



**House
Legislative
Analysis
Section**

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RECODIFY RAILROAD LAWS

Senate Bill 646 (Substitute H-2)
Senate Bill 647 (Substitute H-1)
Senate Bills 648-650 as passed by the Senate
Sponsor: Sen. George A. McManus, Jr.

Senate Committee: Transportation &
Tourism
House Committee: Transportation

First Analysis (12-16-93)

THE APPARENT PROBLEM:

In Michigan, railroads are regulated under several different acts, some of which date back to the mid-1800s. Among other things, these statutes govern the safe operation of trains and other vehicles operated on tracks; the construction and upkeep of railroad tracks and traffic signs, signals and barriers that exist at places where railroad tracks intersect with roads (also known as railroad grade crossings); and the incorporation and business operations of railroad companies. Numerous changes made at both the federal and state level since the 1970s, as well as technological advances in signaling devices and other railroad equipment, have rendered many of the statutes regulating railroads either obsolete or inadequate. For instance, one statute provides for the Michigan Public Service Commission to regulate railroads and their operations even though this responsibility was transferred to the Department of Transportation in 1975 by executive order. In some instances, prohibitions against certain activities on or near railroad property are specified, but few or no penalties exist to enable these provisions to be enforced. Moreover, in 1992 more people died in car/train accidents in Michigan than in 44 other states, including the populous states of New York and California. Thus far in 1993, 14 deaths from car/train accidents have been recorded. Some people believe both MDOT's lack of statutory authority as well as inadequate provision for regular inspections to be made of grade crossings, bridges, tunnels and railroad tracks have contributed to the high number of fatalities. With the goal of promoting a safer environment for those who own and operate trains and for the general driving public, legislation has been proposed to consolidate all the acts regulating railroads into one act and to update provisions governing various aspects of the railroad industry.

THE CONTENT OF THE BILLS:

Senate Bill 646 would create the "Railroad Code of 1993" to recodify the statutes relating to the regulation and operation of railroads by repealing many of the current statutes and re-enacting certain of the laws, some with and some without changes. The companion bills, Senate Bills 647-650, would amend various acts to include railroad corporations under the Business Corporation Act and remove references to railroads from language that allows the Public Service Commission (PSC) to regulate railroads. (Currently, railroads are regulated on the state level by the Michigan Department of Transportation, and have been since Executive Order 1 of 1975 transferred the regulatory authority of the PSC to the department.) Following is a brief description of the provisions of Senate Bill 646; a list and brief description of the acts and parts of acts the bill would repeal; and a complete description of the provisions of Senate Bills 647 through 650.

Senate Bill 646 would do the following:

**** Prescribe the powers and duties of the Department of Transportation (DOT) "insofar as such power has not been preempted by federal law or regulation"; allow the department to promulgate and enforce rules relating to the welfare and health of railroad operating employees; require the DOT to conduct hearings proposing statutory changes; and eliminate DOT's responsibility to regulate intrastate rates and tariffs of railroads. (Railroads would no longer have to file tariff reports and changes to the department.)**

**** Reenact, with changes, current statutes that regulate the incorporation of railroad corporations and specify corporate powers and duties; and**

Senate Bills 646-650 (12-16-93)

provide that the Business Corporation Act would apply to railroad corporations unless inconsistent with the provisions of the bill.

**** Retain, amend or delete several provisions of current law regarding the corporate powers and duties of a board of directors of a railroad corporation and its stockholders.**

**** Specify the general powers, liabilities and restrictions of railroad companies, including provisions regarding surveys, property holdings, railroad construction, traversing of waterways, tree cutting and general property management.**

**** Replace, with changes, current provisions that grant conductors limited police powers regarding passengers who refuse to pay or exhibit violent or profane conduct.**

**** Reenact Public Act 303 of 1921, which provides for leasehold rights for elevators and buildings.**

**** Reenact Public Act 245 of 1917, which prohibits trespassing on railroad property and rights-of-way.**

**** Combine and amend several existing provisions regarding railroad crossings, signs, signals and gates.**

**** Allow the department to order a railroad to erect fencing along a railroad track in agricultural areas as necessary to prevent livestock from entering the right-of-way, if other boundaries of the property were fenced. The railroad would have to pay for fencing along a right-of-way, but the requesting party would have to pay for any necessary cattle guards or gates. The responsibility for and cost of installation, maintenance and repair of fences in all other areas would have to be borne by the property owner adjacent to the railroad, except that the railroad would have to pay for it if it was necessitated by the construction of new or expansion of existing rail facilities. (These provisions essentially reflect current law.) The department would, by order, settle any conflicts that arose between parties.**

**** Provide that a railroad could be fined up to \$500 per incident for obstructing vehicular traffic for more than five minutes at a time, except obstructing traffic for a period of time longer than this would not be considered a violation if a train was continuously moving in the same direction at not less than 10 miles per hour for not longer than**

seven minutes and the railroad could show that an obstruction of more than five minutes was due to a verifiable accident, mechanical failure, or unsafe condition. (For obstructing traffic intentionally, a railroad could be fined up to \$1,000.) Currently, railroads may be fined up to \$500 for obstructing traffic for more than five minutes regardless of the reason why.

**** Provide for the department to create a special "diagnostic study team," composed of various knowledgeable individuals, to assist it in making determinations concerning safety needs at proposed or existing railroad crossings. This provision essentially would alter the current process of determining what changes, if any, should be made to a particular railroad crossing.**

**** Explicitly require that all railroad bridges be inspected at least once every two years by a professional engineer qualified to do the work. One year after the bill's effective date, a railroad would have to annually provide an affidavit to the department showing that each bridge owned by it had been inspected as provided in the bill.**

**** Reenact Public Act 4 of 1986, which prohibits a person from operating a train while under the influence of alcohol or drugs.**

**** Reenact, with changes, Public Act 114 of 1941, which provides for the appointment and commissioning of railroad police and prescribes their powers and duties. The bill would increase the number of hours required for training (from 200 to 440) and would raise the application fee to be commissioned as an officer from \$2 to \$100. The bill also would eliminate the county clerk from the process of filing an application for commissioning.**

**** Substantially reenact Public Act 156 of 1941, which prescribes minimum clearances between trains and bridges, structures or other obstructions.**

**** Substantially reenact Public Act 26 of 1968, which provides for safe space areas in regard to railroad rights-of-way.**

Crossings. Among other things, the bill would revise DOT's authority to close railroad crossings. Current language specifies simply that the department may close a crossing if it cannot be "made safe." The bill would clarify the department's authority to close crossings, and specifies that for

every new crossing opened, one crossing would have to be closed. A public hearing would have to be held to determine a crossing to be closed. However, a crossing could not be closed unless it had less than 100 vehicle-crossings per day and was located in the same road authority jurisdiction as a proposed crossing.

The bill would authorize the department to order active crossing protection devices to be installed at places where a high speed rail line crossed private land, at no expense to either freight railroads or to private property owners. (Generally, the bill provides for the department to use federal or state funds--other than safety funds--for high-speed rail crossings.)

Further, the bill specifies who would be responsible for the payment of expenses for the following:

- * The construction or reconstruction of a crossing (the government entity or the railroad, whichever requested the crossing);

- * Furnishing, renewing and maintaining passive advance warning signs, including railroad "crossbuck" signs, at railroad crossing approaches (the government entity);

- * Furnishing, renewing and maintaining active traffic control devices at railroad crossings (50-50 split between the railroad and the government entity);

- * Installation of traffic control devices upon the order of the DOT for public safety requirements (first from railroad or road authority, then from available federal highway crossing improvement funds, and lastly from funds from the railroad grade crossing account in the State Trunkline Fund);

- * Maintenance of active traffic control devices at a new crossing, after installation (i.e., the railroad would be responsible for the expense but would have to be reimbursed by the government entity at half the cost of the devices);

The bill also would reenact Public Act 114 of 1925, which provides for railroad crossing grade separation, with minor changes. (These provisions delineate the responsibility of different parties to pay for the construction, alteration or maintenance of railroad crossing grade separations.) The major difference, of course, would be that any disputes between a railroad, road authority or a private

property owner would be resolved by order of the DOT. And finally, the bill would authorize DOT to install street lighting at railroad crossings located on state trunkline highways.

Fees, fines and penalties. The bill generally would reenact current penalties that apply to illegal behavior on trains or railroad property, although in many cases maximum fines would be increased. For instance, a person found guilty of throwing something at a train could be fined up to \$500, rather than a maximum of \$300. A similar \$500 maximum fine would apply to tampering with railroad signals, while the bill specifies a \$100 maximum fine for certain lesser violations (using profane or obscene language aboard a train, trespassing on railroad property).

The bill would establish new penalties and fines that would apply to certain activities of a railroad or its employees that would be prohibited under the bill. For instance, for operating or moving any locomotive, railroad car or railroad maintenance machinery not needed for bridge repair across a bridge determined by an inspection to be unsafe, a railroad could be fined \$10,000. Failure to provide an affidavit annually confirming that a bridge under a railroad's jurisdiction had been inspected in the previous two years could result in a \$100 fine for each day the railroad was in violation of this provision. The bill also would subject a person (generally, a railroad or other business entity located adjacent to railroad tracks) to a civil fine of up to \$1,500 per day for violating various "close clearance" provisions within the bill, and specifies maximum fines that could be levied against a railroad for obstructing vehicular traffic (\$500 or, if intentional, \$1,000). The bill merely would reenact current penalties that may be imposed for operating a train under the influence of alcohol or drugs, or for allowing someone to operate a train in such a condition. In addition, the bill provides that unless a specific penalty applied, a railroad, road authority, or person that violated or failed to comply with any provision of the bill, or failed to obey or comply with any lawful order issued or rule promulgated by the department would be subject to a civil fine of up to \$1,000 for each day of noncompliance following exhaustion of administrative and legal remedies.

Under the bill, all civil fines in excess of \$10,000 collected annually under the bill's provisions would have to be deposited in a railroad grade crossing safety fund in the road authority jurisdiction in

which the citation was issued. Revenue collected in the fund could only be used for railroad grade crossing safety projects in the road authority jurisdiction.

Currently, someone wishing to be appointed as a railroad police officer is required to meet certain basic requirements (be at least 18 years old, complete at least 200 hours of training, etc.) and must pay a \$2 application fee. In addition to increasing basic requirements to qualify (for instance, an applicant would have to complete at least 440 hours of training), the bill would raise the application fee to \$100.

Repeals. The bill would repeal the following acts and parts of acts:

**** Public Act 283 of 1909, Section 27,** which requires the permission of the former Michigan Public Utilities Commission (PUC) to build a highway across a railroad track.

**** Public Act 92 of 1893,** which provides for separate grade crossings for places where railroad tracks cross highways and streets.

**** Public Act 114 of 1925,** which requires PSC approval of grade separations at crossings and provides for agreements between a railroad and local units for grade separations.

**** Section 768 of the Michigan Vehicle Code,** which allows the DOT and local units with jurisdiction over roads to designate certain crossings as "stop" crossings or "yield" crossings.

**** Public Act 329 of 1969, Section 7,** which prohibits the operation of a locomotive or other rolling stock unless it is equipped with and using devices to stop the escape of glowing or burning materials; and requires a railroad to keep flammable material cleared from its right-of-way.

**** Public Act 419 of 1919, Sections 1, 3 and 3a,** which provides for the establishment of the PUC, abolishment of the State Railroad Commission, and transfer of its powers to the PUC; and requires every railroad to provide adequate seating, heating and communication facilities in vehicles used to transport maintenance employees.

**** Public Act 200 of 1925,** which specifies the powers and duties of the PUC.

**** Public Act 94 of 1923,** which authorizes the PUC to hold hearings.

**** The Common Carrier Act.**

**** Public Act 198 of 1873, Section 1** (which allows at least seven persons to form a railroad corporation), **Section 4** (which requires railroad stock to be represented by certificates signed by the corporation president or vice-president); **Sections 7 through 50 of Article II** (which prescribe the powers and duties of railroad corporation directors); **Sections 1 through 5 of Article III** (which provide for a specific tax on railroads); **Sections 1 through 6 of Article IV** (which provide for police regulations regarding railroads); and **Sections 1 through 36 of Article V,** (which include numerous railroad regulations).

**** Public Act 64 of 1885,** which provides for the incorporation of cable railway companies.

**** Public Act 124 of 1867,** which provides for the liability of railroad companies as common carriers, in certain cases.

**** Public Act 156 of 1905,** which authorizes street railway companies to own steamboats and barges.

**** Public Act 193 of 1929,** which authorizes railroad corporations to engage in the business of transporting persons and property for hire upon the public highways.

**** Public Act 137 of 1956,** which authorizes railroad corporations to diversify their investments and business activities to include noncommon carrier subsidiary corporations.

**** Public Act 115 of 1921,** which fixes the fare rates for interurban railroad passengers.

**** Public Act 142 of 1875,** which regulates the sale of tickets by railroad companies at special rates.

**** Public Act 74 of 1913,** which allows railroad companies to issue free transportation or reduced rate tickets to persons engaged in securing settlers for unimproved farm lands.

**** Public Act 252 of 1889,** which regulates the charges for transporting loaded or empty cars from or to the side tracks of manufacturing firms.

**** Public Act 38 of 1875, which regulates the use of sleeping, parlor and chair cars upon the railroads.**

**** Public Act 289 of 1865, which prohibits the issuance of false, fraudulent or partially paid shares of railroad stock.**

**** Public Act 134 of 1869, which authorizes the board of directors of a railroad company to construct a road through the use of stocks, bonds or other business arrangements.**

**** Public Act 86 of 1891, which authorizes an existing railroad company without a mortgage on its property to issue bonds.**

**** Public Act 240 of 1929, which authorizes railroad companies to guarantee bonds and other obligations of other corporations.**

**** Public Act 138 of 1863, which provides that when a railroad company wants to acquire a right-of-way through property, it can pay the landowner for damages to the land prior to commencing acquisition proceedings.**

**** Public Act 160 of 1905, which allows the attorney general to inspect the books, papers and documents of a railroad company whenever the state is a party to a lawsuit involving a railroad company.**

**** Public Act 96 of 1859, which permits the purchasers in a railroad company foreclosure sale to exercise the corporate powers of the railroad under certain conditions, and be relieved of liability for debts involving the foreclosure.**

**** Public Act 100 of 1871, which requires that railroad construction workers and persons furnishing construction materials be paid for the work and materials before the construction contractor, but not to exceed the amount due the contractor.**

**** Public Act 110 of 1899, which provides that persons who have a claim for unpaid labor, or claims from a judgment due to death or personal injury, have a lien upon the assets of a railroad company.**

**** Public Act 270 of 1921, which prescribes the duties and responsibilities of railroad companies and governmental units regarding the construction of and payment for crossings, improvement of existing crossings, and installation of safety devices.**

**** Public Act 171 of 1893, which regulates the construction of crossings and the stringing of electric wires over railroad tracks, and allows the PUC to apportion costs for crossing expenses.**

**** Public Act 27 of 1875, which allows railroad companies to cut decayed or dangerous trees standing within a distance from a track.**

**** Public Act 189 of 1921, which requires railroad companies to maintain signal lights at all switches and specifies the design of the signals.**

**** Public Act 102 of 1927, which regulates the use of equipment used to remove snow from railroad tracks.**

**** Public Act 77 of 1913, which specifies requirements for locomotive headlights.**

**** Public Act 158 of 1923, which requires railroad companies to equip locomotives with automatic bell ringers.**

**** Public Act 9 of 1895, which requires electric car or cable car companies to protect their employees from inclement weather by installing proper enclosures on the cars.**

**** Public Act 118 of 1887, which provides for the installation of fire safety devices on passenger trains.**

**** Public Act 167 of 1871, which requires railroad companies to equip passenger, mail and baggage cars with certain tools available for immediate use.**

**** Public Act 178 of 1901, which requires railroad companies operating suburban railways to equip their passenger cars with certain tools available for immediate use.**

**** Public Act 234 of 1907, which requires railroad companies to equip railroad cars with automatic couplers.**

**** Public Act 401 of 1919, which requires that interurban railroad cars be equipped with couplers of a uniform height.**

**** Public Act 52 of 1909, which requires railroad companies to equip cabooses and waycars with end platforms and platform steps.**

**** Public Act 123 of 1923, which prescribes specifications for the construction of cabooses and waycars.**

**** Public Act 275 of 1887, which prohibits a railroad company from abandoning, failing to operate on, or taking up tracks except as provided in the act.**

**** Public Act 55 of 1919, which regulates the sale and disposal of railroad tracks and facilities.**

**** Public Act 56 of 1914, which regulates the discontinuance of service by passenger or freight common carriers, the abandonment of facilities, and the dismantling of railroad tracks and stations.**

**** Public Act 190 of 1873, which allows railroad companies to convey rights and franchisees to other companies.**

**** Public Act 35 of 1887, which regulates foreclosure sales of railroad property and franchises.**

**** Public Act 30 of 1901, which authorizes a railroad company to lease, sell and convey its property and franchises to other railroad companies.**

**** Public Act 303 of 1921, which regulates a common carrier's charges for leases of railroad property used for elevators, warehouses, stations, sheds and any other buildings.**

**** Public Act 4 of the Extra Session of 1900, which provides for the institution of actions against the state by railroad companies existing under special charters to recover damages sustained as a result of the repeal of the special charter.**

**** Public Act 184 of 1897, which allows foreign railroad companies to hold and own land in Michigan to facilitate the business of receiving and delivering passengers and freight to and from the state.**

**** Public Act 245 of 1917, which prohibits persons from walking, riding or driving upon or along a railroad right-of-way, except under certain circumstances.**

**** Public Act 142 of 1895, which requires railroad companies to place in a conspicuous place in each passenger depot a train schedule.**

**** Public Act 177 of 1881, which regulates the transporting of bulk grain.**

**** Public Act 153 of 1883, which prohibits a railroad company with a short route to a destination point from charging a greater rate than a completing line with a longer route.**

**** Public Act 21 of 1867, which regulates the delivery of freight at depots, stations and the place of business of the receiver.**

**** Public Act 104 of 1921, which prescribes the liability of common carriers for damaged freight, in cases in which the damage is caused by an agency other than the carrier.**

**** Public Act 37 of 1949, which provides for the installation of headlights and rear lights on track motor cars.**

**** Public Act 106 of 1951, which provides for the installation of windshields, windshield wipers, and tops on track motor cars.**

**** Public Act 180 of 1956, which requires certain railroad track safety inspection according to rules promulgated by the PSC.**

**** Public Act 187 of 1911, which prescribes the qualifications of telegraph operators, railroad conductors, engineers and flagmen.**

**** Public Act 114 of 1941, which provides for the appointment and commissioning of railroad police officers, provides for their powers and duties, and defines the duties of jail keepers, lockups and station houses regarding persons arrested by railroad police officers.**

**** Public Act 156 of 1941, which prescribes minimum clearing spaces at bridges, structures and other obstructions for the safety of brakemen and other employees.**

**** Public Act 26 of 1968, which prescribes safe space requirements around railroad rights-of-way.**

**** Public Act 75 of 1945, which prohibits a railroad company from operating a light engine outside yard limits without a qualified flagman.**

**** Public Act 4 of 1986**, which prohibits a person from operating a locomotive while under the influence of alcohol or drugs.

**** Public Act 244 of 1881**, which authorizes the incorporation of companies for the construction of railroad stations and depots and connecting tracks, and their management.

**** Public Act 160 of 1875**, which legalizes the election of directors of consolidated railroad companies after a consolidation agreement is sanctioned by stockholders.

Senate Bill 647 would amend Public Act 3 of 1939 (MCL 460.4 & 46.6), the Public Service Commission enabling act, to remove language that authorizes the PSC to regulate railroads; to provide that references in law to the "commission" would mean the PSC *except* that a reference would mean the State Transportation Department with respect to railroad, bridge and tunnel companies; and to provide that any order or decree of the department regarding railroad, bridge and tunnel companies would be subject to the review in the manner provided for in the proposed Railroad Code.

Senate Bill 648 would amend Public Act 144 of 1909 (MCL 460.301 & 460.303), which regulates securities issued by public utilities, to remove references to railroads and interurban railroads.

Senate Bill 649 would amend the Business Corporation Act (MCL 450.1123) to provide that the act would apply to railroad, bridge and tunnel companies. Currently, the act excludes those companies from regulation under its provisions.

Senate Bill 650 would remove references to railroads from Public Act 295 of 1937 (MCL 247.312), which authorizes a public authority with jurisdiction over a highway to install and maintain automatic barricades at an intersection that rise from a bed in the highway and become a barrier.

HOUSE COMMITTEE ACTION:

The House Transportation Committee adopted House Substitute H-2 for Senate Bill 646 that is significantly different from the Senate-passed version of the bill. Although many of the changes are considered technical, the House substitute includes language similar to language contained in current statutes, whereas the Senate-passed version

proposed numerous changes to current railroad law. The House substitute, however, does include language not found in the Senate-passed version that would require, among other things, a special diagnostic study team to evaluate the safety of railroad grade crossings; would require railroads to have bridges inspected at least once every two years; and would provide for the imposition of fines and penalties when a person violated provisions contained in current law or proposed in the bill. The House substitute also contains provisions that differ from the Senate-passed version relating to the obstructing of vehicular traffic by a train.

The House committee also adopted House Substitute H-1 for Senate Bill 647 which includes a technical amendment to the Senate-passed version of the bill.

FISCAL IMPLICATIONS:

The Department of Transportation says the bills would have minimal fiscal implications for the department. Fiscal impact to local governments is difficult to determine and would depend on existing agreements made between them and railroads in their respective jurisdictions (regarding how much each pays for specific items at railroad grade crossings), the condition of existing devices, and future railroad crossing projects in their jurisdictions. (12-15-93)

ARGUMENTS:

For:

The Department of Transportation, railroad companies, county road authorities, and others believe the time has come to recodify the many statutes governing railroads into a single law in order to, among other things, clarify the role of the department to regulate railroads, spell out clearly who is responsible to pay for what at railroad grade crossings, and allow railroads to incorporate and operate similar to other companies. By repealing the plethora of railroad statutes that currently exist and reenacting many of the provisions of them, some with and some without changes, Senate Bill 646 would bring railroad law into the 21st century--a remarkable feat considering that some of the acts date back to the 19th century! Some provisions contained in the bill would greatly improve the process used to determine the changes needed at poorly-designed railroad grade crossings that exist throughout state. Michigan, unfortunately, had the

sixth-worst record in the nation in 1992 for the number of deaths caused by car-train accidents, and 14 people died in similar accidents so far this year. According to state officials, even though money exists for making some of the more dangerous crossings more safe, sometimes little or nothing can be done because the current process allows both railroads and local road authorities to delay necessary work simply because they can't agree about how such projects will be paid for. The bill would enable the department to speed this process up by clarifying responsibility for project costs for all parties and giving the department the ultimate say over disputes. The bill also would require regular bridge inspections to be made by railroads and would subject a person to fines and other penalties for violating the bill's provisions. All in all, the bill would enable the department to more effectively regulate railroads and, hopefully, reduce the number of fatalities that result from poorly marked or badly designed railroad grade crossings.

Response:

Senate Bill 646 should be tie-barred to House Bill 4900, which would revise the way railroad grade crossings are funded by railroads, local road authorities, the state and by the federal government. Without the changes proposed in House Bill 4900, the provisions of Senate Bill 646 governing the funding of crossings would be ineffectual.

For:

Senate Bill 646 would liberalize current provisions governing the amount of time a railroad may block vehicular traffic at a crossing without being subject to a fine. Currently, a railroad may be fined up to \$500 for blocking a crossing for more than five minutes. Many states grant railroads more than five minutes to obstruct a crossing under special circumstances. The bill specifies that a railroad could exceed the five-minute threshold (and obstruct up to seven minutes) if it was continuously moving in the same direction a minimum of 10 miles per hour and if certain conditions (mechanical failure, unsafe situation) were present.

Response:

This provision should be amended to clarify that the railroad would have to meet either of the conditions (traveling in same direction a minimum of 10 mph or an unsafe condition, mechanical failure was present), not both, in order to obstruct up to seven minutes without a fine.

Against:

Depending on individual circumstances, traffic flow in some communities could be worsened under the provisions governing train obstructions at crossings. For instance, roads within the City of Plymouth routinely are blocked, often for more than even seven minutes, by long trains. Because of numerous crossings that exist in this and other communities, the bill could make a bad situation worse.

Against:

An amendment adopted by the House Transportation Committee would require any revenue in excess of \$10,000 from fines levied by local municipalities for railroad violations to be deposited into a local railroad grade crossing safety fund to be used for local safety purposes related to railroad crossings. In so doing, local governments would have little control over how revenue raised from fines levied locally could be used. This provision has little precedent and could be ruled unconstitutional.

SUGGESTED AMENDMENTS:

The Department of Transportation has requested amendments to Senate Bill 646 which it describes as technical in nature.

POSITIONS:

The Department of Transportation supports the bills. (12-15-93)

The United Transportation Union, Michigan chapter (which represents railroad employees), supports the bills. (12-14-93)

The Michigan Railroads Association supports the bills. (12-15-93)

The County Road Association of Michigan supports the bills. (12-15-93)

CSX Railroad Company supports the bills. (12-15-93)

The Michigan Trial Lawyers Association supports the bills. (12-15-93)

The Michigan Municipal League is not opposed to recodification of railroad laws into one act, but opposes the provision in Senate Bill 646 that would require any revenue from railroad fines levied that exceeded \$10,000 to be put into a local railroad grade crossing safety fund. (12-15-93)

The City of Plymouth opposes the bills. (12-15-93)