project will construct sidewalks, ramps, separated bike lanes, and enhanced crossings for students at Glendale Jr/Sr High School.	\$2,000,000	YES
Region 3	Josephine County	The project will construct enhanced crossings for students at Williams Elementary School.	\$547,984	YES

<b>Region 3 Subtotal:</b>			<b>\$6,496,037</b>	
Region 4	City of The Dalles	The project will construct sidewalks, curb ramps, curb extensions, streetlights, marked crosswalks, flashing beacons, and bike lanes at Chenowith Elementary School.	\$1,994,016	YES
Region 4	City of Merrill	The project will construct sidewalk, and additional signage for students at Merrill Elementary School.	\$1,410,480	YES
Region 4	City of Chiloquin	The project will construct sidewalks and bike lanes for students at Chiloquin Elementary School.	\$1,597,600	YES
Region 4	City of Lincoln City	The project will construct sidewalks and enhanced crossings for students at Oceanlake Elementary School.	\$755,027	YES
<b>Region 4 Subtotal:</b>			<b>\$5,757,124</b>	
Region 5	City of Irrigon	The project will construct sidewalks, crosswalks, and lighting for students at Irrigon Elementary School.	\$393,120	YES
<b>Region 5 Subtotal:</b>			<b>\$393,120</b>	
<b>TOTAL</b>			<b>\$32,447,036</b>	

Workgroup Session #4 – November 20, 2024

**1. Does ODOT have on-time performance data for passenger rail services in Oregon?**

See ODOT’s most recent Amtrak Cascades Passenger Rail [quarterly report](#).

**2. ODOT’s Passenger Rail Project Priority List.**

There was interest in ODOT’s needs related to passenger rail. [The Oregon Passenger Rail Service Development Plan \(SDP\)](#) was adopted by the Federal Railroad Administration (FRA) in 2021. The SDP lays out the overall scope and approach for improvement and expansion of intercity passenger service between Eugene and Portland over the next 20 years. To implement the SDP, corridor modeling with UP and FRA is now being completed. This will produce a prioritized list of capital infrastructure projects to improve the line for both passenger and freight rail. The modeling is

scheduled for completion next spring. The state is working to implement the SDP and is requesting federal grants for infrastructure additions and improvements.

### **3. What is the allocation of privilege tax revenue in Oregon?**

According to data from Department of Revenue on the Privilege and Use Tax, about 170,000 new vehicles are sold to Oregon residents each year with an average price of around \$45,000. Oregon collected \$33 million in Privilege Tax revenues and \$11 million in use tax revenues for FY 2024 based on a tax rate of 0.5% of a new vehicle's sales price. The average Privilege and Use Tax payment is about \$225 on a \$45,000 new vehicle purchase price.

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#### Workgroup Session #3 – November 13, 2024

*No additional information requested.*

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#### Workgroup Session #2 – October 23, 2024

### **1. ODOT's work in advancing rail in Oregon.**

The workgroup expressed interest in learning more about ODOT's work in advancing rail in Oregon. For more information, see ODOT's Resource Library document titled "[Public Transportation in Oregon](#)".

### **2. What are the equity components of the Safe Routes to School program?**

The workgroup expressed interest in learning more about the different components of SRTS. For more information, see ODOT's Resource Library document titled "[Safe Routes to School Program](#)."

### **3. Is there a forecast of STIF revenue?**

See the latest [STIF Revenue Forecast](#).

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#### Workgroup Session #1 – October 16, 2024

### **1. What is the feasibility of making the employee payroll tax progressive based on tax bracket/taxable income, rather than a fixed rate for all employees?**

**Note:** *The following response is provided by the Oregon Department of Revenue. Please address follow up questions to the Department's Legislative Director, Marjorie Taylor - [marjorie.taylor@oregon.gov](mailto:marjorie.taylor@oregon.gov).*

The feasibility of making the Statewide Transit Tax progressive based on tax bracket/taxable income, rather than a fixed rate for all employees is not likely. The tax is generally calculated by the employer at each pay period, withheld from employee wages, and submitted to the Oregon Department of Revenue by the employer at least quarterly.

- Basing the progressivity on an individual's taxable income for the entire tax year would not be possible as the employer does not have the information necessary to know that, nor does the employee until the end of the year.
- Basing the progressivity on an hourly/weekly/bi-weekly/monthly amount that would match up with all the pay periods used by employers is also troublesome.

While employers know how much they are paying their employees, the department does not. This would be more complicated and resource intensive work for everyone, especially employers. When employers file their quarterly report, they report the amount paid and the number of hours worked during the quarter, however there is no reporting of what those amounts are made up of. The quarterly wage amount may reflect less than the full quarter, it may reflect pay changes during the quarter, bonuses, and taxable benefits.

There is no way for the department to know how much an employee is paid for any given period of time. Without accurate information, the department would be unable to perform compliance audits to ensure the employer is calculating the tax correctly without significantly more resources. This again puts the burden on employers to withhold the correct amount from each employee, in addition to the many other payroll taxes they must comply with.

The Personal Tax and Compliance Division also reports they are not able to administer this program and would rely on the Business Division – employer payroll withholding – to determine whether appropriate tax amounts would be withheld. To summarize, the feasibility is low because there is little the department could do to enforce a tiered structure within the realm of the payroll tax.

## **2. Are sidewalk improvement projects eligible for Statewide Transportation Improvement Funds?**

As defined in STIF program guidance, an eligible project will have a “physical or functional relationship to transit,” and otherwise meets all other STIF program requirements.

The [STIF program guidebook](#) states:

Bicycle and pedestrian projects with a physical or functional relationship to public transit are also eligible to receive STIF Funding.... For the purposes of this program, to have a “physical or functional relationship to transit” a bicycle project must be within a three-mile radius of a transit station or bus stop, and a pedestrian project must be within a half-mile radius. Pedestrian and bicycle improvements beyond these distances may be eligible for STIF funding by demonstrating that the improvement is within the distance that people will travel by foot or by bicycle to use a particular stop or station.

Additionally, bike and pedestrian projects must meet all other STIF Formula or STIF Discretionary requirements, depending on which type of funding is sought.