

Oregon Department of Transportation

Meeting Material for Joint Committee on Ways and Means,
Subcommittee on Transportation and Economic Development
April 13, 2015

Reasons for Passenger Rail Policy Package Reduction

ODOT Passenger Rail revenue is \$24,143,005 and expenditures are estimated to be \$34,551,715 for a difference needed and requested of \$10,408,710.

The initial Policy Option Package (POP) asked for \$22,600,000. Upon request, ODOT Rail took a second look and found unplanned revenues available for the 15-17 Biennium (CMAQ and FTA) and not all capital costs from PRIIA were allocated to states and other cost saving efforts to create a carryover from current biennium leading to a deduction of \$12.2M for a new ask of \$10.4M.

Unplanned Revenues (Reduce POP)

TOF Carryover from BI13-15	\$1,000,000
FTA Carryover from BI13-15	\$3,700,000
New CMAQ Funds – 2 Years	<u>\$3,200,000</u>
Sub-Total	\$7,900,000

Expense reductions

Risk of litigation over testing and delivery of the Talgo trainsets are over, short term maintenance contract is negotiated and spare parts were bought at a discount from Wisconsin cancelling contract. Both WSDOT and ODOT have reduced budget for Corridor Management Plan (CPM) work with consultants.

Spare Parts Purchase – bought in prior years	\$2,698,391
Studies (both states took out for CMP budgets)	\$1,198,937
DOJ (litigation concerns decreasing)	\$ 560,000
Consultants (litigation concerns decreasing)	\$ 568,175
Other items moved into Maintenance Contract	<u>\$1,381,240</u>
Sub-Total	\$6,406,743

Expense Increases

Contingency (add 8% for unknowns or mods)	\$1,957,090
Net of Amtrak and Talgo negotiated Contracts	<u>\$ 149,653</u>
Sub-Total	\$2,106,743

New POP Amount **\$10,400 000**