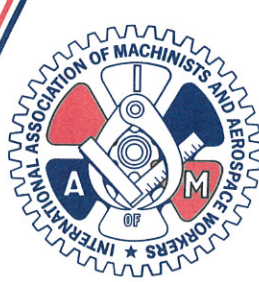


**International  
Association of  
Machinists and  
Aerospace Workers**



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Upper Marlboro, Maryland 20772-2687

Area Code 301  
967-4500



OFFICE OF THE INTERNATIONAL PRESIDENT

June 28, 2011

RE: Competition for Intercity Rail in America Act

Dear Representative:

We are writing to ask you not to support legislation proposed by Transportation and Infrastructure Committee Chairman John Mica and Subcommittee Chairman Bill Shuster, titled "Competition for Intercity Passenger Rail in America Act."

This legislation is designed to privatize Amtrak's Northeast Corridor while at the same time put the rest of Amtrak's service in America out for bid. Amtrak is doing better today than at any time in its history. By stripping Amtrak of its most heavily traveled route – Washington, DC. to Boston – and privatizing state supported and long-distance service, you doom the only national passenger rail system in the United States.

Amtrak has record numbers of ridership and growth. The purpose of running a national passenger rail system isn't to help wealthy investors and private equity firms make more money. It is to serve the American traveling public and provide transportation alternatives.

This legislation shifts a greater financial burden to states and commuter agencies and would lead to an elimination or reduction in short-distance and commuter train service throughout the United States. The private sector has no incentive to operate for the public good. In order to recover their capital investment, they would have to increase revenues and reduce trip times on the Northeast Corridor. The only way this could be achieved is by eliminating station stops and increasing fares and access fees for commuter agencies. The state-owned infrastructure that Amtrak maintains would then become the states' responsibility.

These problems would not be limited to the Northeast Corridor. Commuter services around the country, that depend on Amtrak services, would be affected, such as Metra in Chicago, Metrolink in Southern California, Caltrain in Northern California, Sounder service in Seattle and others.

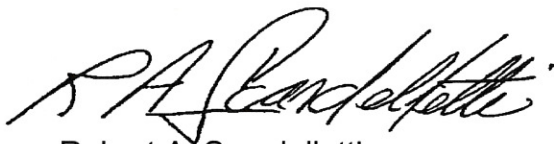
Thousands of Amtrak workers would lose their good, middle class jobs that are vitally needed in today's economy. Representatives Mica and Shuster both claim that their proposed bill takes care of Amtrak workers. But after combing through their

proposed legislation, we are unable to find one speck of protection for Amtrak workers and railroad retirees. This bill exempts private passenger rail companies from providing workers' protections and benefits that are currently required by law for Amtrak workers.

This Bill would also undermine and put at risk the security of the railroad retirement and unemployment system by removing Amtrak employees, while at the same time exempting new privately run rail carriers. Amtrak's workforce makes up ten percent of the Railroad Retirement System. The Railroad Retirement Board's Chief Actuary states that this reduction in revenue into the system would trigger a tax increase paid by the other railroads (including the freight railroads) and railroad employees, to 17 percent in 2013 rising to the maximum rate of 27 percent in 2028. This adverse impact on the Railroad Retirement Trust Fund has the potential to affect over 547,000 beneficiaries nationwide.

These are just a few of the many problems contained in the Mica-Shuster Bill. We are strongly opposed to this proposed legislation and request that you do not support the Mica-Shuster Bill.

Sincerely,



Robert A. Scardelletti  
International President  
Transportation Communications Union/IAM



R. Thomas Buffenberger  
International President  
International Association of  
Machinists and Aerospace Workers

