REVENUE IMPACT OF PROPOSED LEGISLATION

80th Oregon Legislative Assembly
2019 Regular Session
Legislative Revenue Office

Bill Number:	**HB 2209 - 10**
Revenue Area:	**Rail Fees**
Economist:	**Mazen Malik**
Date:	**04-02-2019**

Only Impacts on Original or Engrossed
Versions are Considered Official

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Measure Description:

Requires railroads that own or operate high hazard train routes to have oil spill contingency plans that have been approved by Department of Environmental Quality.

Revenue Impact (in $Millions):

	@	2019-21	2021-23	2023-25
GRF all Classes	0.05%	$ 550,737	$ 766,637	$ 803,092
Car Load Fee	$20	$ 488,000	$ 500,200	$ 512,705
Collection Costs	DOR	$ (236,000)	$ (50,000)	$ (50,000)
Total		$ 802,737	$ 1,216,837	$ 1,265,797
Transfers to Funds				
HHTROSPF	DEQ	$ 550,737	$ 766,637	$ 803,092
OHMTRAF	FM	$ 252,000	$ 450,200	$ 462,705

Impact Explanation:

Establishes annual fee of five hundredths of one percent of gross operating revenues of Class I railroads that are required to submit contingency plan for high hazard train route. Directs revenues to High Hazard Train Route Oil Spill Preparedness Fund (HHTROSPF). Establishes fee of up to $20 on each railroad oil tank car entering state from outside and on each car loaded with oil within the state. Directs Department of Environmental Quality and State Fire Marshal to establish exact amount of fee, by rule, as necessary to fund programs out of the fund (HHTROSPF), and Oil and Hazardous Material Transportation by Rail Fund (OHMTRAF).

Both fees start on 1/1/2020, and sunset on 1/2/2027. Any remaining moneys in Funds that are unexpended shall be refunded to payors without interest.

The minimum Gross Revenue as of Calendar Year 2017 to be:

A Class I is 463,860,000

Class II is 37,100 000, and a: Class III is less than 37,100 000

Creates, Extends, or Expands Tax Expenditure: Yes ☐ No ☒

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~~The policy purpose of this measure is~~