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Tell your Congressional Leaders to Fund Amtrak

Amtrak National Facts

The name "Amtrak" is the blending of the words "America" and "track." It is properly used in documents with only the first letter capitalized. The railroad is also known as the National Railroad Passenger Corporation.

Historical Background on Amtrak

- Amtrak was created by Congress in 1970 to take over the passenger rail services previously required to be operated by private freight railroad companies in the United States. Those companies showed they had operated the services at a net loss of millions of dollars for many years.
- More than half of the rail passenger routes operated by the freight railroad companies were eliminated when Amtrak began service on May 1, 1971.

Basic Amtrak Facts

- During FY 2010 (October 2009 - September 2010), Amtrak welcomed aboard more than 28.7 million passengers, the largest annual total in Amtrak's history. An average of more than 78,000 passengers rides more than 300 Amtrak trains per day.
- Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states and three Canadian provinces on more than 21,200 miles of routes, with more than 20,000 employees. It is the nation's only high speed intercity passenger rail provider, operating nearly 60% of its trains at top speeds in excess of 90 mph/145 kph.
- In FY 2010, Amtrak earned approximately \$2.51 billion in revenue and incurred approximately \$3.74 billion in expense. No country in the world operates a passenger rail system without some form of public support for capital costs and/or operating expenses. In 2009, the most recent year for which data for other railroads is available, Amtrak's farebox recovery (percentage of operating costs covered by revenues generated by passenger fares) was the highest reported for any U.S. passenger railroad.
- In 2010, an average of more than 862,000 people every weekday depended on commuter rail services that used Amtrak-owned infrastructure, dispatching, shared operations, or rode commuter trains operated by Amtrak under contracts with local or regional agencies.
- Amtrak's Northeast Corridor (NEC) is the busiest railroad in North America, with more than 2,200 trains operating over some portion of the Washington-Boston route each day. More than a quarter of a million riders use the NEC on every weekday, generating more than 4.9 million daily passenger miles.

- If included among U.S. airlines in 2008, Amtrak would rank 8th in the number of passengers served. On average, there are nearly twice as many passengers on an Amtrak train than there are on a domestic airline flight.
- The Boston-New York-Washington portion of the Northeast Corridor carried 10,375,209 passengers in FY 2010 on Acela Express, Regional Service or other trains. Three other corridors had ridership that topped one million or more: Pacific Surfliner Service (San Diego-Los Angeles-San Luis Obispo, 2,613,604), Capitol Corridor Service (San Jose-Oakland-Sacramento-Auburn, 1,580,619) and the Keystone Corridor Service (Harrisburg-Philadelphia-New York City, 1,296,838).
- Five other corridors had ridership in excess of a half-million passengers:
 - Empire Service (New York-Albany-Niagara Falls): 981,241
 - San Joaquin service (Oakland-Sacramento-Bakersfield): 977,834
 - Amtrak Cascades service (Eugene-Portland-Seattle-Vancouver, B.C.): 836,499
 - Hiawatha Service (Chicago-Milwaukee): 783,060
 - Lincoln Service (Chicago-St. Louis): 572,424
- Amtrak operates 15 long distance trains on a national network of routes ranging in length from 764 to 2,438 miles.
 - These trains provide the only Amtrak service in 23 states and at nearly half of the stations they serve.
 - They are the only intercity passenger transportation service in an increasing number of communities.
- Amtrak-owned equipment includes Amfleet®, Superliner®, Viewliner® and other railroad passenger cars totaling 1,518, plus 459 locomotives, 80 Auto Train® vehicle carriers and 101 baggage cars.
- Amtrak-operated state-owned equipment includes 140 railroad passenger cars and 22 locomotives.
- Amtrak-owned property includes 363 miles of the 456-mile Northeast Corridor connecting Washington, Philadelphia, New York and Boston, the busiest passenger line in the country, with trains regularly reaching speeds of 125-150 mph/201-224 kph; a 60.5-mile track segment from New Haven, Conn., to Springfield, Mass.; 104 miles of up to 110 mph/177 kph track in Pennsylvania between Philadelphia and Harrisburg, the first new high-speed corridor in the 21st century; a 95-mile segment of 95 mph/153 kph (soon to be 110 mph/177 kph) track in Michigan that uses the first high-speed positive train control system in revenue service outside the NEC. Amtrak is the only railroad in North America to maintain right of way for service at speeds in excess of 100 mph, and its engineering forces maintain more than 350 route-miles of track for 100+ mph service.
- Amtrak has 17 tunnels consisting of 29.7 miles of track and 1,186 bridges consisting of 42.5 miles of track.

- Amtrak owns three heavy maintenance facilities in Wilmington and Bear, Del., and Beech Grove, Ind., as well as other maintenance facilities in Washington, DC; New York City, Rensselaer and Niagara Falls, NY; Boston; Hialeah, Fla.; Chicago; New Orleans; Los Angeles; Oakland; and Seattle.
- Seventy percent of the miles traveled by Amtrak trains are on tracks owned by other railroads. Known as "host railroads," they range from large publicly traded companies based in the U.S. or Canada, to state and local government agencies and small businesses. Amtrak pays these host railroads for use of their track and other resources required to operate Amtrak trains, with incentives for on-time dispatching. Those payments were for more than 26 million train miles (one train mile = a mile of track usage by each train) in FY 2010 and totaled more than \$136.9 million.
- The six largest host railroads for Amtrak trains are:
 - BNSF Railway, 6.8 million train miles
 - Union Pacific Railroad, 6.19 million train miles
 - CSX Transportation, 5.90 million train miles
 - Norfolk Southern Railway, 2.49 million train miles
 - Canadian National Railway, 1.46 million train miles
 - Metro North Railroad, 1.34 million train miles

State Support for Amtrak

Fifteen states contract with Amtrak for the operation of trains that supplement the national Amtrak network by extending the reach of passenger rail services or provide additional frequencies on Amtrak routes. State and regional agencies pay most of the operating costs of these services, not covered by farebox revenues. Continued operation of these state-supported routes is subject to annual contracts and state Legislative appropriations, along with Amtrak financial participation. In addition to operating funds, many of these states also provide funds for infrastructure or other capital improvements to Amtrak routes in their states.

Amtrak Support to States

In the state of Maryland alone, Amtrak employs 2,264 residents with total wages in excess of \$162 million dollars annually. These are wages spent back into the state's economy. In addition, Amtrak spends approximately \$45 to \$46 million dollars purchasing goods and services within the state of Maryland.

More money spent back into the state's economy. This is just one of the many states within our nation that Amtrak invests in.

Union Jobs

Amtrak employs approximately 17,000 employees belonging to 13 rail labor organizations. These employees contribute into our national railroad retirement plan which accounts for about 12% of all new money contributed into our railroad

retirement. This is but one of the critical reasons showing us that Amtrak needs be funded appropriately.

DRIVE

Every day at every level of government, politicians make decisions that affect you, your family and your job. Everything we fight for as a union can be taken away in an instant by a politician. DRIVE is a political action fund built by and for members of the BMWED. One of the most effective programs of its kind in the United States, DRIVE-or Democrat, Republican, Independent Voter Education—spends funds strategically, contributing to the campaigns of public officials who stand up for workers basic union rights. DRIVE dollars contributed by BMWED members like you go to defeat politicians who disrespect and trample on the rights and needs of workers like you. Making a difference in day-to-day politics requires significant resources to lobby legislators to make sure they cast votes that help BMWED members and their families. It takes money to ensure that government agencies have the information necessary to properly administer existing laws and regulations and bargaining rights such as overtime, safety as well as a myriad of other issues we face every day. JOIN DRIVE TODAY—CALL US AT 202-508-6445 TO MAKE A REAL DIFFERENCE!

High-Speed Rail - U. S. Secretary LaHood and Illinois Officials break ground on Chicago High-Speed Rail Project

Secretary LaHood was joined by Illinois Governor Pat Quinn, U.S. Senator Dick Durbin, U.S. Congressmen Bobby Rush and Dan Lipinski, Chicago Mayor Rahm Emanuel and other state and local elected officials, as well as business, labor and civic leaders. "Projects like this one are exactly why President Obama has made transportation such a big part of the American Jobs Act," said Secretary LaHood. "We have workers on site today, American factories producing new supplies, and when the project is completed, people and goods will move more quickly and easily through the Midwest, making the region a better place to start a business or hire new workers."

The \$133 million construction project is funded through a \$126 million grant from the U.S. Department of Transportation's high-speed intercity passenger rail program, with a \$6.6 million contribution from Governor Quinn's Illinois "Jobs Now!" construction program. This marks the start of the second major construction project in the Midwest, as work is also under way on the Chicago-St. Louis High-Speed Rail Corridor. Workers will build a bridge to carry 78 daily North-South Metra Rock Island commuter trains and approximately 60 East-West intercity passenger and freight trains that operate on the Norfolk Southern corridor.

The new bridge will allow all trains to pass through without conflict and is designed to allow for additional tracks to be added to both corridors to accommodate future growth. "The Englewood Flyover will make life easier for tens of thousands of commuters every day and put people to work immediately," Governor Pat Quinn

said. "This vital project will eliminate a problem spot and set the stage for future passenger rail growth while boosting Illinois' position at the economic engine of the Midwest. Nearly two years ago, many of us gathered here to announce \$133 million in funding – including \$126 million through the American Recovery and Reinvestment Act – to begin rebuilding the rail system right here on the South Side of Chicago. When the Englewood Flyover project is complete, freight and passenger train will move more efficiently, saving time and money. But, more importantly, as a result of this federal funding, the hard hit construction industry in the Chicago metro area will see 1,500 jobs – good-paying jobs that can't be outsourced." "If we are going to continue growing our economy, we need more projects like this one, not fewer, which is why the American Jobs Act is so important," Senator Dick Durbin said.

"The potential construction jobs and contracts from The Flyover arrive right on time for residents and business owners in the First Congressional District," said Congressman Bobby Rush. "For years people living and working in this neighborhood have endured the smoke and noise from idling trains in their community. I am working hard to make sure that women and minorities have every opportunity to work and obtain contracts and to participate as we lay the groundwork for high speed rail that will carry our community, city, nation and economy forward."

"Every day, nearly 1,300 trains pass through Chicago-making it one of the busiest rail hubs in the United States," said Chicago Mayor Rahm Emanuel. "CREATE will invest in critically needed improvements to increase the efficiency of passenger and freight rail infrastructure, enhance the quality of life for residents and ensure Chicago remains a competitive destination for travel and trade." "There aren't many projects that deliver this kind of bang for the buck," Congressman Dan Lipinski said. "As a linchpin of the CREATE rail modernization project, it's critical to modernizing our aging rail system, preserving our status as America's transportation hub, and boosting long-term job creation in northeastern Illinois. Having obtained the initial \$100 million for CREATE back in 2005, I'm very glad we're finally breaking ground." Since the 1990s, Midwestern states have planned an intercity passenger train network that connects the 40 largest cities in the Midwest with over 60 roundtrips from downtown Chicago each day. The Englewood project will benefit passengers traveling along an improved corridor from Detroit, which has been awarded several grants for construction projects to increase speeds to 110 mph. Travelers from Cleveland, Indianapolis and Cincinnati will also see fewer delays thanks to the new bridge. The project is part of the Chicago Region Environmental and Transportation Efficiency Program (CREATE), a public-private partnership between the state, city and railroads aimed at untangling Chicago's infamously snarled railroads where conflicts cause delays across all modes of travel.

A strict "Buy America" requirement ensures U.S. manufacturers and workers receive the maximum economic benefits from this federal investment. The project will boost domestic manufacturing of railway supplies. According to Railway Supply Institute, Illinois railway suppliers account for over \$4.5 billion in sales each year,

more than any other state in the nation. U.S. DOT previously announced a \$782 million investment for a fleet of next-generation American-made trains to operate across the Midwest and in California. Thirty-two states across the U.S. and the District of Columbia are currently laying the foundation for passenger rail corridors to link Americans with faster and more energy-efficient travel options. To date, U.S. DOT has invested \$10.1 billion to put America on track towards providing new and expanded rail access to communities and improving the reliability, speed, and frequency of existing service.

State Issues

Wisconsin – As we witnessed earlier this year, organized labor and its allies recalled 2 Republican state senators who supported Governor Walker’s anti-worker legislative agenda, including the elimination of collective bargaining, in historic fashion. Despite more than \$30 million spent on the right in some of the most conservative districts in the country, two new Democrats are now Senators, and the Republican majority in the Senate is a slim one-seat margin. Meanwhile, efforts to possibly recall Walker are gaining steam, as the state party collects signatures.

Ohio – Following the passage of Senate Bill 5, which eliminates collective bargaining, unions and their allies filed a Citizen’s Veto of the bill, which will now face voters this November. If a majority of voters vote NO on Issue 2 (SB-5), the bill would be wiped off the state’s statutes. To get the bill on the November ballot, organizers were required to collect nearly 300,000 signatures. In response, 1.3 million signatures were submitted, including more than 20,000 Teamster signatures. Issue 2 opponents (our side) hold a steady lead in polls, but the influx of right-wing money will make the November election extremely tight. The Teamsters have 15 Lost Timers working with members to encourage them to vote NO on Issue 2. *Since the Journal went to press the election was held and the voters rejected the Bill.*

Michigan – The Teamsters are facing a number of threats in Lansing from right-wing politicians, including the looming battle over Right-to-Work (for Less). Additionally, a Right-to-Work bill aimed specifically at the Michigan Education Association is also gaining ground as well as a bill to prohibit communications of union activities at the work place. Earlier this year, the right wing passed an Emergency Financial Manager bill which allows the state to declare that cities are in financial emergencies and appoint officials to eliminate collective bargaining agreements. In response, unions and their allies are working on a constitutional amendment to protect collective bargaining in the state as well as recalls of the worst of state legislators.

Indiana – Earlier this year, House Democrats left the state for nearly five weeks to protest Republican efforts to pass Right-to-Work (for Less) legislation. While the Democrats’ efforts succeeded this year, a host of hearings on Right-to-Work have been held and supporters of the anti-worker legislation will be making a major push to pass the bill in 2012.