

July 23, 2026

The Honorable Mike Johnson
Speaker
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Hakeem Jeffries
Minority Leader
U.S. House of Representatives
Washington, D.C. 20515

The Honorable John Thune
Majority Leader
U.S. Senate
Washington, D.C. 20510

The Honorable Chuck Schumer
Minority Leader
U.S. Senate
Washington, D.C. 20510

Re: Guaranteed multi-year funding for passenger rail

Dear Speaker Johnson, Leader Jeffries, Leader Thune, and Leader Schumer:

We write to you on behalf of States and agencies that support and/or manage intercity passenger and commuter rail services on the Amtrak National Network as well as the Northeast Corridor. Our nation's passenger rail industry was transformed by Congress five years ago by the passage and implementation of the Infrastructure Investment and Jobs Act (IIJA). States are unified in their belief that the highest priority for sustaining progress and growth in the rail industry is **the continuation of guaranteed multi-year funding**. We look forward to working with both the House and the Senate to ensure the next surface transportation reauthorization law—or any possible extensions to the existing surface transportation law—continue to include predictable funding for passenger rail.

A return to annual appropriations would not simply be a regression to uncertainty and stagnation; it would dismantle a growing and vibrant industry that currently employs thousands of people across a reinvigorated supply chain and delivers improved passenger rail service for the country.

Prior to the IIJA, when funding for Amtrak and FRA discretionary grants came solely through annual appropriations, limited funds had to be spread across many projects each year which kept them limping along as overall schedules slipped and costs escalated. The advance appropriations implemented through the IIJA secured five years of capital investment, enabling Amtrak and the States to execute contracts with the private sector to begin replacing decades-old train equipment and century-old bridges, tunnels, and other critical infrastructure assets across the country.

This work is far from complete. While significant, the funding provided to date is not sufficient to purchase enough train equipment to meet current ridership demands or allow for service to more American communities. Many critical bridge, tunnel, state-of-good-repair, and expansion projects remain funded only through planning and design. States for Passenger Rail Coalition (SPRC) members have identified \$28 billion in projects on the National Network which are ready for construction or in the planning pipeline. States and Amtrak have identified \$35 billion in unfunded pending projects on the Northeast Corridor.

A return to annual appropriations and the uncertainty it brings would have a destructive impact on recent U.S. construction and manufacturing job growth. Year-to-year funding will require States, Amtrak, and the private sector to downsize and stagger projects and programs, shrinking an industry supply chain that touches nearly every state. Federal and state dollars which have been spent on advancing a pipeline of projects to construction readiness and hiring and training a new generation of workers will have been wasted. The **continuation of guaranteed multi-year funding** is necessary to sustain the progress Congress unlocked with the IIJA to deliver reliable, convenient, and competitive passenger rail service to America's rural, suburban, and urban communities across Amtrak's National Network and Northeast Corridor.

Guaranteed multi-year funding is the cornerstone of the interstate highway system, transit programs, and aviation. Passenger rail cannot achieve its full potential for success without the same predictable, long-term funding that powers the other modes in our nation's transportation system.

Sincerely,



Jeremy Latimer

Chair, States for Passenger Rail Coalition
On behalf of National Network States



Garrett Eucalitto

Commissioner
Connecticut Department of Transportation
Co-Chair, Northeast Corridor Commission
On behalf of Northeast Corridor States

States for Passenger Rail Coalition Members and Northeast Corridor States

