

Congress of the United States
Washington, DC 20515

February 7, 2025

The Honorable Mike Johnson
Speaker of the U.S. House of Representatives
H-232, The Capitol
Washington, D.C. 20515

Dear Speaker Johnson,

At the beginning of this 119th Congress, as well as negotiations regarding a final Fiscal Year 2025 (FY25) appropriations package continue and those for Fiscal Year 2026 (FY26) begin, we write to highlight the necessity of robust funding for the National Railroad Passenger Corporation (Amtrak) and the Federal-State Partnership for Intercity Passenger Rail Program.

The federal investments made each year to Amtrak's National Network and Northeast Corridor, as well as to the Fed-State Partnership, are essential. We firmly believe that proposals to reduce or eliminate annual appropriations to these programs are both shortsighted and misguided. This is especially the case when such cuts are ostensibly justified by claiming shortfalls can be made up by advance appropriations provided by the bipartisan *Infrastructure Investment and Jobs Act*.

While major capital projects and state-of-good-repair needs are being met by IJIA, strong funding levels are still necessary for Amtrak and its partners to meet operational, safety, and service requirements. Without annual federal dollars, Amtrak's ability to properly function day-to-day would be severely impacted and our districts' economies, infrastructure, and workforces would be left to suffer the consequences.

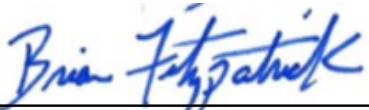
Limiting appropriations would result in reduced or entirely suspended service on routes across the country: fewer trains, more delays, and higher prices for Americans that travel with Amtrak for their commute, work, leisure, and more. Likewise, the elimination of the Fed-State Partnership would harm American businesses of every shape and size by inhibiting the improvement of intercity rail services, restricting construction and manufacturing job opportunities, and disrupting our national supply chain.

If Congress were to make cuts to Amtrak or the Fed-State Partnership, make no mistake: it would be responsible for wasting billions in taxpayer dollars on half-complete projects, putting thousands of working men and women out of a job, and bringing our passenger rail system to a screeching halt ahead of multiple major national and international events (America250, 2026 FIFA World Cup, & 2028 Olympic Games).

Our communities rely on Amtrak to keep us moving. The reduction or elimination of their annual funding would create unreasonable, unjustifiable, and unacceptable disruptions to our constituents' daily lives. It is vital that appropriations for FY25 and the years ahead include adequate levels for passenger rail programs.

Thank you for your leadership and continued partnership.

Sincerely,



Brian Fitzpatrick
Member of Congress



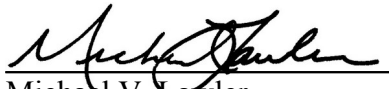
Don Bacon
Member of Congress



Christopher H. Smith
Member of Congress



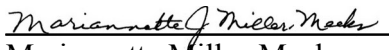
Andrew R. Garbarino
Member of Congress



Michael V. Lawler
Member of Congress



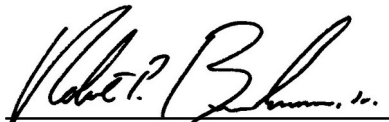
Nicole Malliotakis
Member of Congress



Mariannette Miller-Meeks,
M.D.
Member of Congress



Thomas H. Kean, Jr.
Member of Congress



Rob Bresnahan, Jr.
Member of Congress



Jefferson Van Drew
Member of Congress