

# Congress of the United States

## Washington, DC 20515

March 27, 2026

The Honorable Steve Womack  
Chairman  
House Committee on Appropriations  
Subcommittee on Transportation,  
Housing and Urban Development, and  
Related Agencies  
United States House of Representatives  
Washington, DC 20515

The Honorable James Clyburn  
Ranking Member  
House Committee on Appropriations  
Subcommittee on Transportation,  
Housing and Urban Development, and  
Related Agencies  
United States House of Representatives  
Washington, DC 20515

Dear Chairman Womack and Ranking Member Clyburn,

As you begin work on the Subcommittee's Fiscal Year 2027 appropriations bill, we request that you support full funding for Amtrak and passenger rail programs at least at levels previously authorized in the bipartisan Infrastructure Investment and Jobs Act (IIJA).

The bipartisan IIJA represented Congress's historic investment in and commitment to rebuilding the crumbling bridges, roads, rail, and transit systems that serve our constituents across America. Passengers and businesses from coast to coast need safe, reliable, and modern rail infrastructure. We urge you to uphold the historic promise of the IIJA by providing funding at levels consistent with the amount previously authorized in the IIJA—which expires on September 30, 2026—to fix outdated rail infrastructure and invest in our 21<sup>st</sup> century economy. Reflecting that advanced appropriations from the IIJA also expire on Sept 30, 2026, which will drastically cut the funding for rail, this letter does not include the advanced appropriations amounts for Amtrak and other rail programs. Notwithstanding an extension of the IIJA, levels for advanced appropriations should be negotiated separately in the surface transportation reauthorization process and should be additive to the levels requested for FY27 appropriations—we strongly support current total funding levels, including both advanced appropriated and authorized amounts, for Amtrak and rail programs in FY27 and future years. Specifically, we ask you to support the following:

**Amtrak:** The IIJA authorized a total of \$4.4 billion for Amtrak in FY26, with specific levels for the Amtrak Northeast Corridor (NEC) and Amtrak National Network, and those authorizations include mechanisms for supporting corridor development and the Interstate Rail Compacts program. This represents Congress' bipartisan recognition of the need for robust rail funding to modernize our passenger rail network. We request that Amtrak be funded at least the same level, \$4.4 billion, in FY27.

**Amtrak Northeast Corridor:** The region served by the NEC—between Boston and Washington, D.C.—is home to more than 53 million Americans. In FY25, Amtrak carried more than 15 million passengers on the *Acela* and *Northeast Regional* services, a record-setting level of ridership that exceeded the FY19 pre-pandemic

**mark by 21%.** Overall, the NEC serves an average of 628,000 weekday riders between Amtrak and commuter railroads. Further, the corridor has a regional GDP of \$5.9 trillion—if it were its own country, it would rank third in the world behind the U.S. and China. Unfortunately, much of the NEC consists of infrastructure dating back to the early 1900s, making it prone to unexpected failures that delay service and impact the economy. Serious investment is needed to continue addressing the necessary upgrades to improve rail safety and efficiency, and to give this economic megaregion the world-class rail access it deserves. **For these reasons, we urge you to provide at least \$1.4 billion for the Northeast Corridor in FY27, consistent with the level authorized in FY26.**

**Amtrak National Network:** Amtrak’s National Network service supports 32 statesupported routes and 15 long-distance routes throughout the country, connecting hundreds of rural communities with our urban centers, and providing alternative travel options. To ensure the National Network is safe, reliable, and on time, **we urge you to provide at least \$3 billion for the National Network in FY27, consistent with the level authorized in FY26.**

**Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program:** The CRISI program is designed to provide financial support for project development and infrastructure upgrades—including station improvements, improving rail system reliability, and grade crossing projects—to ensure efficient and safe rail service. The CRISI program provides flexible funding to meet the increasing widespread demand for rail investments and now makes Tribes and short line associations eligible for funding. **With this in mind, we recommend that you fund the program at least \$1 billion in FY27, consistent with the level authorized in the IJA for FY26.**

**Restoration and Enhancement Grant Program:** This program represents a prudent investment by providing operating assistance to establish, rehabilitate, or expand intercity passenger rail transportation, a critical service for Tribes and communities with no or limited rail services. While this program was funded by the IJA, in recent years it was severely underfunded during the annual appropriations process, and **we therefore urge you to provide funding for this program at least \$50 million in FY27, consistent with the level authorized in FY26.**

**Federal-State Partnership for Intercity Passenger Rail Grants:** The IJA also modified the Federal-State Partnership for Intercity Passenger Rail program to reduce the state of good repair backlog for passenger rail infrastructure, equipment, and facilities. In addition to bringing existing infrastructure into a state of good repair, projects that replace existing assets with those that increase capacity and service levels are also eligible for this funding, as well as investing in new and expanded passenger rail service. **Given the significant number of upgrades needed along our railways and great potential to bring new and improved passenger rail service to our communities, we recommend that you fund this grant program at least \$1.5 billion in FY27, consistent with the level authorized in FY26.**

**Railroad Crossing Elimination Program:** The IIJA authorized a new program intended to make improvements to highway-railway crossing, including eliminating at-grade crossings that may be blocked by trains, can create safety concerns, and slow rail service. This new program demonstrates Congress' priority of improving the safety of our communities and increasing the mobility of people and goods. **Given the urgent need to eliminate highway-railroad grade crossings, we encourage you to fund this program at least \$500 million in FY27, consistent with the level authorized in FY26.**

Passenger rail holds a storied place in American history. It has created jobs, fostered community development, and promoted economic growth for decades. Today, American railways are lagging behind the rest of the world. We acknowledge that this year's spending decisions are difficult—however, given that IIJA authorized funding expires in FY26, we emphasize the importance of providing funding at least at the level authorized by the IIJA to continue the state of good repair and expansion projects that are underway and expand critically needed safety programs. We have a responsibility to bring our infrastructure into the future to compete in the global economy, serve passengers across the nation, and invest in good-paying jobs for thousands of workers.

We urge you to strongly support these rail programs as recommended in the FY27 THUD Appropriations bill. Thank you for your consideration of this important matter.

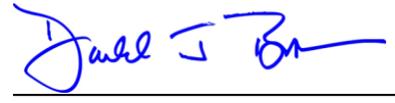
Sincerely,



SETH MOULTON  
Member of Congress



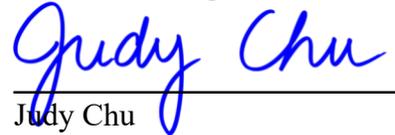
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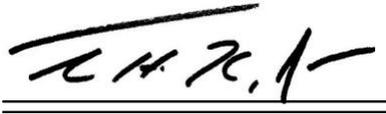


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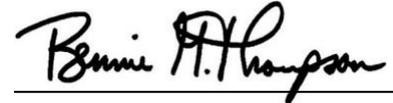


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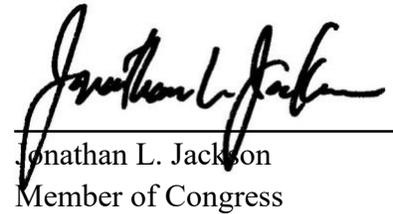
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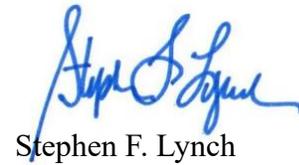
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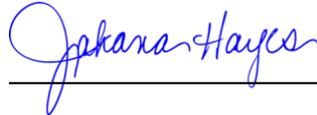


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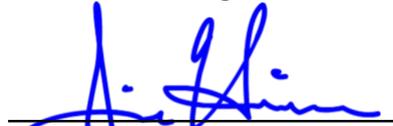
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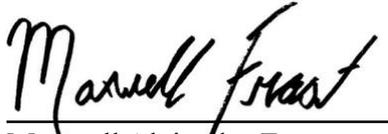
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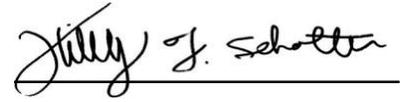
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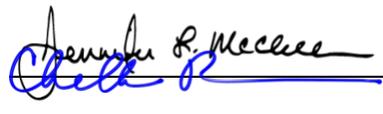


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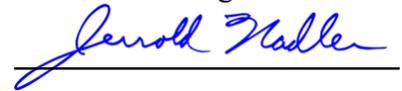
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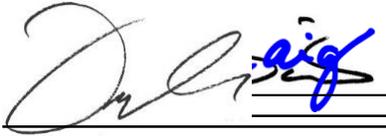
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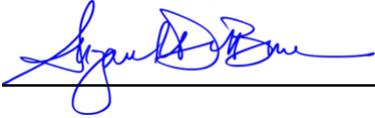
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