

The Honorable Patty Murray
Senate Appropriations Committee
Chair
United States Senate
Washington, D.C. 20510

The Honorable Susan Collins
Senate Appropriations Committee
Ranking Member
United States Senate
Washington, D.C. 20510

The Honorable Kay Granger
House Appropriations Committee
Chair
United States House of Representatives
Washington, D.C. 20515

The Honorable Rosa DeLauro
House Appropriations Committee
Ranking Member
United States House of Representatives
Washington, D.C. 20515

November 29, 2023

Dear Chair Murray, Ranking Member Collins, Chair Granger, and Ranking Member DeLauro,

On behalf of the [States for Passenger Rail Coalition](#) (SPRC), which represents 27 state departments of transportation and passenger rail authorities across the U.S., we would like to thank you for your work on the Fiscal Year 2024 (FY24) appropriations process and express our support of funding for intercity passenger rail. We understand the current fiscal challenges you face, and we greatly appreciate your commitment to working on transportation funding.

SPRC members work closely with Amtrak on issues affecting Amtrak's national long-distance service and the 29 state-supported Amtrak routes. Sustained funding for Amtrak is necessary to not only maintain current service but also enhance services to meet rising demand and the needs of a modern transportation network. Through partnership with Amtrak and the U.S. Department of Transportation, our state intercity rail programs are the building blocks for the future of intercity passenger rail in the United States.

We are grateful for the funding under the IIJA, which supports overcoming a backlog of state of good repair and enabling expansion of service. These are vital investments in America's transportation economy. **However, the funding levels contained in the House FY24 THUD bill, H.R. 4820, would create additional burdens to SPRC members' state transportation programs, affecting both state-supported Amtrak routes and Amtrak long-distance services.** Amtrak has stated that at these funding levels, they would be forced to reduce or suspend service, furlough employees, and defer critical capital projects.

According to Amtrak, the first 11 months of FY23, state-supported routes contributed \$782.4M toward Amtrak expenses:

- \$404.7M was in the form of ticket revenue from state-supported trains
- \$377.7M was in the form of state payments to Amtrak.

With states already contributing significantly to Amtrak's budget, the proposed federal funding cuts would disproportionately impact state transportation budgets as they try to make up this delta and maintain adequate service levels.



SPRC appreciates the challenges Congress faces, and we are grateful to have leaders in Washington who support passenger rail. **SPRC respectfully asks Congress to ensure sufficient funding levels for Amtrak services in the final FY24 budget to avoid national service disruptions.**

Sincerely,



Jeremy Latimer, Chair, States for Passenger Rail Coalition
Virginia Passenger Rail Authority
919 E. Main Street, Suite 2400
Richmond, VA 23219
Email: jeremy.latimer@vpra.virginia.gov

CC: Majority Leader Charles Schumer, Minority Leader Mitch McConnell, Speaker Mike Johnson, Minority Leader Hakeem Jeffries

