

**SR-177, As Adopted by Senate, June 18, 2008**

Senators Hardiman, Gilbert and Jansen offered the following resolution:

**Senate Resolution No. 177.**

A resolution to express support for the construction of a replacement rail tunnel between Detroit and Windsor.

Whereas, Global economic integration has dramatically altered transportation networks and systems critical to the movement of goods and information. Transportation and logistics systems are integral to an ever-increasing array of economic activities. Lower costs, reliability, and strong connections to the national and international transportation systems are essential to economic competitiveness; and

Whereas, Michigan is Canada's lead trading partner and, despite its location on the northern border, is Mexico's third largest trading partner. More than \$160 billion in trade crosses the Detroit and Windsor border annually, which makes it the most lucrative and important international border crossing in North America; and

Whereas, Metropolitan regions are purposefully targeting investment to increase the modes of transportation operating in the region and enhance the effectiveness of transfer functions and connectivity between modes. The economic growth of metropolitan regions is now inextricably linked to the efficacy of their transportation networks; and

Whereas, First tier metropolitan transportation hubs offer multiple transportation modes with service provided by several operators. Metropolitan Detroit has extensive strengths and opportunities to ensure that it remains a leading global transportation hub; and

Whereas, In its Road to Renaissance strategy, Detroit Renaissance recommends that the metropolitan Detroit region further develop its existing transportation infrastructure and coordinate economic development policies to ensure that it is positioned to rapidly respond to the dynamics of global economic integration; and

Whereas, The Detroit River Rail Tunnel, the only existing rail border crossing connecting Detroit and Windsor, is a 100-year-old tunnel that is too small for the efficient double-stacked rail cars that are now used to transport freight. The lack of a rail tunnel in metropolitan Detroit with the ability to handle the next generation of rail cars will have a long-term negative impact on the economic viability of the region and the state; now, therefore, be it

Resolved by the Senate, That we express our support for the construction of a replacement rail tunnel between Detroit and Windsor as a critical infrastructure project necessary to the economic competitiveness of Michigan and the metropolitan Detroit region; and be it further

Resolved, That copies of this resolution be transmitted to the United States Department of Transportation, the Michigan Department of Transportation, the city of Detroit, the city of Windsor, Transport Canada, and the members of the Michigan congressional delegation.