

**FISCAL IMPACT OF PROPOSED LEGISLATION**

**Measure: SB 7**

79th Oregon Legislative Assembly – 2017 Regular Session  
Legislative Fiscal Office

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

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**Measure Description:**

Directs Environmental Quality Commission to adopt rules applying certain oil spill prevention and emergency response planning requirements to high hazard train routes in this state.

**Government Unit(s) Affected:**

Department of Environmental Quality (DEQ), Oregon Department of Transportation (ODOT)

**Summary of Expenditure Impact:** Department of Environmental Quality

	<b>2017-19 Biennium</b>	<b>2019-21 Biennium</b>
Other Funds	540,120	666,012
<b>Total Funds</b>	<b>\$540,120</b>	<b>\$666,012</b>
Positions	3	3
FTE	2.38	3.00

**Summary of Revenue Impact:** Department of Environmental Quality

	<b>2017-19 Biennium</b>	<b>2019-21 Biennium</b>
Other Funds	540,120	666,012
<b>Total Funds</b>	<b>\$540,120</b>	<b>\$666,012</b>

**Analysis:**

SB 7 directs the Environmental Quality Commission to adopt rules applying certain oil spill prevention and emergency response planning requirements to high hazard train routes in this state. The bill also requires a railroad that owns or operates a high hazard train route to offer training at least once every three years to each fire department having jurisdiction along the high hazard train routes. Additionally, the bill directs DEQ to levy an unspecified annual assessment on applicable rail carriers, and mandates that rail carriers maintain a certain level of financial responsibility as defined in the measure.

DEQ has indicated that in order to carry out the provisions of the bill, the addition of three new positions is necessary, equivalent to 2.38 FTE in the 2017-19 biennium and 3.00 FTE in the 2019-21 biennium. Personal Services costs are estimated to be \$478,392 in the 2017-19 biennium, and \$604,284 in the 2019-21 biennium. Services and Supplies costs are estimated to be \$61,728 in both the 2017-19 and 2019-21 biennia.

It is anticipated that the annual assessment to be applied to rail carriers will be at an amount sufficient to cover the costs of the program. The bill is anticipated to have no impact on the Oregon Department of Transportation.