

RESOLUTION IN SUPPORT OF THE SOLUTIONARY RAIL ELECTRIFICATION PROPOSAL AND A NORTHERN CORRIDOR DEMONSTRATION

WHEREAS, over 25 major oil train derailments over the past decade have led to spills, fiery explosions and deaths, underscoring the need for railroads to have an alternative to the bulk freight on which they have relied since public highway and aviation subsidies eroded their mixed freight and passenger markets,

WHEREAS, the coal and oil rail shipping boom of recent years has pushed farm products off the rails and subjected rail workers to schedules that cause dangerous fatigue, and the more recent bust has placed many rail workers on furlough, underscoring the pitfalls of overreliance on one or two bulk commodities,

WHEREAS, coal and oil create climate disrupting carbon pollution and must be phased out, underscoring the need for new rail markets,

WHEREAS, rail, unique among long-distance heavy transportation modes, can also replace its own oil fuel supply with electricity that can come from increasingly competitive renewable sources,

WHEREAS, rail line electrification can also be leveraged to build transmission lines that make now remote sun and wind energy resources available in metropolitan markets,

WHEREAS, the Solutionary Rail strategy for rail electrification and modernization:

- enables increased speeds and schedule reliability which allow railroads to reclaim mixed freight and passenger markets, providing options to dangerous freight and boom-and-bust cycles,
- reduces reliance on fossil fuel shipments, and reduces fossil fuel use by shifting freight and passengers significantly to transport mode powered by a renewable electricity,
- opens the way to reduce fossil-based electricity by substantially increasing renewable energy transmission and use,
- creates a public financing tool, the Steel Interstate Development Authority, that overcomes capitalization barriers to U.S. rail electrification, and,
- creates a public-private partnership with railroads that can be the basis for improved working conditions for rail workers and renegotiation of track easements across tribal lands,

WHEREAS, Solutionary Rail's proposal to electrify primary lines the Northern Corridor from Seattle to Chicago would jumpstart U.S. rail electrification by demonstrating success,

BE IT RESOLVED, **(ORGANIZATION NAME)** calls on the governors of the Northern Corridor states as well as BNSF, the major railroad serving the corridor, and its owner, Warren Buffett's Berkshire Hathaway, to begin discussions on a Northern Corridor electrification, and individually and jointly initiate feasibility studies of this highly promising concept.