

REVENUE: No revenue impact

FISCAL: No fiscal impact

Action:	Do Pass as Amended, Be Printed Engrossed, and Rescind the Subsequent Referral to the Committee on Ways and Means
Vote:	9 - 0 - 1
Yeas:	Bentz, Cameron, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Parrish
Nays:	0
Exc.:	Read
Prepared By:	Troy Rayburn, Administrator
Meeting Dates:	3/20

WHAT THE MEASURE DOES: Permits Oregon Department of Transportation to enter into agreements with transportation departments in Washington State and British Columbia regarding Cascades Rail Corridor. Establishes goals and objectives for Department including, but not limited to, funding options, stakeholder outreach, performance goals, cost share, and management of fleet assets. Directs Department to biennially submit report to Legislative Assembly on status of agreements and other items regarding corridor. Declares emergency, effective on passage.

ISSUES DISCUSSED:

- Effect of committee amendment to reduce cost of measure
- Both a bi-state and bi-national route
- Need for a single coordinator or entity for planning purposes to avoid fragmentation
- This is the base work to initiate communication between state and national governments
- Review memorandum of understanding between the partners or states
- Enables or provides for access to Federal grants and other moneys
- Locations of southern and northern terminus are determined by Federal government
- Increase in passenger ridership between Eugene and Portland from 1995-2013 has increased by 250 percent or 211,000 passengers / additional service has been added to accommodate
- Project has Federal government's support

EFFECT OF COMMITTEE AMENDMENT: Removes Section 1(3), which required two daily round trips between Portland and Eugene.

BACKGROUND: In October 1992, the U.S. Department of Transportation designated the Pacific Northwest Rail Corridor (PNWRC) as one of five high-speed rail corridors in the United States.

Washington, Oregon, and British Columbia are the governmental entities most responsible for intercity passenger rail service and have a long history of collaboration contributing to the success of the service. These entities recognize that partnership is the only way to overcome the significant financial hurdles in order to continue the success of the Cascades Rail Corridor program.

Their shared vision is to continue cooperative relationships to develop a model to change from operating as separate segments to operating the service as one integrated corridor with shared resources and work towards achieving common goals. In the long term, it is anticipated that this change will help deliver customer expectations, increase ridership, and develop intercity passenger rail service as a competitive transportation choice.

3/22/2013 10:18:00 AM

This summary has not been adopted or officially endorsed by action of the committee.

Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) signed a memorandum of understanding (MOU) on March 7, 2012, which committed the two agencies to the concept of joint operation of the service as a single corridor. Oregon and Washington endorsed the plan on January 31, 2013.

The Corridor Management Work Plan provides a framework for the initial steps ODOT and WSDOT will follow in developing a single Cascades Rail Corridor. This work plan defines how the two agencies will work together and establishes milestones for formalizing their joint relationship implementation of the federal Passenger Rail Investment and Improvement Act (PRIIA) begins in October 2013. PRIIA is a federal act which shifts costs currently paid by the federal government to states.