



Rail Passengers Association Fiscal Year 2027 Legislative Grant Request

Passenger rail programs created by the Infrastructure Investment and Jobs Act (IIJA) are beginning to reshape America’s rail network, with the U.S. Department of Transportation investing nearly \$53 billion across 594 rail projects that will improve rail safety and expand passenger rail travel in 48 states, including 69 planning and development grants for passenger rail corridors across 44 states.

The Rail Passengers Association is encouraging Congress to sustain these levels of investment in rail and transit in FY27 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. With the advanced appropriations passed as part of the IIJA set to expire, the annual appropriations process will play a central role in ensuring that this work continues.

For that reason, we are asking that Congress reject the cuts to Amtrak operations and other passenger rail programs outlined in the Presidential FY27 Budget Request.

Continued investment in passenger rail is also especially important considering the ongoing 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.

Support Amtrak Operations: Providing sufficient FY27 funding is necessary to allow Amtrak to meet record levels of demand for intercity rail service (find out more about ridership trends at RailPassengers.org/Ridership); perform annual maintenance and carry out core functions to avoid long-term deterioration of assets and services; and make targeted, high-priority investments for future expansion. *Rail Passengers* is asking Congress to **fund Amtrak at authorized levels in FY2027.**

	FY26 Enacted	FY27 Requested
Amtrak	\$2,427 ML	\$4,400 ML
<i>Northeast Corridor</i>	\$850 ML	\$1,400 ML
<i>National Network</i>	\$1,577 ML	\$3,000 ML
Federal Railroad Administration	\$265 ML	\$279 ML
Federal-State Partnership for ICPR	\$65 ML	\$1,500 ML
CRISI Grants	\$137 ML	\$1,000 ML
Railroad Crossing Elimination Grants	\$0	\$500 ML
Restoration & Enhancement Grants	\$0	\$50 ML

Rail Policy Requests for FY27 Transportation Appropriations

Rail Passengers appreciates the protections Congress has included for the Amtrak network in prior appropriations and supports the extension of these protections in the FY27 transportation funding bill. In particular, our organization supports the inclusion of:

- Text prohibiting Amtrak from discontinuing, reducing the frequency of, suspending, or substantially altering the route of rail service on any portion of such route operated in fiscal year 2018;
- A sense of Congress that long-distance passenger rail routes provide much-needed transportation access for 4,200,000 riders in 39 States and the District of Columbia, are particularly important in rural areas, and that long-distance passenger rail routes and services should be sustained to ensure connectivity throughout the National Network; and
- Language stating that Amtrak's FY27 annual grant dollars may count towards the non-federal cost share required of projects receiving Federal-State Partnership for Intercity Passenger Rail grants.

Support for Passenger Rail Legislation

Rail Passengers supports the following pieces of rail-focused legislation that have been introduced into the 119th Congress:

- **Rail Passenger Fairness Act (H.R.5570):** permits Amtrak to bring civil actions in Federal district court to enforce the statutory right of preference over freight transportation in using a rail line, junction, or crossing.
- **Long-Distance Corridor Relief Act (S.3728):** removes requirement that the Secretary of Transportation consider the committed or anticipated non-Federal funding for long distance intercity passenger rail routes under the Corridor Identification and Development Program.
- **Passenger Rail Liability Adjustment Act of 2025 (H.R.5697):** adjusts the effective date of any adjustment based on Consumer Price Index to rail passenger liability cap.
- **All Aboard Act of 2025 (H.R.4790/S.2520):** invests over \$200 billion over five years to improve existing freight and passenger rail corridors, electrify new and existing rail, establish a rail formula grant fund, and expand an energy-efficient rail transportation network across the U.S.
- **Federal-State Partnership for Intercity Passenger Rail Reauthorization Act (H.R.3232):** authorizes extension of appropriations for the Federal-State partnership for Intercity Passenger Rail Grant Program at \$7.5 billion annually.

Blueprint for Passenger Rail in the Surface Transportation Reauthorization

Rail Passengers has outlined several proposals to build on the success of the rail programs established over the past surface transportation reauthorizations. You can read more at RailPassengers.org/Blueprint.

For more details, visit RailPassengers.org/Leg.Resources