

**REVENUE IMPACT OF
PROPOSED LEGISLATION**
83rd Oregon Legislative Assembly
2025 Regular Session
Legislative Revenue Office

Bill Number: HB 2384 - A
Revenue Area: Rail Fees
Economist: Mazen Malik
Date: 04-09-2025

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

Measure Description:

Extends the sunset date for the contingency planning fee and the tank railroad car fee.

Revenue Impact:

		2025-27	2027-29
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GRF all Classes	0.05%	\$ 210,620	\$ 873,764
Car Load Fee	\$20	\$178,678	\$ 557,823
Collection Costs	DOR	\$ (12,688)	\$ (51,250)
Total		\$ 376,610	\$ 1,380,337
Transfers to Funds			
High Hazard Train Route Oil Spill Preparedness Fund	DEQ	\$ 210,620	\$ 873,764
Oil and Hazardous Material Transportation by Rail Fund	Fire Marshal	\$ 165,990	\$ 506,573

Impact Explanation:

HB 2209 of the 2019 session established an annual fee of 0.05% of gross operating revenues of railroads that are required to submit contingency plan for high hazard train route. Directs revenues to High Hazard Train Route Oil Spill Preparedness Fund. It also establishes a 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 (DEQ), and State Fire Marshal to establish exact amount of fee, by rule, as necessary to fund programs, and Oil and Hazardous Material Transportation by Rail Fund.

Both fees started on 1/1/2020 and were set to sunset on 1/2/2027. This measure extends the sunset (for 30 months) to 7/1/2029. This will add 6 months to the 2025-27 biennium and a full funding for the 2027-29 biennium. Any remaining moneys in Funds that are unexpended shall be refunded to payors without interest.

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

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