



# Transportation Communications International Union

An affiliate of the International Association of Machinists and Aerospace Workers



God Bless America

Robert A. Scardelletti  
International President

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Dear Representative:

I am writing to you after our Union's initial analysis of the House of Representatives' Continuing Resolution (CR) which is expected to be considered this week. Our Union has a deep concern about the effect CR will have on our members working in the Railroad Industry. I urge you to oppose the CR and any attempts to make additional transportation cuts, roll back workers' rights or undercut employee protections.

These cuts will undermine passenger services and jeopardize safety. Amtrak, high-speed rail and commuter service are collectively targeted for almost \$9 billion in cuts, which will kill thousands of jobs and eliminate passenger service that is vital to communities across the nation. The CR also slashes \$50 million from Railroad Safety Technology Grants, a national program to help implement safety measures, including Positive Train Control (PTC) anti-collision technology which has the potential to prevent fatal freight and passenger rail accidents, such as the one in 2009 here in DC on the Metrorail System.

Specifically, Amendment No. 43 would further cut Amtrak's capital and debt service by \$446.9 million for an overall funding level of \$966 million. After paying mandatory debt service, and taking into consideration what Amtrak has already spent in the first five months of this fiscal year, they'd be left with a \$5 million capital program for the rest of the year, leaving no room for a recovery from a major event like severe weather that could cause a bridge outage or an electric traction system failure, and obviously putting a full stop to ongoing capital improvements.

Amendment No. 164 brings much of the federal government spending to FY06 funding levels, which would be an additional \$100 million cut to Amtrak from the already reduced \$1.4 billion amount already in the bill.

Amendment No. 453, sponsored by Rep. Connie Mack, would zero out all Amtrak funding and immediately eliminate over 20,000 jobs. In Sec. 4002, it states, "None of the funds made available by this Act may be used for the National Railroad Passenger Corporation."



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HR 1 will eliminate over 340,000 jobs in transportation. This job chart outlines job loss by sector. Rail alone would lose as many as 251,674 good middle-class jobs at a time of high unemployment.

Mode of Transportation	Investment Cuts	Jobs Eliminated*
Aviation	\$70,667,000	1,966
Highways & Intermodal	\$2,173,729,000	60,480
Ports & Maritime	\$9,000,000	250
Rail	\$9,045,553,000	251,674
Transit	\$1,010,900,000	28,126
<b>TOTALS</b>	<b>\$12,309,849,000</b>	<b>342,496 jobs</b>

\*These estimates are based on the most recent Federal Highway Administration (FHWA) data on the correlation between highway infrastructure investment and employment. FHWA estimates that approximately 27,823 jobs are created or supported per \$1 billion of Federal funds invested. Some infrastructure programs have slightly higher or lower estimates, but to enable easy comparisons among different modes, this data presumes the FHWA model for employment.

At Amtrak the most noticeable impact will be on safety, service quality and on-time performance as equipment-related delays increase due to condition of train interiors, electrical systems, bathrooms, and other non-safety-related systems. Included will be the furloughing of 400 mechanical employees who perform the heavy repairs that are periodically needed to keep equipment in service. Also about 185 employees from the Beech Grove, Indiana shops who maintain and overhaul most of their long distance cars and the diesel locomotives will be laid off. The Bear, Delaware shops will lose 190 employees who maintain and overhaul the Amfleet cars used on the Northeast Regional trains and east coast long distance trains. And an additional 1,200 employees working on ongoing projects will also be laid off such as Wi-Fi implementation, E-ticketing, automated food and beverage sales, new reservation and next generation ticketing for double-tracking of Carlsbad, CA segment of *Pacific Surfliner* route will be abandoned or postponed.

We must continue to invest in the future of America. This is not the time to rob Americans of the ability to travel throughout this country efficiently and safely with less demand on our natural fuels. I respectfully urge that you **oppose** the CR and instead consider these views and concerns and protect the rights of working transportation workers.

Very truly yours,



Robert A. Scardelletti  
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