

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION
SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

1408

2001 HOUSE TRANSPORTATION

HB 1408

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1408

House Transportation Committee

☐ Conference Committee

Hearing Date February 1, 2001

Tape Number	Side A	Side B	Meter #
2	x		2
Committee Clerk Signature <i>Laurence J. First</i>			

Minutes: Rep. Weisz - Chairman opened the hearing on HB 1408; A BILL for an Act to provide for adoption of the midwest interstate passenger rail compact; and to provide for an expiration date.

Rep. Koppelman: I represent District 13. I have prepared written testimony for you. A copy is attached.

Rep. Kelsch: (248) You say we wouldn't pay anything for this but it says here that you would need enough money to carry out the duties, responsibilities and powers of the commission as appropriated by the commission of the compacting states -- so in other words we will have to contribute? So that they would have to have travel money, etc.?

Rep. Koppelman: What I did say was that we wouldn't need to have any money unless it was specifically appropriated by the legislature. This bill does not have a fiscal note. It authorizes the compact but not costing money. You are right there is a commission in place. I think that their

estimated cost of operation for the first year is about \$55,000. That cost is to be shared by the states in the compact.

Rep. Kelsch: (338) Is there a line item for this ?

Rep. Koppelman: Not that I am aware of. Also I did not mean to mislead you , that \$65,000 is not this state's cost but for the whole commission.

Rep. Weisz - Chairman (390) Based on the rural nature of small population state does it even make sense for us to be a part of the compact? Are we going gain in what this compact is going to do?

Rep. Koppelman: If you question is the state going gain -- the answer is clearly a 'yes' for a number of reasons; one is that we have the opportunity have a place a the table and to be part of the planning of this; and, our options are very simple either we do not become part of this and we continue to become more isolated in the upper midwest while the rest of the midwest is doing something rather visionary and exciting and the decisions are made. The other decision before us is to say that we are not sure about this but we want a seat at the table to see how this going to play out. We want to play a role. That is all this bill is about. It would give us the opportunity. I don't know if rapid rail will ever become a reality in North Dakota. The good news is that this bill doesn't obligated spend money for rapid rail. Rep. Kelsch is right that we will probably have to spend some money for dues. There is a rapid rail system in the northeast. Congress has taken look at this and decided that the midwest is the next logical place to do this. The original plan calls for Chicago to be the hub and for connection to many of the larger midwest cities like St. Louis, Detroit and so on. They would target the trains to travel to cities within 500 miles with populations of 250 thousand. We fall a little bit short on both scores. However, if you look at a

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House Transportation Committee
Bill/Resolution Number HB 1408
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city like Fargo or Souix Falls they are a little over 500 miles --- like 600 . If you look at population, Fargo - Moorhead - Cass and Clay counties are about 180 thousand. So if you look at the entire Red River Valley.

Rep. Doseh: (609) Not so much a question but rather a comment; being in the hospitality industry and looking at bringing ' ' nventions and groups for a state --- I can tell you the lack of transportation in this state is the cause of many conventions not even considering our area. We may question it. Is this viable for this area, I can't tell you. I do know that we can not allow ourselves to be totally isolated from it. When you are only served by one airline -- how that hampers you until you experience it in the hospitality business.

Rep. Carlson: (727) Is this meant to upgrade out existing rail system and use them for high speed or is this meant for entirely new lines?

Rep. Koppelman: My understanding is that would be the former -- upgrade the existing system.

Rep. Carlson: We already have Amtrak already as a passenger train. Obviously the rails are not suited to high speed.

Rep. Ruby: (811) Is this commission authority taking place and is it in the final process and just asking us to join what has already been done?

Rep. Koppelman: This is just the process of forming.

Rep. Thorpe: (885) I think it would be advisable for us to join in on the ground floor.

Rep. Koppelman: I think we have to be somewhat visionary and see the glass as half full instead of half empty.

Mike McCabe: (1030) I am the manager of the office for the Midwestern Council of State Governments. I am generally not in role of an advocate as the council of state Governments does play the role of advocate on specific pieces of legislation. The reason this is an exception is that this proposal came out of the work of one of the task forces of the Council. Upon the conclusion of the work of the task force on rail, it was recommended to and endorsed by the entire Midwestern conference in the summer of 1999. The concept of the compact was approved by three states last year -- Indiana, Minnesota and Missouri.

By the terms of the agreement it becomes effective upon adoption by three states -- so the compact exists. Those three states were asked to appoint commissioners which they did. The commission just held its first meeting a couple of weeks ago in Chicago. Because there are only three states so far the commission set its priority to get passage of this legislation in more states. That is why I am here is to pass along information. Including here in North Dakota. The compact is proposed to be an advocacy partnership. What it does in a nut shell is to commit the member states to work together with other states in the midwest to work for an advocacy for higher speed rail. To digress for a moment -- Rep. Koppelman mentioned the 110 miles per hour -- you will be hearing definitions of high speed rail. As you all know high speed rail in the purest sense is 150 mile per hour and above. One hundred and ten mile per hour is the 'higher' speed .

During the development of this compact, the participating legislators from the midwestern states agreed that it was not a good idea to focus only on the higher speed rail category. I want to emphasize another point that the focus was broadened to include all passenger rail service in the midwest. They arrived at an understanding that purely high speed rail was several years down the road. Also that federal funding is to be had if the midwest states work together and go get to

study rail in the region. Rail improvements may only the upgrading of existing in the region. Also there is a coalition of state departments of transportation representing 12 midwestern states working together to promote passenger rail improvements. So for all those reasons the mission and purpose of this compact broadened a little bit. To give a concrete example of how this compact might work in the first year and one of its priorities for 2001 the commission will be lobbying for passage of the High Speed Rail Investment Act in Congress which was introduced last year and will be heard this year. It calls for an allocation of a 10 billion dollar bonding authority for Amtrak. No more than one third of which may be spent in any one of the designated higher speed rail corridors in the U.S. So if this legislation passes and a third of that 10 billion dollars could be coming to the midwest. And 10% of that total money is also available for use in corridors which are not designated as high speed corridors. That is one opportunity which is out there for states like North Dakota. Even though you are not included in the existing federally designated higher speed rail corridor, you do, as mentioned, have the Amtrak lines through the northern part of your state. Funds from this bill could possibly be used in your state. There is a lot to be gained by having a lot of states working together. I will share with two handouts - first is a snapshot of the proposed compact and how it works and the other is an update of the status.

Rep. Carlson: (1640) This would be a privately owned system?

Mike McCabe: There are several visions out there. Amtrak is currently operating under a mandate which was the Amtrak Reform and Accountability Act of 1997 to become operationally self sufficient by 2003 or it maybe no more and what it will be --- there is some determinations

on the part of state departments of transportation throughout the region -- to bring higher speed rail into service whether public or private remains to be seen.

Rep. Carlson: (1708) The reason for my point is Rep. Koppelman brought is up in his testimony Is that the original intent to be within so many miles of the hub and to have so many people who could ride the system. Now if we don't have the riders and we are a little farther from the hub than they anticipated -- if its a federal system -- something that we would end up subsidizing as tax payers to keep it running or if its a private system will they come here because there will no be enough riders to justify the process? That's the real side of it, obviously anything that connects us to other areas faster is good. On other side -- the reality side is like the problem that Amtrak is having is that you need the riders.

Mike Mc

Cabe: That is a good point and one that you will find being debated and discussed throughout the country -- people are starting to look at higher speed rail service. Even improvements in speed and frequency of service improves ridership. It is beating airline service between cities now. The midwest rail initiative which is the vision being pushed by the states departments of transportation -- envisions a ten year program of upgrading of passenger rail service in the midwest.

Rep. Carlson: (1902) If you will notice, three of the states in your compact are facing the same problems we do and that is not a lot of people. Is Nebraska in there? Nebraska, South and North Dakota all would benefit by more means of transportation but we all have limiting factors in the number of people. We have tried subsidizing railroads. It hasn't worked real well. This isn't

doom and gloom, its just that have to be looking at realities of who is going own this system and who is going to pay for the system when it is all done.

Mike McCabe: I guess that they are but I am trying to avoid the crystal ball business. I don't know how it going to play out. I can assure you that Amtrak is under a great deal of pressure already to find a way to operate on a break even basis. I can't imagine that pressure changing. The other point is that in terms of where funds are going to come from -- clearly the opportunity is available to the midwestern states right now is to go and get their fair share of the regions funds. There is no question of where they are going to go.

John Risch: I am with the United Transportation Union representing railroad workers. We are interest in highs speed rail and we support this bill and we think the concept is a good one.

There being no other person wishing to testify either in favor or against HB 1408, Rep. Weisz - Chairman closed the hearing on further testimony on HB 1408. (2159).

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1408 B

House Transportation Committee

☐ Conference Committee

Hearing Date February 2, 2001

Tape Number	Side A	Side B	Meter #
2		x	2,646
			End 3671
Committee Clerk Signature <i>Laurie L. Fink</i>			

Minutes: Rep. Weisz - Chairman opened the discussion for action on HB 1408.

Rep. Hawken: (2722) I move a 'Do Pass" for HB 1408.

Rep. Thorpe: I second.

On a roll vote motion carried: 11 yeas 2 nays 1 absent.

END (3671)

FISCAL NOTE

Requested by Legislative Council
03/16/2001

Bill/Resolution No.: HB 1408

Amendment to:

1A. State fiscal effect: *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	1999-2001 Biennium		2001-2003 Biennium		2003-2005 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures						
Appropriations						

1B. County, city, and school district fiscal effect: *Identify the fiscal effect on the appropriate political subdivision.*

1999-2001 Biennium			2001-2003 Biennium			2003-2005 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2. Narrative: *Identify the aspects of the measure which cause fiscal impact and include any comments relevant to your analysis.*

Unable to determine fiscal impact.

Because the expenses of the commission are unknown and the number of states that actually join the compact is also unknown, we are unable to determine the fiscal impact.

3. State fiscal effect detail: *For information shown under state fiscal effect in 1A, please:*

A. Revenues: *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

B. Expenditures: *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

C. Appropriations: *Explain the appropriation amounts. Provide detail, when appropriate, of the effect on the biennial appropriation for each agency and fund affected and any amounts included in the executive budget. Indicate the relationship between the amounts shown for expenditures and appropriations.*

Name:	Pam sharp	Agency:	OMB
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Phone Number: 328-4606

Date Prepared: 03/20/2001

Date: 2/01/01
Roll Call Vote #:

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. HB 1408

House Transportation Committee

☐ Subcommittee on _____
or
☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass

Motion Made By Rep. Hawken Seconded By Rep. Thorpe

Representatives	Yes	No	Representatives	Yes	No
Robin Weisz - Chairman	✓		Howard Grumbo	✓	
Chet Pollert - Vice Chairman	✓		John Mahoney	✓	
Al Carlson		✓	Arlo E. Schmidt	✓	
Mark A. Dosch	✓		Elwood Thorpe	✓	
Kathy Hawken	✓				
Roxanne Jensen	✓				
RaeAnn G. Kelsch	✓				
Clara Sue Price	✓				
Dan Ruby		✓			
Laurel Thoreson	A				

Total (Yes) 11 No 2

Absent 1

Floor Assignment Rep. Grumbo

If the vote is on an amendment, briefly indicate intent:

Date: Feb 2, 2001
Roll Call Vote #:

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1408

House Transportation Committee

☐ Subcommittee on _____
or
☐ Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass

Motion Made By Rep. Hawken Seconded By Rep. Thorpe

Representatives	Yes	No	Representatives	Yes	No
Robin Weisz - Chairman	✓		Howard Grumbo	✓	
Chet Pollert - Vice Chairman	✓		John Mahoney	✓	
Al Carlson		✓	Arlo E. Schmidt	✓	
Mark A. Dosch	✓		Elwood Thorpe	✓	
Kathy Hawken	✓				
Roxanne Jensen	✓				
RaeAnn G. Kelsch	✓				
Clara Sue Price	✓				
Dan Ruby		✓			
Laurel Thoreson	A				

Total (Yes) 11 No 2

Absent 1

Floor Assignment Grumbo

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
February 2, 2001 12:12 p.m.

Module No: HR-19-2215
Carrier: Grumbo
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1408: Transportation Committee (Rep. Welsz, Chairman) recommends DO PASS
(11 YEAS, 2 NAYS, 1 ABSENT AND NOT VOTING). HB 1408 was placed on the
Eleventh order on the calendar.

2001 SENATE TRANSPORTATION

HB 1408

2001 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1408

Senate Transportation Committee

☐ Conference Committee

Hearing Date 3-16-01

Tape Number	Side A	Side B	Meter #
1	x		0.0-7.5
1	x		51.9-53.1
Committee Clerk Signature <i>Suzette Schafer</i>			

Minutes: **HB 1408** is a bill for an act to provide for adoption of the Midwest Interstate passenger rail compact; and to provide an expiration date.

Rep. Kim Koppelman: (District 13; Supports) Hands out testimony from Sheila Kiscaden, Senator from Minnesota. See attached testimony. This bill presents an opportunity for North Dakota to be a player in the cutting edge of passenger transportation in the 21st century. It holds great promise for future travel options in our region. Our state travel options are limited but for your car. Although we have quality air, bus, and rail transportation available, limited schedules, lack of competition and high fares often discourage their use. The interstate highway is their only viable option. The vision for passenger rail service traveling at 100 mph linking many Midwestern cities with Chicago as a hub is at the core of this vision. If it ever becomes a reality, passengers could board a train in Fargo and go to Minneapolis in 2 hours or be in Chicago in 5-6 hours. This would increase options. One of the prime objectives of the compact is to improve traditional passenger rail service and act as an advocate for improved rail transportation before

Page 2
Senate Transportation Committee
Bill/Resolution Number HB 1408
Hearing Date 3-16

Congress and federal government agencies. According to testimony by Mike McCabe, \$10 billion in federal rail funding is available, \$1 billion which is for traditional rail for the Midwest. Membership in this compact will give ND an opportunity for it's fair share of those federal dollars. This bill costs ND no money unless it is specifically appropriated by our legislature.

Senator Espgaard: When did this organization/group start?

Rep. Koppelman: The compact is brand new. The task force has been in existence for awhile.

Senator Stenehjem: Who sits at the State's Task Force?

Rep. Koppelman: I am the only one. I attended one meeting and I was appointed.

Senator Stenehjem: Who's going to compensate the members?

Rep. Koppelman: It would be up to Legislative Council to decide that. It would not come out of the compact.

John Risch: (United Transportation Union; Supports) We would like to go on record as in support of HB 1408 and to commend Rep. Koppelman for his interest and support.

Hearing closed.

Committee reopened on 3-16-01. Senator Trenbeath motions to Do Pass. Seconded by Senator Mutch. Roll call taken. 5-0-1. Floor carrier is Senator Mutch.

Committee closed.

3-14

14/08

Committee

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If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
March 16, 2001 12:37 p.m.

Module No: SR-46-5831
Carrier: Mutch
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HB 1408: Transportation Committee (Sen. Stenehjem, Chairman) recommends DO PASS
(5 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1408 was placed on the
Fourteenth order on the calendar.

2001 TESTIMONY

HB 1408



NORTH DAKOTA HOUSE OF REPRESENTATIVES



Representative Kim Koppelman
District 13
513 First Avenue Northwest
West Fargo, ND 58078-1101

STATE CAPITOL
600 EAST BOULEVARD
BISMARCK, ND 58505-0360

COMMITTEES:
Appropriations

Testimony on House Bill 1408 by Rep. Kim Koppelman before the House Transportation Committee

2-01-01

Good Morning, Mr. Chairman, and Members of the House Transportation Committee. For the record, I am Rep. Kim Koppelman and I represent District 13, which consists of West Fargo and a small surrounding rural area.

Although this is my fourth session in the North Dakota House of Representatives, I believe this may be the first time I have testified before your committee, so it's a privilege to be here.

House Bill 1408 presents an opportunity for North Dakota to be a player in the cutting edge of passenger transportation in the 21st Century. It represents an exciting, new initiative among Midwestern states and holds great promise for future travel options in our region.

It's no secret that, in our state, options are limited, when it comes to travel, by any means but your family car. While we have quality air, rail and bus transportation available, limited schedules, lack of competition and high fares often discourage their use or so inconvenience travelers that the Interstate highway is their only viable option.

House Bill 1408 will give North Dakota a seat at the table for the planning and eventual implementation of high speed rail in the Midwest. The vision is for a passenger rail service, traveling at speeds of 100 miles per hour, linking many Midwestern cities with Chicago, as the hub.

If this vision ever becomes a reality for North Dakotans, they could board a train in Fargo and be in Minneapolis in a couple of hours and Chicago in five or six. Obviously, that would increase the options for the traveling public, many of whom now forego even air travel to drive to cities like Minneapolis or Sioux Falls to board a plane at a more affordable cost.

Mr. Chairman and members of the Committee, when this plan was first hatched, we were not part of the vision. The map contained nine of the 11 Midwestern States. I missed the news flash that the Dakotas are no longer part of the Midwest. Perhaps you did, too. The good news is that we've been successful in including ours as a state eligible to join this compact and, thus, have a voice in this project.

House Bill 1408 costs North Dakota no money, unless it's specifically appropriated by our legislature. It also contains several "opt out" opportunities, should we decide at a later date that we no longer want to be a part of the compact, and also features a sunset clause, which will force us to revisit the idea at a later date.

Mr. Chairman and members of the Committee, it's my pleasure to bring this great opportunity for our state before you today and I respectfully urge your favorable consideration of House Bill 1408. I'd be happy to attempt to answer any questions you might have.



March 14, 2001

The Honorable Bob Stenehjem
Chair, Senate Transportation Committee
North Dakota Legislature
600 E. Boulevard Ave.
Bismarck, North Dakota 58505-0360

Dear Senator Stenehjem,

As the chair of the MLC High Speed Rail Task Force and Interim chair of the Midwest Interstate Passenger Rail Compact Commission, I wish I could be with you today. Unfortunately, our legislature is also in session. Instead, I am writing to urge North Dakota to join the Midwest Interstate Passenger Rail Compact by approving HB 1408.

High speed rail development is a long term project and North Dakota should be in on Commission discussions and advocacy to ensure your state is part of the regional picture for passenger rail improvements. I hope you will agree, and urge passage of HB 1408. I have enclosed a background paper on the Compact that I hope will be of use to you.

The Midwest Interstate Passenger Rail Compact language was developed by the MLC High Speed Rail Task Force. This 10-state group (including North Dakota) of legislators has been working since 1996 to formulate the necessary political structure to make high speed rail development a reality in the Midwest. Through meetings and discussions with state and federal officials as well as members of the private sector, the Task Force has come to believe that a new compact among the Midwestern states will best facilitate this cooperation.

By joining the Compact now, North Dakota will have a formative voice into the Compact Commission's structure and goals. Although the Commission – now comprised of the states of Indiana Minnesota and Missouri – held one meeting in January of this year, its members decided to focus on bringing more states into the Compact. During its next meeting, which will be held August 1 in conjunction with the MLC Annual Meeting in Nebraska, the Commission will adopt its bylaws and make plans for the next fiscal year.

Please let me know if I can be of any help in future discussions.

Sincerely,

Sheila Kiscaden
Senator, State of Minnesota and
Chair, Midwest Interstate Passenger Rail Compact,
MLC High Speed Rail Task Force

Encl: Background Paper on HB 1408: The Midwest Interstate Passenger Rail Compact

The Council of
State Governments
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LEGISLATIVE
CONFERENCE

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Chair
Sen. DIAnna R. Schimek
Nebraska

1st Vice Chair
Sen. Rich Wardner
North Dakota

Immediate Past Chair
Sen. John C. Hottinger
Assistant Majority Leader
Minnesota

Regional Director
Michael H. McCabe

***Background Paper on HB 1408:
The Midwest Interstate Passenger Rail Compact***

The Midwest Interstate Passenger Rail Compact was developed by the Midwestern Legislative Conference (MLC) High Speed Rail Task Force, with input from a number of federal and state officials. The full Midwestern Legislative Conference endorsed the Compact during its 1999 Annual Meeting. The Council of State Governments Midwestern Office serves as staff to the MLC and the High Speed Rail Task Force.

The main purposes of the Compact are to promote, coordinate and support regional improvements to passenger rail service:

Promote development and implementation of improvements and long-range plans for intercity passenger rail service in the Midwest;

Coordinate interaction among Midwestern state officials, and among the public and private sector at all levels (federal, state and local); and

Support current efforts being conducted through state Departments of Transportation.

Midwestern states will benefit strongly from a regional approach to passenger rail advocacy and development. In the Midwest, plans are underway to significantly improve passenger rail service through improvements to track and rail crossings – and increases in the speed and frequency of service – through the Midwest Regional Rail Initiative (the MWRR1). Funding for this and other passenger rail improvements will also be made available if Congress passes the High Speed Rail Investment Act of 2001.

High speed rail development is a long-term project and North Dakota should be in on regional discussions for future passenger rail improvements. Also, North Dakota will benefit from a multi-state approach to improvements in the long-haul routes, such as the Empire Builder corridor, that Amtrak already operates.

Necessary passenger rail improvements, especially on interstate lines, will take much planning, advocacy and resources. The MWRR1 plan is based on expecting 80 percent federal funding for the \$5 billion project. Rather than one state trying to make itself heard among many competing voices, working together the Midwestern states can form a compelling, unified voice to convince federal lawmakers and others that the Midwest is the ideal candidate for frequent, fast passenger rail service. The Midwest High Speed Rail Compact will provide structure and legitimacy to such a voice. It will also provide the long-term structure needed for passenger rail improvement plans in the future.

Twelve states – Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin – are eligible to join the Compact. The Compact language stipulated that the Compact would become initially effective when enacted into law by any three party states. In May, the Minnesota and Missouri legislatures joined Indiana in passing the Midwest Interstate Passenger Rail Compact. The three states' enactment became effective in August of 2000 and triggered formation of a commission to promote, coordinate and support regional improvements to passenger rail.

Laura Kilewer, The Council of State Governments
Midwestern Office
TEL: 630/810-0210
FAX: 630/810-0145

***Background Paper on HB 1408:
The Midwest Interstate Passenger Rail Compact***

The commission consists of four members from each participating state – two legislative appointments and two gubernatorial appointments. The group will advocate for the funding and authorization necessary to make significant passenger rail improvements a reality for the region. It will also help ensure that important cooperation, coordination and education occur among public and private entities with an interest in passenger rail development.

The first meeting of the commission took place on Friday, January 19. One of the commission's main goals during the next few months will be to help ensure the Compact's passage in several more states, including North Dakota. Other states that we know plan to have the Compact legislation considered during this year include Iowa, Nebraska, Michigan and Wisconsin.

Laura Klewer, The Council of State Governments
Midwestern Office
TEL: 630/810-0210
FAX: 630/810-0145

The Midwest Interstate Passenger Rail Compact

Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements

What are the purposes of the Midwest Interstate Passenger Rail Compact?

The main purposes of the Compact are to promote, coordinate and support regional improvements to passenger rail service:

- Promote development and implementation of improvements and long-range plans for intercity passenger rail service in the Midwest;
- Coordinate interaction among Midwestern state officials, and among the public and private sector at all levels (federal, state and local); and
- Support current state efforts being conducted through state DOT's.

Why does the Midwest need a compact to achieve these purposes?

The Midwest needs a unified voice to advocate at the federal, state and local levels for frequent, convenient, cost-effective passenger rail service. The development of a modern passenger rail service is an integral component of the intermodal transportation infrastructure needed to move people and goods quickly, safely and economically in the 21st century. But this essential transportation component has not received the attention currently afforded to air and road developments and improvements.

Our region is the ideal candidate for high speed passenger rail service, with all major metropolitan cities within the 100-500 mile range of the Chicago Hub. Midwestern states need to come together and declare with one voice that improvements in passenger rail are critical and necessary. The Midwest Interstate Passenger Rail Compact will provide structure and legitimacy to such a voice.

Which states are eligible to join the Compact?

The states of Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin are eligible to join the Compact. Other states may also be declared eligible to join, upon approval of the commission that will be created when the Compact becomes effective.

How does the Compact become effective?

The Compact language states that the Compact will become effective when enacted into law by any three eligible states. During their respective legislative sessions in 2000, the states of Indiana, Minnesota and Missouri passed the Compact, and they have subsequently been signed into law.

Who will make up the commission's membership?

Four resident members of each state that has enacted the Compact will be appointed to the commission. The governor of each state appoints two members and legislative leaders appoint two members.

The governor shall appoint:

- The governor or a designee;
- A member of the private sector

The legislature shall appoint:

- One member from each legislative chamber
(or two legislators from any unicameral legislature)

What is the progress of the Compact to date?

The Compact has been enacted into law in Indiana, Minnesota and Missouri and became effective on August 28, 2000 (the date when Missouri's enabling legislation became effective). Appointments have been sought to the Interstate commission that will carry out the duties specified in the Compact, and the first meeting of the commission took place on January 19, 2001. The next meeting will take place on August 1, 2001, in conjunction with the MLC Annual Meeting in Lincoln, Nebraska. As other eligible states continue to pass enabling legislation, they will become members of the commission.

How can I find out more about the Compact and its progress?

The Midwestern Office of The Council of State Governments is serving as secretariat to the Midwest Interstate Passenger Rail Compact Commission. Call Laura Kliever, staff to Commission, at 630/810-0210, for more information.

Updates on States that Have Introduced the Midwest Interstate Passenger Rail Compact

(as of January 30, 2001)

State	Bill No.	Primary Sponsor(s)	Status	Notes
Iowa	HF 30	Reps. John Connors and Libby Jacobs	Referred to State Government Committee 1/9/01.	
Michigan		Sen. John Schwarz	Bill being re-drafted for 2001 session	Expect to introduce in February
Nebraska	LB 244	Sens. Curt Bromm and DiAnna Schimek	Committee on Transportation and Telecommunications held hearing 1/23/01 and advanced bill to General File.	Sen. Bromm is chair of committee.
North Dakota	HB 1408	Rep. Kim Koppelman	Referred to House Transportation Committee	Hearing scheduled for 2/1/01. Committee chair Rep. Robin Weisz and Democratic member Rep. John Mahoney are co-sponsors.
Wisconsin		Sen. Brian Burke	Bill drafted for 2001 session, but not introduced yet	Legislature convened Jan. 3, but does not start session until Jan. 30.

States that Have Enacted the Midwest Interstate Passenger Rail Compact

(as of January 30, 2001)

Indiana	SB 315	Sen. Sue Landske Rep. Dan Stevenson	Passed Senate 1/27/00. Passed House week of 2/21. Conference committee report passed both Houses unanimously. Signed by Governor 3/17.	Indiana first state to enact Compact. Effective 7/1/2000.
Minnesota	SF2956 HF3688	Sen. Sheila Kiscaden. Rep. Carol Molnau	Passed Senate 4/4. Passed House 5/4.	Signed by Gov. Ventura 5/11. Effective 8/1/00.
Missouri	HB1363	Rep. Joan Bray Sen. Edward E. Quick	Passed House 2/10/00. Passed Senate 5/5.	Bill signed by Gov. Carnahan 6/27. Effective 8/28/00.



NORTH DAKOTA HOUSE OF REPRESENTATIVES

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COMMITTEES:
Appropriations

Testimony on House Bill 1408 by Rep. Kim Koppelman before the Senate Transportation Committee

3-16-01

Good Morning, Mr. Chairman, and Members of the Senate Transportation Committee. For the record, I am Rep. Kim Koppelman and I represent District 13, which consists of West Fargo and a small surrounding rural area.

I appear before you to urge the passage of House Bill 1408. This bill presents an opportunity for North Dakota to be a player in the cutting edge of passenger transportation in the 21st Century. It represents an exciting, new initiative among Midwestern states and holds great promise for future travel options in our region.

It's no secret that, in our state, options are limited, when it comes to travel, by any means but your family car. While we have quality air, rail and bus transportation available, limited schedules, lack of competition and high fares often discourage their use or so inconvenience travelers that the Interstate highway is their only viable option.

House Bill 1408 will give North Dakota a seat at the table for the planning and eventual implementation of high speed rail in the Midwest. The vision is for a passenger rail service, traveling at speeds of 100 miles per hour, linking many Midwestern cities with Chicago, as the hub.

If this vision ever becomes a reality for North Dakotans, they could board a train in Fargo and be in Minneapolis in a couple of hours and Chicago in five or six. Obviously, that would increase the options for the traveling public, many of whom now forgo local air travel to drive to cities like Minneapolis or Sioux Falls to board a plane at a more affordable cost.

Mr. Chairman and members of the Committee, when this plan was first hatched, we were not part of the vision. The map contained nine of the 11 Midwestern States. I missed the news flash that the Dakotas are no longer part of the Midwest. Perhaps you did, too. The good news is that we've been successful in including ours as a state eligible to join this compact and, thus, have a voice in this project.

It is also important to note that one of the prime objectives of the compact is also to improve traditional passenger rail service and act as an advocate for improved rail transportation, before congress and federal government agencies.

According to testimony by Mike McCabe, regional director of the Council of State Governments, Midwest, in the House Transportation Committee last month, \$10 Billion is federal rail funding is available, \$1 Billion of which is for non-high speed (traditional) rail for the Midwest. Membership in the compact will give North Dakota an opportunity for its fair share of those federal dollars.

I am passing out a letter of endorsement from Sen. Sheila Kiscaden of Minnesota, who currently chairs the Midwest Interstate Passenger Rail Compact and the Midwest Legislative Conference's High Speed Rail Task Force, along with a Background Paper and other information on the Midwest Interstate Passenger Rail Compact.

House Bill 1408 costs North Dakota no money, unless it's specifically appropriated by our legislature. It also contains several "opt out" opportunities, should we decide at a later date that we no longer want to be a part of the compact, and features a sunset clause, which will force us to revisit the idea at a later date.

Mr. Chairman and members of the Committee, it's my pleasure to bring this great opportunity for our state before you today and I respectfully urge your favorable consideration of House Bill 1408. I'd be happy to attempt to answer any questions you might have.

The Midwest Interstate Passenger Rail Compact

Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements

What are the purposes of the Midwest Interstate Passenger Rail Compact?

The main purposes of the Compact are to promote, coordinate and support regional improvements to passenger rail service:

- Promote development and implementation of improvements and long-range plans for intercity passenger rail service in the Midwest;
- Coordinate interaction among Midwestern state officials, and among the public and private sector at all levels (federal, state and local); and
- Support current state efforts being conducted through state DOTs.

Why does the Midwest need a compact to achieve these purposes?

The Midwest needs a unified voice to advocate at the federal, state and local levels for frequent, convenient, cost-effective passenger rail service. The development of a modern passenger rail service is an integral component of the intermodal transportation infrastructure needed to move people and goods quickly, safely and economically in the 21st century. But this essential transportation component has not received the attention currently afforded to air and road developments and improvements.

Our region is the ideal candidate for high speed passenger rail service, with all major metropolitan cities within the 100-500 mile range of the Chicago Hub. Midwestern states need to come together and declare with one voice that improvements in passenger rail are critical and necessary. The Midwest Interstate Passenger Rail Compact will provide structure and legitimacy to such a voice.

Which states are eligible to join the Compact?

The states of Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota and Wisconsin are eligible to join the Compact. Other states may also be declared eligible to join, upon approval of the commission that will be created when the Compact becomes effective.

How does the Compact become effective?

The Compact language states that the Compact will become effective when enacted into law by any three eligible states. During their respective legislative sessions in 2000, the states of Indiana, Minnesota and Missouri passed the Compact, and they have subsequently been signed into law.

Who will make up the commission's membership?

Four resident members of each state that has enacted the Compact will be appointed to the commission. The governor of each state appoints two members and legislative leaders appoint two members.

The governor shall appoint:

- The governor or a designee;
- A member of the private sector

The legislature shall appoint:

- One member from each legislative chamber
(or two legislators from any unicameral legislature)

What is the progress of the Compact to date?

The Compact has been enacted into law in Indiana, Minnesota and Missouri and became effective on August 28, 2000. The first meeting of the interstate commission that will carry out the duties specified in the Compact took place on January 19, 2001. The next meeting will take place on August 1, 2001, in conjunction with the MLC Annual Meeting in Lincoln, Nebraska.

As other eligible states continue to pass enabling legislation, they will become members of the commission. During 2001, the Compact language has been introduced in Iowa, Nebraska and North Dakota, and is expected to be introduced in Michigan and Wisconsin.

How can I find out more about the Compact and its progress?

The Midwestern Office of The Council of State Governments is serving as secretariat to the Midwest Interstate Passenger Rail Compact Commission. Call Laura Klewer, staff to Commission, at 630/810-0210, for more information.

Updates on States that Have Introduced the Midwest Interstate Passenger Rail Compact

(as of March 14, 2001)

State	Bill No.	Primary Sponsor(s)	Status	Notes
Iowa	HF 193 (formerly HF 30)	Reps. John Connors and Libby Jacobs Sen. Nancy Boettger	Referred to State Government Committee 1/9/01. Passed out of committee unanimously 2/5. Introduced as HF 193 by State Government Committee. read 1 st time & placed on House calendar 2/6.	Hearing held 2/14.
Michigan		Sen. John Schwarz	Bill being re-drafted for 2001 session	
Nebraska	LB 244	Sens. Curt Bromm and DiAnna Schimek	Committee on Transportation and Telecommunications held hearing 1/23/01 and advanced bill to General File. Placed on Select File 2/6. Advanced for final reading 2/20.	Sen. Bromm is chair of committee.
North Dakota	HB 1408	Rep. Kim Koppelman Sen. Rich Wardner	Passed House 2/6 Referred to Senate Transportation Committee 2/7	Hearing scheduled in Senate Transportation Committee for 3/16.
Wisconsin		Sen. Brian Burke	Bill drafted for 2001 session. but not introduced yet	

States that Have Enacted the Midwest Interstate Passenger Rail Compact

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