



PROTECT AMTRAK FUNDING:

MAINTAIN IJA INVESTMENT LEVELS AND RESTORE ADVANCE APPROPRIATIONS

For the first time in a generation, the Infrastructure Investment and Jobs Act (IIJA) gave Amtrak the funding certainty it needed to grow. The result was real: new equipment orders, expanded service, record ridership, a workforce that could be hired and trained with confidence, and a national rail network that—for once—could plan beyond the next fiscal year. Now, both the Administration's FY2027 budget request and the House appropriations bill threaten to undo that progress—cutting Amtrak's annual funding by 13.5 percent and effectively eliminating the IIJA supplemental investment that brought total federal rail support to \$6.8 billion per year. ***The IAM urges Congress to reject these cuts and maintain Amtrak funding at IIJA levels.***

What the Cuts Would Mean

The Administration's FY2027 budget proposes \$2.08 billion in total Amtrak grants — \$1.44 billion for the National Network and \$641 million for the Northeast Corridor. The House Republican THUD bill proposes \$2.15 billion. Both proposals eliminate the IIJA advance appropriations that have supported Amtrak since 2022. When the full impact of losing those funds is accounted for, Amtrak's total federal support drops by 69 percent compared to enacted FY2026 levels.



Amtrak's NexGen Acela set, decorated in 'America 250' wrap, was built by IAM members at Alstom in Hornell, NY. Amtrak's new sets from Alstom and Siemens are only possible because of robust, advanced appropriations in recent years.

These are not accounting abstractions. They are jobs. They are the machinists, carmen, station agents, onboard service staff and various other transportation workers who maintain equipment, staff trains, and keep the national network running. Cuts at this scale would force Amtrak to defer maintenance, reduce service on long-distance routes, and potentially eliminate train service altogether in more than 220 cities across 23 states that have no other intercity transportation option.

The Case for Advance Appropriations

One of the most consequential — and least discussed — elements of the IIJA was the inclusion of advance appropriations for Amtrak. This mechanism allowed Amtrak to know, years in advance, what federal funding it could count on. That certainty is not a luxury. It is a basic requirement for any enterprise that must make long-term capital investments.

No private company orders new locomotives, plans a major infrastructure project, or makes long-term workforce commitments without knowing what resources will be available in the years ahead. Amtrak is no different. Without advance appropriations, Amtrak is forced to operate on an annual budgeting

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cycle that makes multi-year planning nearly impossible. Equipment procurement, facility upgrades, and workforce development all require lead times that a single-year appropriation cannot support. The result is a perpetual cycle of deferred investment, aging infrastructure, and a workforce that cannot be hired ahead of need.

Congress recognized this when it included advance appropriations in the IJJA. Eliminating them now does not save money — it shifts costs forward, increases long-term expenses, and guarantees that the next reauthorization cycle will inherit the same backlog of deferred capital investment that the IJJA was designed to address.

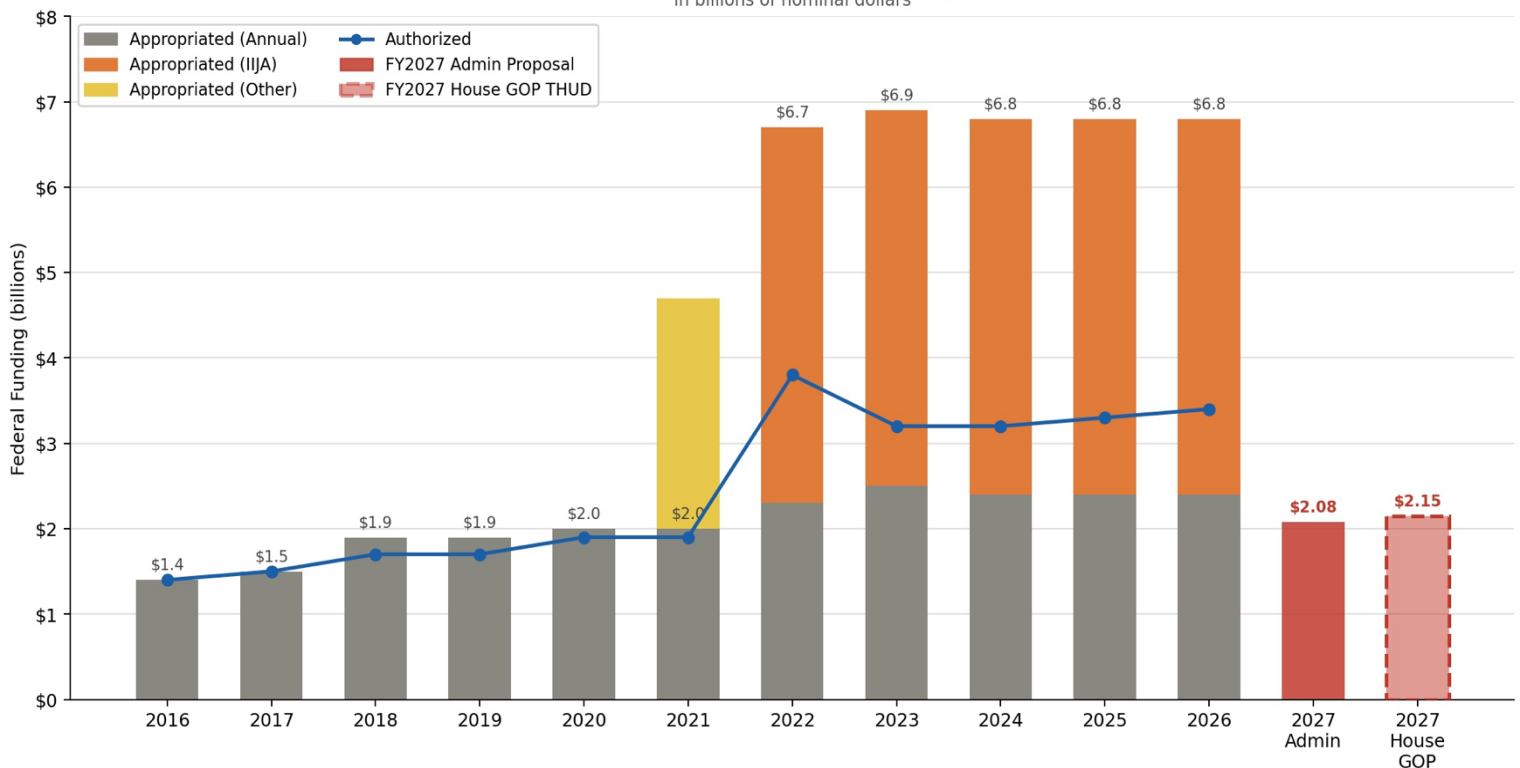
What We're Asking For

Congress should reject proposed cuts to Amtrak and restore funding to IJJA-consistent levels — including the advance appropriations that give Amtrak the planning horizon it needs to function as an effective national rail carrier. Specifically, Congress should:

- **Maintain total annual Amtrak grant funding at or above \$6.8 billion**, consistent with IJJA-authorized and appropriated levels.
- **Restore advance appropriations** for both the National Network and Northeast Corridor accounts.
- **Reject** any appropriations bill—including the House THUD bill—that eliminates IJJA supplemental investment without a comparable replacement.
- **Recognize** that funding Amtrak is an investment in working families, rural communities, and the tens of thousands of IAM members whose livelihoods depend on a functioning national rail system.

Amtrak Funding History/Outlook

Figure 1. Federal Funding Authorized and Appropriated for Annual Grants to Amtrak, FY2016–FY2027 (Proposed)
In billions of nominal dollars



Source: CRS (FY2016–FY2026); Trump Admin FY2027 Budget Request (Apr. 3, 2026); House Approp. THUD Subcommittee bill (May 21, 2026).