

High Speed Rail Funding Needs Your Support!



“As a union, we need to make sure that our state and federal legislators know that we, as their constituents, believe in funding high speed rail. Incredibly, three Governors and some state legislators have turned down high speed rail funds. And, others are trying to use Public Private Partnerships to build their rail infrastructure.”

These are bad ideas which will mean negative job growth and a detrimental impact on the communities where rail projects could have been built.”

—Freddie N. Simpson, President BMWED

Tell your local and federal legislators to oppose Public-Private Partnerships and fully fund high speed rail projects in your state. You can do this by viewing the BMWED website at www.bmwed.org and choosing the “Support High Speed Rail Funding” button.



For additional information, contact the BMWED Washington, DC office at 202.508.6448.



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High Speed Rail FUNDING is at Risk

“The skilled professional Members of the BMWED:



not just ready to build High Speed Rail, already doing it.”

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The American Recovery and Reinvestment Act of 2009 (ARRA) and annual appropriations have provided \$10.1 billion for high speed rail infrastructure of which \$5.8 billion has already been obligated. Republicans in the U.S. Congress pushed through a budget which stripped out \$2.9 billion of proposed additional funding. However, there is still \$4.3 billion that can be dedicated to these important and job-producing projects.



Thirty-three states have already staked a claim to the funding. Why? Because passenger rail is a rapidly growing industry. In order to prepare existing rail lines for high speed rail, old structures must be rebuilt. Repairing and rebuilding existing rail lines benefits any type of cargo that uses it—whether its cargo or passengers. And, maintenance of way workers will be needed - more than ever - to get the job done.

Passenger rail:

- *Is a Growing industry*
- *Is Efficient – protects the environment, reduces traffic congestion*
- *Raises Transportation Standards*
- *Requires state of the art track structures*

People on the East Coast already know that traveling on the rails is superior to riding a bus or driving their car. As the highways become more congested and gas prices continue to climb, more people will be turning to passenger rail to take them quickly and efficiently to their destinations.

Public-Private Partnerships (PPPs):

- *Benefit only the “private” at the expense of the “public.”*
- *Amtrak was created 40 years ago because private rail lines could not profitably operate passenger rail service!*
- *Some parts of Amtrak operate profitably, other routes require a subsidy. Because Amtrak provides an important public service, this is why we pay taxes in the first place.*

AMTRAK RIDERSHIP HAS INCREASED EVERY MONTH FOR 18 CONSECUTIVE MONTHS

Amtrak System Statistics:

- *Serves 46 states and 3 Canadian provinces*
- *Employs over 20,000 people*
- *Carried nearly 29 million riders in 2010*
- *Most Amtrak trains run in collaboration with other railroads*
- *70% of train-miles run on other railroads*
- *Amtrak is the only company in America with a proven record of providing inter-city passenger rail service in excess of 100 mph.*

