

**FISCAL IMPACT OF PROPOSED LEGISLATION**

**Measure: SB 14 - 2**

82nd Oregon Legislative Assembly – 2023 Regular Session

Legislative Fiscal Office

*Only Impacts on Original or Engrossed Versions are Considered Official*

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Date: 05/17/2023

**Measure Description:**

Requires Department of Transportation to study options for expanding passenger rail service in Oregon.

**Government Unit(s) Affected:**

Department of Transportation

**Summary of Fiscal Impact:**

Costs related to the measure may require budgetary action - See analysis.

**Summary of Expenditure Impact:**

	<b>2023-25 Biennium</b>	<b>2025-27 Biennium</b>
<b>Oregon Department of Transportation</b>		
<b>Other Funds</b>		
Services and Supplies	\$500,000	\$0
<b>Total Other Funds</b>	<b>\$500,000</b>	<b>\$0</b>
<b>Total Fiscal Impact</b>	<b>\$500,000</b>	<b>\$0</b>
<i>Total Positions</i>	0	0
<i>Total FTE</i>	0.00	0.00

**Analysis:** The measure directs the Oregon Department of Transportation (ODOT) to study options for expanding passenger rail service in Oregon and provide a report to interim legislative committees related to transportation with recommendations for legislation. The measure requires ODOT to work with the states of Washington and the province of British Columbia and other public bodies to memorialize a shared regional approach to rail service within the region.

The proposed study would include the following routes:

- A rail line between Portland and Ontario
- A rail line through Madras, Bend, and Chemult
- A rail line between Ashland and Eugene
- A rail line between Coos Bay, Toledo, and Astoria
- The route of the Coast Starlight to Klamath Falls.

The measure requires that any agreement entered into with other jurisdictions regarding ultra-high-speed ground transportation must include providing service to Eugene. The measure restricts the amount that can be spent on ultra-high-speed ground transportation to the lesser of 50% of funds available for rail service or \$1 million.

ODOT anticipates engaging a consultant to undertake the study. The cost of the study is anticipated to be \$500,000 . The study outlined in the measure is an acceptable use of Transportation Operating Fund revenue, which may be used to accommodate expenditures not eligible to be funded with State Highway Fund Revenue.

ODOT would need additional Other Funds expenditure limitation to accommodate the costs of procuring the study. As such, the measure merits consideration by the Joint Committee on Ways and Means due to its impact on ODOT's budget.