



March 27, 2026

Chairman Steve Womack
House Appropriations Subcommittee on
Transportation, Housing and Urban
Development,
and Related Agencies
U.S. House of Representatives
Washington, DC 20515

Ranking Member James Clyburn
House Appropriations Subcommittee on
Transportation, Housing and Urban
Development,
and Related Agencies
U.S. House of Representatives
Washington, DC 20515

Dear Chair and Ranking Member:

On behalf of the Rail Passengers Association and the millions of American passengers we represent who rely on trains and transit, we respectfully urge the Subcommittee to provide **funding at previously authorized levels in Fiscal Year 2027 for Amtrak and federal rail programs.**

<i>(Funding in millions)</i>	
Account	FY27 Funding Request
Amtrak – National Network	\$3,000
Amtrak – Northeast Corridor	\$1,400
Federal – State Partnership for Intercity Rail	\$1,500
Railroad Crossing Elimination Grants	\$500
CRISI	\$1,000

Congress took a historic step with the Infrastructure Investment and Jobs Act (IIJA), launching long-overdue investments in passenger rail and beginning the process of rebuilding a national rail network suited to the needs of a growing, increasingly mobile nation. Corridor development, station improvements, fleet modernization, and expanded service planning initiated by States and regional governments under IIJA are already delivering tangible benefits to communities across the country.



However, many of these efforts remain at an early and vulnerable stage. In the interim period between the expiration of IJA authorization and the replacement surface transportation reauthorization, the Rail Passengers Association is encouraging Congress to sustain these levels of investment in rail and transit to enable local governments to continue this critical work. Predictable funding levels are essential to ensure that these projects reach completion and deliver the reliable, frequent, and connected rail service Congress intended.

Passenger rail corridors, in particular, require multi-year commitments. Planning, environmental review, equipment procurement, and construction timelines extend well beyond a single appropriations cycle. Any interruption or reduction in funding would delay projects, increase costs, and jeopardize public and private investments made to date. Providing FY 2027 funding at authorized levels will send a clear signal of congressional commitment and allow states, Amtrak, and their partners to continue building momentum.

Fully funding Amtrak is equally critical. Amtrak plays a central role in implementing national rail policy—operating the Northeast Corridor and State-supported services, modernizing its fleet and infrastructure, and sustaining Long-Distance Routes that provide essential connectivity to rural and small-town America. Previously authorized levels were calibrated to stabilize the system after decades of underinvestment and to support a safer, more reliable, and more financially sustainable railroad.

Continued investment in passenger rail is also especially important in light of the recent energy shock, which has underscored the vulnerability of families and the economy to volatile oil prices. Trains are among the most energy-efficient modes of transportation, moving people using significantly less energy per passenger-mile than automobiles or airplanes. Expanding passenger rail gives travelers an affordable, energy-efficient alternative, helps reduce exposure to fuel price spikes, and strengthens national energy security.

Moreover, passenger rail investment delivers broad public benefits: providing an alternative to congested highways and at airports, lowering levels of pollution, improving safety, and building stronger economic connections between metropolitan regions and rural communities. These outcomes align squarely with the goals Congress set in authorizing robust rail funding under IJA.



For these reasons, the Rail Passengers Association respectfully requests that the Subcommittee provide **full funding at previously authorized levels for Amtrak and all federal rail programs in Fiscal Year 2027**, ensuring the continued development of passenger rail corridors and the long-term success of the national passenger rail network.

We appreciate your leadership and consideration, and we look forward to working with you to ensure that passenger rail remains a reliable, efficient, and accessible transportation option for the American people.

Sincerely,

Jim Mathews, President & CEO
Rail Passengers Association