

Reps. Byrum, Bauer, Meadows, LeBlanc, Coulouris, Hammon, Emmons, Hammel, Condino, Simpson, Sak, McDowell, Corriveau, Mayes, Gonzales, Cushingberry, Valentine, Johnson, Accavitti, Ball, Bieda, Brown, Byrnes, Clack, Constan, Dean, Donigan, Espinoza, Gillard, Hopgood, Robert Jones, Leland, Marleau, Miller, Sheltroun and Vagnozzi offered the following resolution:

House Resolution No. 96.

A resolution to express opposition to Norfolk Southern Corporation's proposed sale of its rail line between Lansing and Jackson.

Whereas, The Norfolk Southern Corporation is considering the sale of several Michigan lines, including the line that runs between Lansing and Jackson. Traffic on Michigan's rail lines has increased over the past two years. Expanding both freight and passenger rail service is being promoted as a solution to rising oil prices, pollution, and increased highway congestion. The sale or closure of rail lines could be counterproductive to efforts to improve Michigan's economy; and

Whereas, The Norfolk Southern lines are vital links between Michigan cities and between Michigan and neighboring states. Expanding rail capacity on the Lansing/Jackson line is essential to the future development of this area. New industry, including production plants for coal energy, biodiesel, and ethanol fuel, is proposed for Michigan and the railroad will play an integral role in moving products and supplies. Continued operation of this line by Norfolk Southern is essential to expansion of new industry in Michigan; and

Whereas, Norfolk Southern is a Class One railroad operator, earning revenue in excess of \$250 million annually. As a Class One operator, Norfolk Southern has the capacity to maintain and promote the use of these lines. The proposed sale of the Lansing to Jackson line will almost certainly place the line under the management of a Class Three operator, a rail company earning revenue of \$20 million or less annually. A Class Three operator may be far less likely to have the means to maintain the line, thus increasing the chance of accidents. Class Three operators also rely on federal grants for line and equipment maintenance - grants that are not always guaranteed; now, therefore, be it

Resolved by the House of Representatives, That we express opposition to Norfolk Southern's proposed sale of its rail line between Lansing and Jackson; and be it further

Resolved, That copies of this resolution be transmitted to the President of the United States Senate; the Speaker of the United States House of Representatives; members of the Michigan congressional delegation; the United States Department of Transportation, Surface Transportation Board; the Norfolk Southern Corporation; AMTRAK; and the Michigan Department of Transportation.