



International Brotherhood of Electrical Workers

Local #7 Springfield Serving Western Massachusetts

185 Industry Avenue
Springfield, MA 01104



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May 10, 2019

The Honorable Peter DeFazio
Chairman
House Transportation and Infrastructure Committee
2134 Rayburn Office Building
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
House Transportation and Infrastructure Committee
1135 Longworth HOB
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves,

My name is Daniel D'Alma Business Manager of IBEW Local 7 in Springfield, Massachusetts and I am writing to you on behalf of CRRC MA and the Full Committee Hearing on The Impacts of State Owned Enterprises on Public Transit and Freight Rail Sectors to be held on Thursday, May 16, 2019.

Local 7 thanks the Committee on Transportation and Infrastructure and participating subcommittees for the opportunity to submit these comments regarding the above referenced hearing whereby CRRC MA is a topic of discussion.

Since the beginning of this process, we have had a positive working relationship with CRRCMA and their leadership. Often times our dealings have been done with a handshake or phone conversation and both sides keeping their word as well as honoring the intent of the deal. We feel both parties have built a trust that is rarely found in today's business climate. Local 7 has over 70 members working for CRRCMA and growing, all with a well-funded pension and annuity. These workers not only have a top-notch retirement plan but also health insurance and collectively bargained wages.

CRRCMA's impact is also having a positive impact on the Greater Springfield Area. The railcar plant is providing hope and opportunity to people looking to join the middle class and provide for their families with a career they can be proud of with opportunity for growth.

As a result of CRRC's significant investment and growth, CRRC MA's workforce comprises 252 employees. The manufacturing facility in Springfield employs 158 employees, including 96 union production employees. Production workers are underway building railcars for America's first transit agency, the Massachusetts Bay Transportation Authority's (MBTA). Additional projects with Los Angeles

Metro and Philadelphia's SEPTA will ensure continuous work through 2026. CRRC MA's presence brings investment triggering job creation and quality of life improvements further demonstrating the company's commitment to the local economy.

Considering CRRC MA's significant investment in Massachusetts and its commitment to its skilled unionized workforce in Springfield, MA, passage of any provision to curtail competition will have significant unintended consequences to American cities and American workers.

Local 7 appreciates the opportunity to provide comments supporting CRRC MA's participation in the U.S. rail car manufacturing market and will continue to work collaboratively with CRRC MA to maintain a robust unionized workforce.

Please contact me at (413) 734-7137 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel D'Alma". The signature is written in a cursive style with a period at the end.

Daniel D'Alma



MITSUBISHI ELECTRIC POWER PRODUCTS, INC.
THORN HILL INDUSTRIAL PARK
630 KEYSTONE DRIVE
WARRENDALE, PA 15086-7538 U.S.A.

Phone: (724) 772-2555 Fax: (724) 778-5148
Home Page: www.meppi.com

May 15, 2019

The Honorable Peter DeFazio
Chairman
House Transportation and Infrastructure Committee
2134 Rayburn Office Building
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
House Transportation and Infrastructure Committee
1135 Longworth HOB
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

My name is Richard Foster of The Transportation Systems Division of Mitsubishi Electric Power Products, Inc. (MEPPI), and at the request of CRRC MA, I am writing regarding the Full Committee Hearing on The Impacts of State Owned Enterprises on Public Transit and Freight Rail Sectors to be held on Thursday, May 16, 2019.

MEPPI is a Pittsburgh, PA based supplier of energy infrastructure for US based utilities and railway transportation systems including propulsion, auxiliary power, HVAC, diagnostics, monitoring and control systems. MEPPI was established in 1985 and employs over 1,000 personnel in Pennsylvania, New York, Tennessee, Florida and other US locations.

MEPPI thanks the Committee on Transportation and Infrastructure and participating subcommittees for the opportunity to submit these comments.

CRRC MA ordered the Propulsion, Auxiliary Power Systems, High Voltage Distribution Box and Vehicle Monitoring Systems from MEPPI for 404 Rail Cars that CRRC MA is currently supplying to the Massachusetts Bay Transportation Authority (MBTA).

Passenger rail systems move millions of people throughout urban areas every day. Today, the daily operation of railway systems has become more reliant on information technology networks and systems in order to meet critical demands. With this increased reliance, the industry must work toward cyber resilience in railcar systems to protect against growing cyber threats.

Based on MEPPI's understanding of the procurement process, US rail car designs are subject to review and must be in compliance with the public transit agency's technical requirements. All designs are subject to public agencies' review and approval before a provider can move forward and start the manufacturing process. The agency and third-party consultants review the entire process through design, software development, manufacturing of products and small parts testing, safety certification, reliability verification, and other areas. Products provided by MEPPI to CRRC for US rail customers will meet any Buy American or other applicable requirements.

Considering CRRC MA's significant investment in the U.S. and its large workforce in Springfield, MA, we request that the Committee consider carefully the approval of any provision that could reduce competition in the industry and that may have unintended consequences for US rail transportation stakeholders.

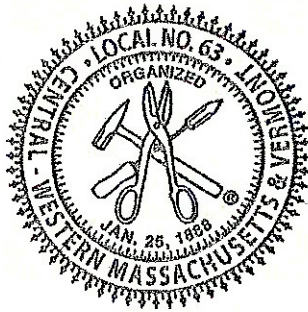
MEPPI appreciates your time on this very important issue.

If you have any questions concerning this important topic, please do not hesitate to contact me at rick.foster@meppi.com or, 724-778-5198.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. F. Foster', written in a cursive style.

Richard F. Foster
Director, Sales and Marketing
Transportation Systems Division
Mitsubishi Electric Power Products, Inc.



SHEET METAL | AIR | RAIL | TRANSPORTATION
SMART
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May 13, 2019

The Honorable Peter DeFazio

Chairman

House Transportation and Infrastructure Committee

2134 Rayburn Office Building

Washington, DC 20515

The Honorable Sam Graves

Ranking Member

House Transportation and Infrastructure Committee

1135 Longworth HOB

Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves,

My name is John Scavotto, Jr., Business Manager of Smart Local 63 in Springfield, Massachusetts and I am writing to you on behalf of CRRC MA and the Full Committee Hearing on the impacts of State Owned Enterprises on Public Transportation and Freight Rail Sectors to be held on Thursday May 16, 2019.

Local 63 thanks the Committee on Transportation and Infrastructure and participating subcommittees for the opportunity to submit these comments regarding the above referenced hearing whereby CRRC MA is a topic of discussion.

Smart Local 63 and CRRC MA has a strong partnership and together we are bringing back manufacturing to Springfield, MA. This area desperately needs this kind of manufacturing to produce jobs for its residents. These are well paying jobs with excellent benefits, something this community also desperately needs. We are working together to put Americans to work.

As a result of CRRC's significant investment and growth, CRRC MA's workforce comprises 252 employees. The manufacturing facility in Springfield employs 158 employees, including 96 union production employees. Production workers are underway building railcars for America's first transit agency, the Massachusetts Bay Transportation Authority's (MBTA). Additional projects with Los Angeles Metro and Philadelphia's SEPTA will ensure continuous work through 2026. CRRC MA's presence brings investment triggering job creation and quality of life improvement's further demonstrating the company's commitment to the local economy.

Considering CRRC MA's significant investment in Massachusetts and its commitment to its skilled unionized workforce in Springfield, MA, passage of any provisions to curtail competition will have significant unintended consequences to American workers.

SMART Local 63 appreciates the opportunity to provide comments supporting CRRC MA's participation in the U.S rail car manufacturing market and will continue to work collaboratively with CRRC MA to maintain a robust unionized workforce.

Please contact me at (413) 733-8332 or johnlocal63@gmail.com with any questions or concerns.

Sincerely,

John Scavotto, Jr.

Business Manager