

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: SB 14 - 3

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:

	2023-25 Biennium	2025-27 Biennium
Oregon Department of Transportation		
Other Funds		
Services and Supplies	\$500,000	\$0
Total Other Funds	\$500,000	\$0
Total Fiscal Impact	\$500,000	\$0
<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 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 authorizes ODOT to enter into agreements with other jurisdictions related to mutual planning for improved passenger rail service, including ultra-high-speed ground transportation within the Cascades Rail Corridor, and specifies that any agreements must include providing passenger service to Eugene. The measure limits the amount of passenger rail funding that can be spent on ultra-high-speed ground transportation to 50% or \$1 million per biennium.

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.