



U.S Senate Committee on
Commerce, Science, and Transportation
Sen. Maria Cantwell (D-Wash.), Ranking Member

Expiring Surface Bill Risks Leaving Freight and Passenger Rail Projects Behind



AMERICAN RAIL ON **THE CHOPPING BLOCK**

May 2026

EXECUTIVE SUMMARY

America Depends on Rail Transportation:

Freight rail carries 29 percent of U.S. ton-miles, including shipments moved via multimodal networks.¹ Last year, Amtrak carried 34.5 million passengers—setting an all-time record.² Amtrak serves 40 percent of America’s small and rural communities, and almost 1 in every five Amtrak riders travel to or from a station with no access to air service.³

Federal Rail Programs Expire Soon:

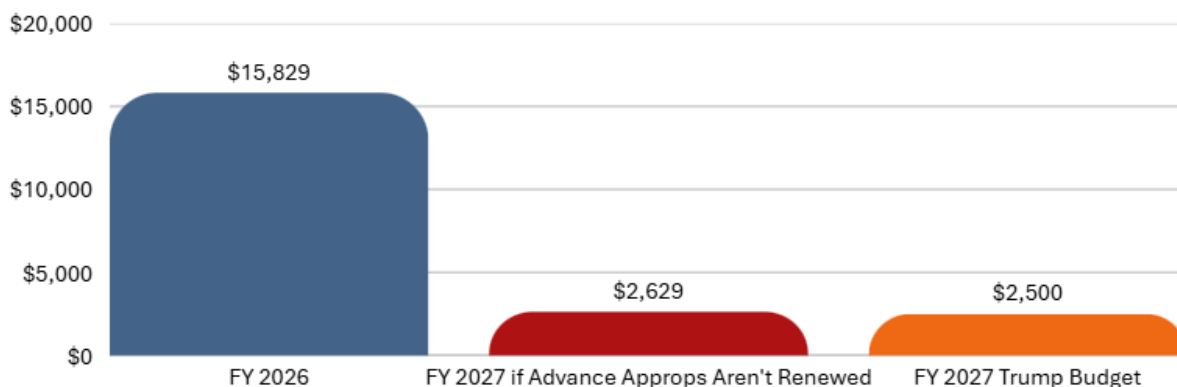
The Infrastructure Investment and Jobs Act provided \$66 billion in multiyear advance appropriations to grant programs that enhance passenger rail routes, strengthen supply chains, improve community safety near the tracks, and reduce highway traffic. Since the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, **these rail programs have funded over 500 projects in 49 states.** However, surface transportation programs, including programs that support investments in passenger and freight rail expire on October 1, 2026. Meaning these programs will face drastic cuts if the multiyear funding is not renewed.

Trump Budget Chops Rail Programs:

Despite the success of these programs, President Trump’s FY 2027 budget for the Department of Transportation proposes slashing rail funding by \$13.3 billion or 84% from FY 2026 and fails to consider multiyear investments for these programs.

Rail Programs on the Chopping Block

(in millions)



The Need for Investment Remains:

The need is still significant. A recent FRA study shows it would cost approximately **\$52.5 billion** to expand current long distance Amtrak service. FRA’s proposal would add 23,000 route-miles of passenger rail to bring high-quality service to rural communities across the country—serving an additional 39 million Americans and increasing rural community access to passenger rail by 43 percent.⁴ States and localities are using the Corridor ID program to advance 69 corridors across 44 states for new and/or improved passenger rail service.⁵ The Northeast Corridor Commission estimates the need for Northeast Corridor (NEC) infrastructure for FY26-30 to be **\$34.3 billion** for 20+ projects and programs.⁶ More than 200 projects that applied for funding during the last round of applications for CRISI and RCE programs were not selected, leaving a nearly **\$6 billion** gap in funding for rail projects from these two programs alone. Failing to invest in our infrastructure leaves America behind the rest of the world.

New Passenger Rail Routes Americans are Demanding ⁷



Underinvestment is a **Hidden Tax**:

According to the American Society of Civil Engineers, going back to pre-IIJA funding levels will drive up costs for families and hurt American businesses. Families will incur \$700 in additional costs each year due to the impacts of underinvesting in our infrastructure.⁸ Additionally, underinvestment makes it harder for American-grown and -manufactured goods to reach international consumers, decreasing exports by \$45 billion by 2033, negatively impacting our trade deficit and resulting in 237,000 lost jobs.⁹



Solution – Continue Multiyear Funding for Rail:

Congress must reject President Trump’s budget cuts and reauthorize surface transportation programs with advance appropriations that continues to provide dependable multiyear funding for the entire transportation system—not just part of it. Our transportation system is more than just highways; our federal investment strategy must reflect that.

THE IMPORTANCE OF AMERICAN RAIL

Why Passenger Rail Matters

- **Americans Deserve and Want What the Rest of the World has:** 86% of voters believe it is important to have a strong passenger rail system in America and 92% of voters think it is important to invest in the safety and service of the passenger rail network.¹⁰
- **High Return on Investment:** Passenger rail routes are engines for economic growth, with an annual economic return of \$4 dollars for every \$1 invested by the federal government – a 400 percent annual return.¹¹
- **Job Creation:** Every \$1 billion dollars invested in passenger rail creates 24,000 jobs.¹² These jobs are high-paying, skilled, railroad jobs and quality construction and manufacturing jobs. Rail suppliers support over 680,000 quality American jobs, which pay 34 percent more than the national average wage.¹³
- **Saves Families Time and Money:** The average American sits in traffic 63 hours each year, costing \$269 billion in lost time.¹⁴ Passenger rail allows Americans to use that time for productive work or family time on the train. Rail also helps those on the road, by freeing up lanes, while generating \$113 million in travel time savings each year.¹⁵ Train prices can save money over flying.¹⁶



See endnote for table sources¹⁷

Why Freight Rail Matters

Freight Doesn't Just Move by Highway:

Highways and trucks are a critical part of the nation's freight network, but rail plays an essential role in getting goods where they need to go. Trucks transport 42 percent of the nation's freight measured by ton-miles (the movement of one ton, one mile), but 29 percent of the Nation's ton-miles are transported by rail or by multiple modes that often include rail.¹⁸

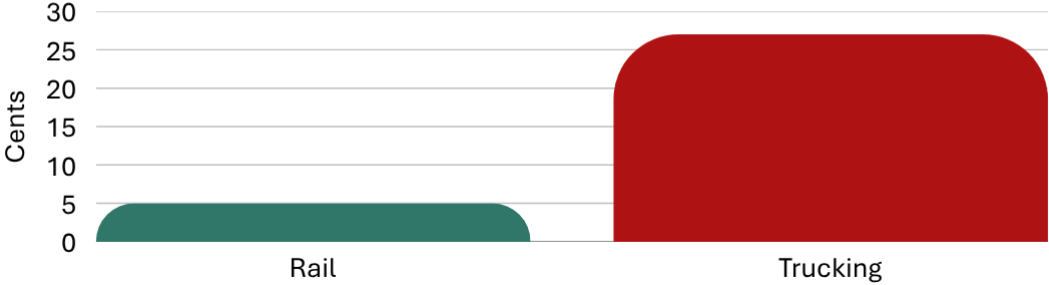
Multimodal Freight Network Usage by Mode¹⁹



Rail is Cheaper—Making Goods More Affordable for Families:

Trucking is one of the most expensive ways to ship goods in the United States. In fact, the revenue that trucking companies collect is four times more per ton-mile than railroads.²⁰ The more companies have to pay in transportation costs, the more they charge consumers for their product. Transportation by rail provides more cost-effective options for businesses.

2022 Revenue per Ton-Mile



THE BASELINE: HOW CURRENT INVESTMENTS SUPPORT RAIL

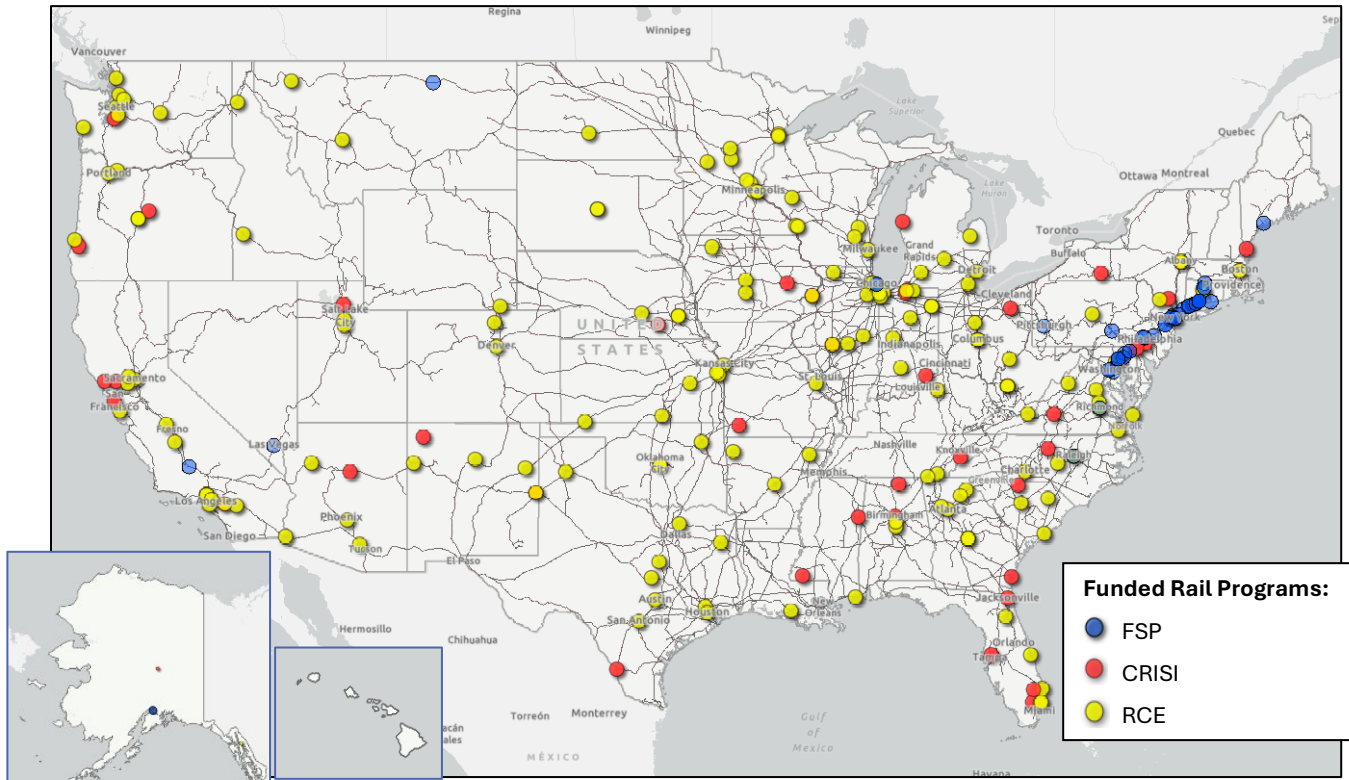
The last surface transportation bill provided **historic investments** in passenger and freight rail focused programs, delivering predictable, multiyear funding to support capital projects that require long term funding stability. Typically, Congress funds the government one year at a time, through annual appropriations bills. Advance appropriations are a form of multiyear funding where Congress gives an agency funding for future years. For instance, IIJA passed in 2021 but provided appropriations for programs in FY 2022, 2023, 2024, 2025, and 2026. Rail programs were funded by these advance appropriations—\$66 billion over 5 years.

Program	Description	Advance Appropriations over 5 years
Amtrak National Network	Funds new rolling stock and addresses Americans with Disabilities Act (ADA) compliance at stations.	\$16 billion
Amtrak Northeast Corridor	Addresses backlog of rolling stock, facilities, stations, and infrastructure needs on Amtrak assets for the Northeast Corridor.	\$6 billion
Federal-State Partnership for Intercity Passenger Rail (FSP)	Three programs in one. FSP-National supports planning and capital investment for enhancing rail outside the Northeast. FSP-NEC addresses the state of good repair backlog on the Northeast Corridor between DC and Boston. Corridor ID plans the pipeline of projects for the future.	\$36 billion
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Supports small-business railroads and rail infrastructure safety improvements.	\$5 billion
Railroad Crossing Elimination (RCE)	Funds projects to separate rail and road traffic to reduce congestion and improve safety.	\$3 billion

So far, these programs have funded **over 500 projects** in 49 states, awarding over **\$49 billion** in federal funding (see Appendix B for a state-by-state breakdown).

Program	Projects Funded	Funding Awarded
CRISI	192	\$3.9 billion
RCE	186	\$1.7 billion
Amtrak NN*	various	\$12.8 billion
Amtrak NEC	various	\$4.8 billion
FSP	123	\$26.1 billion

Discretionary Grant Selections for FSP, CRISI, and RCE



* Only IIJA Advance Appropriations for FY22-25 shown for Amtrak NN and NEC

EXAMPLES OF RAIL PROJECTS BEING BUILT THANKS TO THE IIJA:

RALEIGH TO RICHMOND INNOVATING RAIL PROGRAM – PHASES IA AND II, NORTH CAROLINA²¹

FUNDING

\$1 billion – Fed-State Partnership

DETAILS

Completes the final design of a new passenger rail route and installs new and upgraded track, eleven grade separations, and closes multiple at-grade crossings.

BENEFITS

Reduces travel times by more than 1 hour per trip, creates more than 8,000 jobs, and connects two major cities with high population growth.



MILEPOST 190.5 BRIDGE REPLACEMENT PROJECT, ALASKA²²

FUNDING

\$8.2 million – Fed-State Partnership

DETAILS

Replaces and reinforces an 80-foot bridge with a new 125-foot bridge

BENEFITS

Supports the Alaska Railroad which moves 90 percent of goods in Alaska and over 500,000 passengers, a linchpin for the \$2.4 billion tourism economy



KANSAS CITY, MO, TO ST JOSEPH, MO CORRIDOR PLANNING²³

FUNDING

\$500,000 Corridor ID

DETAILS

Funds planning of a line to connect St. Joseph and Kansas City, including a connection to St. Louis.

BENEFITS

Reduces travel times by up to 90 minutes per trip, creates more than 8,000 jobs, and connects two major cities with high population growth.



BRIGHTLINE WEST

HIGH-SPEED INTERCITY PASSENGER RAIL SYSTEM PROJECT, NEVADA²⁴



FUNDING

\$3 billion – Fed-State Partnership

DETAILS

Creates a 218-mile intercity, high-speed passenger rail system between Las Vegas, Nevada and Rancho Cucamonga, California

BENEFITS

Economic impact of \$10 billion, creating high quality jobs—800 railroad jobs and 35,000 construction jobs, and accumulates \$1 billion in tax revenue.

GULF COAST PASSENGER RAIL SERVICE, MISSISSIPPI²⁵

FUNDING

\$21 million – Restoration and Enhancement

DETAILS

Funds two daily roundtrip passenger trains from New Orleans, Louisiana to Mobile, Alabama.

BENEFITS

Projected to generate \$282 million for Mississippi and \$389 million for Alabama in tourism revenue. Met first year of ridership projections in just the first 6 months.



RAIL ON

THE **CHOPPING BLOCK**

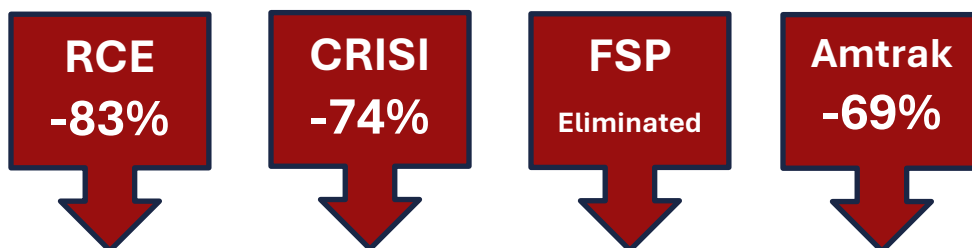
If Congress does not address expiring multiyear funding before October 1, 2026, the future of rail transportation in America faces compounding challenges:

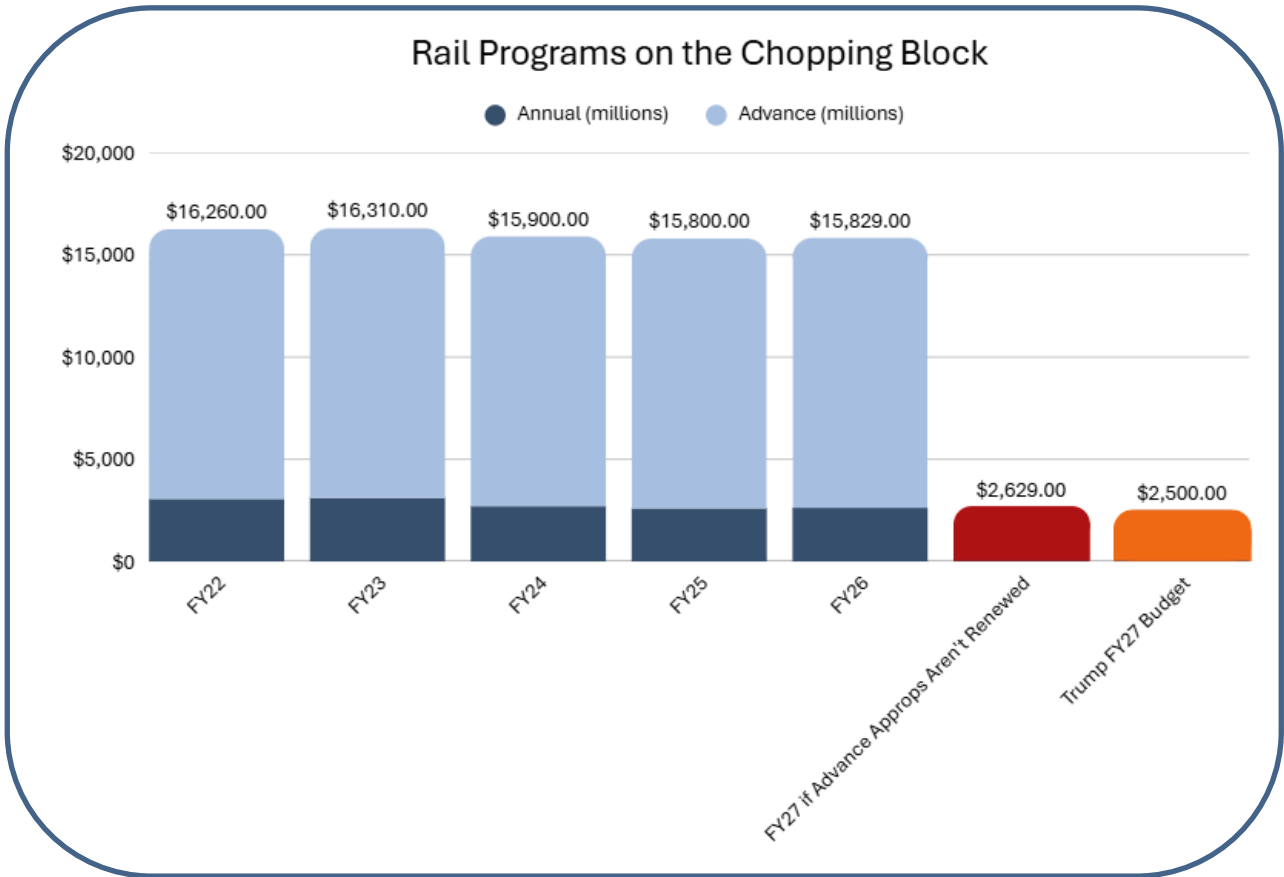
- 1) overall funding levels will likely plummet; and
- 2) the amounts and timing of federal funding will be highly unpredictable.

FUNDING WILL LIKELY PLUMMET

The **IJA** provided five years of historic levels for rail programs—giving them similarly robust general fund appropriations as highway and transit programs get. If Congress does not continue to provide robust, upfront, and long-term funding at or above IJA-levels, these important programs will likely get shortchanged in the unpredictable annual appropriations process—resulting in a significant loss of funding for rail infrastructure. During recent annual appropriations cycles, most rail programs received small amounts or no annual funding beyond the IJA advance appropriations. This report assumes that FY 2027 appropriations levels will be equal to the funding provided to the program in the FY 2026 Transportation, Housing, and Urban Development Appropriation bill. The second table in appendix A shows that ending advance appropriations could result in a reduction of over \$13.2 billion in federal rail funding each year starting in FY 2027, or \$66 billion over the course of a five-year reauthorization bill. Enacting the President’s FY 2027 budget request would also slash popular rail programs.

Trump’s FY 2027 Budget Would Slash Popular Rail Programs





FUNDING WILL BE UNPREDICTABLE

The IIJA was also the first time that rail programs received five-year predictable funding. Before the IIJA, transportation infrastructure laws provided real and predictable funding only for highway and transit programs. Most passenger and rail freight programs received an authorization of appropriations—which require future action by the appropriations committee. Often, these authorizations are funded at a fraction of the recommended authorized amounts. Additionally in recent history appropriations bills have not been passed on time.

Large capital projects take years to complete from the planning stages to final construction. This timeline requires project sponsors to have a degree of certainty that funding will be available for projects in the future. This need for predictability is true for highway, rail and port projects alike. If Congress does not act, the industry will return to the pre-IIJA scenario where the Highway Trust Fund provides guaranteed, predictable funding for highway and transit projects, while rail programs need to wait for the unpredictable annual appropriations process.

WHAT'S AT RISK IF FUNDING GETS CHOPPED

While many worthy projects received funding from these rail programs in the last surface transportation reauthorization, many more projects still need federal funding. That need is nationwide. The public demand for rail funding is higher on the National network than on the Northeast corridor.

The FRA estimates it would cost approximately \$52.5 billion to bring high-quality long distance passenger rail to rural communities across the country—serving an additional 39 million Americans, 43 percent more rural communities, and adding 23,000 route miles.²⁶ States and localities are using the Corridor ID program to advance 69 corridors across 44 states for new and/or improved passenger rail service.²⁷ The Northeast Corridor Commission estimates the need for NEC infrastructure for FY26-30 to be \$34.3 billion for more than 20 projects and programs.²⁸

Rail Projects Across the Nation are in Need of Funding

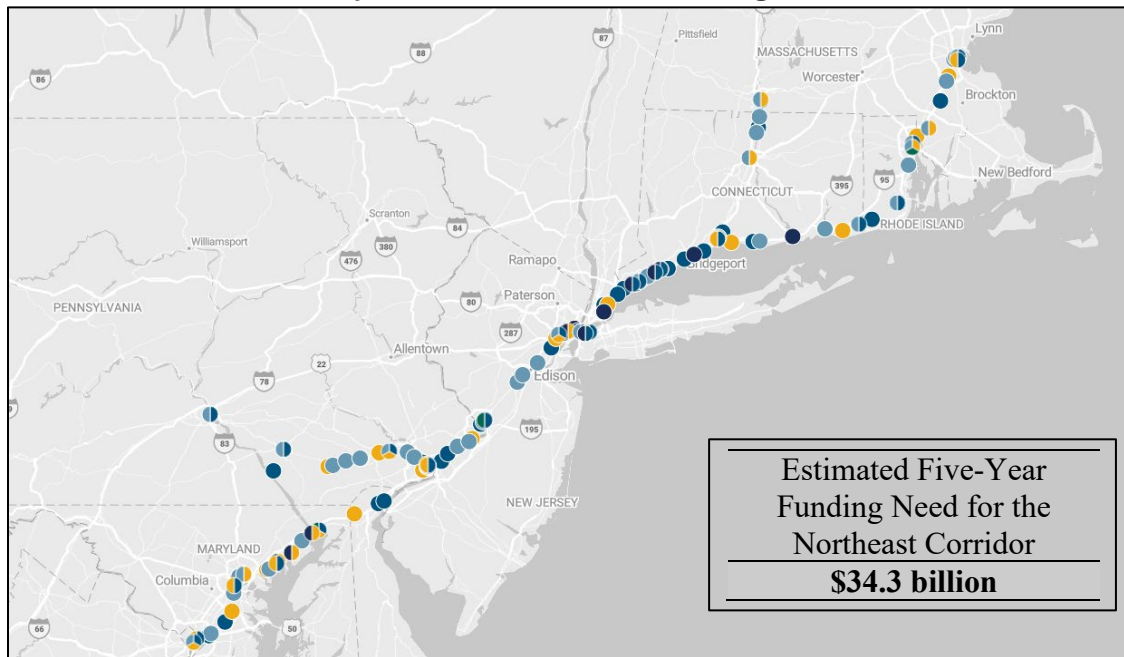
Future Long-distance routes²⁹



The Pipeline of Future National Network Projects in the planning phase under CID³⁰



Northeast Corridor Projects Still in Need of Funding in the Next Five-Years³¹



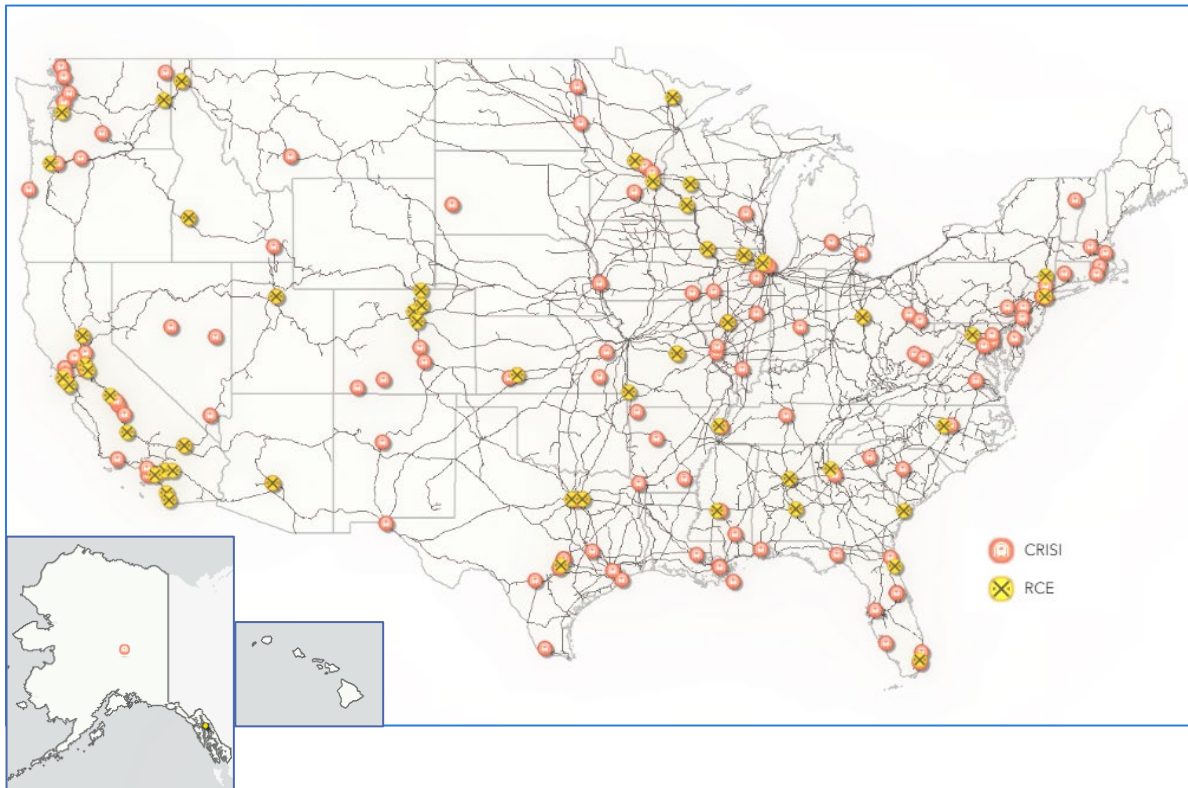
Federal Rail Programs are Oversubscribed

More than 200 projects applied for funding during the last round of applications for CRISI and RCE programs and were not selected, leaving a nearly \$6 billion gap in rail project funding for these two programs alone (see appendix C for a state-by-state breakdown).

Projects That Did Not Receive Funding in the Last Round of Applications

Program	Total Projects	Total Requested Funding (in Billions)
CRISI ³²	149	\$ 4.9
RCE ³³	58	\$ 1.0
Total	207	\$ 5.9

CRISI and RCE Projects Still in Need of Funding



These unfunded projects only tell part of the picture, as new opportunities and needs arise every year for improvements to freight mobility.

- **Shortline Railroad Needs:** According to the American Short Line and Regional Railroad Association there is a backlog of \$12 billion of capital projects. Across the country, there are 478,000 jobs at customer locations that require short line services, driving more than \$26 billion in labor income and more than \$56 billion in economic impact.³⁴
- **Railroad Crossings:** [The Committee has previously explored](#)³⁵ the significant need to improve investment in our nation's railroad crossings to improve safety and congestion caused by blocked crossings. In the last year (from January 9, 2025, to January 9, 2026) there were over 26,000 reports of trains blocking crossings in the United States – over 40 percent of these reports indicate the crossing was blocked for over 2 hours.³⁶ Additionally, 76 percent of accidents at railroad crossings occurred at gated crossings, showing that communities would greatly benefit from federal investments in grade crossing safety.

EXAMPLES OF RAIL PROJECTS STILL IN NEED OF FUNDING:

HEARTLAND FLYER EXTENSION, KANSAS & OKLAHOMA³⁷

FUNDING

~\$204 million

DETAILS

Funding would extend 206 miles of passenger rail service from Oklahoma City, Oklahoma to Newton, Kansas

BENEFITS

Would support up to 118,000 annual riders and generate \$6.7 million in annual revenue



I-20 CORRIDOR, TEXAS, LOUISIANA & MISSISSIPPI³⁸



FUNDING

\$82 million

DETAILS

Funding would complete 538-mile-long passenger rail route between Fort Worth, Texas and Meridian, Mississippi, with onward connections to Birmingham and Atlanta.

BENEFITS

\$207 million annual financial impact for Mississippi, Louisiana, and Texas.

THE SOLUTION – CONTINUE MULTIYEAR FUNDING

What Won't Work?

Only Investing in Highway Formula Programs

Trying to solve freight infrastructure needs through highway formula funding is not the solution for a few reasons:

1. **Most rail projects aren't eligible for highway formula funding:** Mass Transit Account funds generally cannot be spent on intercity passenger rail and highway funds generally cannot be spent on rail projects.
2. **There is limited eligibility for multimodal freight projects:** The Highway Freight Formula Program allows states to spend 30 percent of funds on multimodal freight projects like ports or intermodal facilities. This totals to a little over \$400 million in formula funding for multimodal freight or just an average of \$8.7 million each year per state (including DC). If multimodal investment included just these funds, short line railroads, or other intermodal projects that would improve supply chain reliability, are left behind.

What is the Solution?

Renew Multiyear Funding, Preserve Rail Programs, and Cut Red Tape:

Renew Advance Appropriations

The last infrastructure bill provided the Department of Transportation with \$184 billion in advance appropriations—32 percent of total transportation funding provided by the bill. This sum included \$66 billion for rail investments. Eliminating this multiyear funding would devastate rail programs that do not receive funding from the Highway Trust Fund. Some may argue that the Highway Trust Fund is supported by user fees which is why those programs get funding in advance. However, that hides the truth about the Highway Trust Fund – it also requires advance appropriations. In fact, the Highway Trust Fund has received \$275 billion from the general fund, and according to the Congressional Budget Office, it will require a

\$121 billion General Fund Transfer (or advance appropriations) over the next five years in order to maintain existing funding levels.³⁹

If Congress fails to renew programs that invest in the rest of the system before October 1, 2026, it puts rail and multimodal systems at risk. Without adequate funding, multimodal bottlenecks will persist, limiting the benefits of highway investments, and putting rail competitors that can move freight cheaper at a disadvantage. The solution is to sustain long-term investments in our nation's multimodal rail system to reduce costs for businesses and consumers. These investments acknowledge the reality that the transportation system is not just a highway system, but an interconnected system that is only as strong as its weakest link.

Preserve Rail Programs:

America has underinvested in many parts of our rail system. Given the national importance of infrastructure, and the public demand for world-class passenger rail options, we cannot risk letting rail infrastructure get kicked to the curb.

Cut Red Tape:

Discretionary grants allow the federal government to make strategic investments in our national transportation system. However, lengthy applications require expensive consultants to draft, grant agreements take too long to get signed after awards are made, and money takes too long to get into the hands of local governments so they can start construction. Congress should cut through the red tape by simplifying the discretionary grant process to make federal investment more efficient and effective.

DON'T TAKE OUR WORD FOR IT

Workers, transportation companies, manufacturers, passengers, states and localities understand the importance rail has to their communities, jobs, and businesses:

American Short Line and Regional Railroad Association

“The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program managed by the FRA at the USDOT is a lifeline for the thousands of small businesses in small towns and rural communities that are served by short line railroads – these agricultural, energy, manufacturing, and industrial customers depend on short lines, and short lines depend on CRISI for critical help with major safety and capacity infrastructure investments. Predictable, multi-year CRISI funding has allowed short lines to plan and execute long-term infrastructure projects that would otherwise be impossible, such as bridge replacements and major track rehabilitation. This has been an unmitigated success story for America – it’s crucial that Congress keep it going!

If CRISI funding reverts back to the old days of only smaller unpredictable annual funding through the oft-delayed appropriations process while multi-year highway investments continue unabated through the Highway Trust Fund supported by tens of billions of general fund dollars, freight will predictably shift from rail to highway and progress will simultaneously stall on short line railroad safety, job growth, and industrial and rural economic development. We urge Congress to join together in a bipartisan and bicameral fashion and make the necessary infrastructure investments in a multi-modal system to allow the American economy to thrive.” —**Chuck Baker, President**

Brotherhood of Maintenance of Way Employees Division

-International Brotherhood of Teamsters

“America depends on a robust rail future and that outlook requires strong investment in proven programs that are delivering results. BMWED members maintain, inspect and repair rail tracks, bridges and overhead catenary on America’s passenger and freight railroads and are critical to the success of our nation’s rail network. Freight rail efficiently and effectively moves almost 30 percent of our tonnage miles and continued growth would spur great economic opportunities nationwide. Amtrak just set ridership records while serving as engines for economic growth in the regions they serve. An 84 percent cut in rail funding would be a horrible blow to the progress we are seeing in the rail industry, both freight and passenger. We must continue proven investments that are strengthening supply chains, delivering results, easing highway congestion and lifting us closer to world-class rail industry standards.” —**Tony Cardwell, President**

Transportation Trades Department, AFL-CIO

"As America's largest transportation labor federation, we know that passenger and freight rail systems are pillars of our nation's surface transportation network. Reliable passenger rail service connects communities and robust freight rail service boosts the economy. These systems require continued federal investment to keep up the momentum of recent milestones like record-breaking Amtrak ridership, as well as necessary improvements to passenger and freight rail projects. We can support rail workers, passengers, and communities by ensuring a sustained level of funding that creates jobs, keeps communities safe, and keeps commerce flowing. We urge Congress not to shortchange America by shortchanging federal investment in our rail networks." —**Greg Regan, President**

American Association of State Highway and Transportation Officials

State departments of transportation know the vital role rail transportation plays in keeping our economy moving forward and giving people another option to get from one place to another. As we prepare for the next surface transportation bill, we must fund passenger and freight rail programs at no less than the Infrastructure Investment and Jobs Act levels to advance safety and mobility in a meaningful way. —**Jim Tymon, Executive Director**

National League of Cities

"Congress needs to act before a buzzsaw of automatic cuts rips apart key transportation programs that save lives and connect our communities. I urge Congress to engage with local leaders and their constituents to listen to how a federal partnership can support rebuilding infrastructure across the country." —**Clarence E. Anthony, CEO & Executive Director**

Rail Passengers Association

"By providing predictable, dedicated funding for rail projects, the Infrastructure Investment and Jobs Act gave local governments and the private sector the certainty needed to invest with confidence in America's passenger rail network. Thanks to that surety, we have a robust national pipeline of rail projects and new equipment in the U.S. for the first time in half a century. It's essential that Congress include advanced appropriations for passenger rail programs in the next surface transportation reauthorization—to advance corridor projects in the pipeline and to sustain the equipment manufacturing jobs created in response to the IJIA." —**Jim Mathews, President & CEO**

States for Passenger Rail Coalition

"The States for Passenger Rail Coalition has identified the need for \$28 billion in continued multi-year national network funding, more than twice the available amount in the Bipartisan Infrastructure Law. It is vital that Congress work in a bipartisan fashion to pass predictable, multi-year funding in the next surface transportation reauthorization bill to clear this backlog of investment needs. States across the country have developed a pipeline of projects and this funding is vital to maintaining the momentum for the growing passenger rail industry in America." —**Jeremy Latimer, Chair**

American Apparel & Footwear Association

"The American Apparel & Footwear Association (AAFA) is the national trade association representing apparel, footwear and other sewn products companies, and their suppliers, which compete in the global market. Representing more than 1,100 world famous name brands, AAFA is the trusted public policy and political voice of the apparel and footwear industry, its management and shareholders, its more than 3.6 million U.S. workers, and its contribution of more than \$523 billion in annual U.S. retail sales.

Supporting freight and rail infrastructure is essential to keeping American businesses competitive and communities connected. The efficient movement of goods allows companies to reach remote and underserved customers, ensuring that essential clothing and footwear are accessible to all Americans, regardless of geography. In 2025, the U.S. multimodal freight system moved approximately 29 billion units of apparel, footwear, and travel goods imports, valued at about \$115.5 billion. Reliable ports, rail, and roads keep apparel, footwear, and travel goods moving efficiently to and from businesses that customize and sell them. When infrastructure works well, these businesses can grow, hire more American workers, and reach broader markets.

Without continued investment, bottlenecks across highways, railways, and ports could delay shipments, increase costs, and strain supply chains. Congress must act to prevent these disruptions. Sustained, reliable funding is critical to completing key projects and maintaining the predictability businesses need to plan, invest, and operate efficiently. AAFA urges Congress to provide this funding through the Surface Transportation Reauthorization Act to keep goods moving and avoid future congestion challenges."—**Stephen Lamar, President & CEO**

Commuter Rail Coalition

“With 32 commuter rail systems operating across 25 states, commuter rail delivered more than 388 million passenger trips in 2025 alone. As essential national infrastructure, commuter rail connects Americans to jobs, education, and opportunity. By moving large numbers of people safely and reliably, it supports local economies, reduces time lost to congestion, and alleviates pressure on congested roads- providing practical, everyday benefits for workers, businesses, and communities alike.” —**KellyAnne Gallagher, CEO**

APPENDIX A – RAIL PROGRAM FUNDING TABLES

Program (Millions)	FAST Act/1 year Extension		IIJA					Unmet Need*	
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Projects	\$ Requested
Amtrak NEC Total	\$700	\$700	\$2,075	\$2,460	\$2,341	\$2,341	\$2,050	Long Distance Expansion – 15 routes; \$52 Billion	
<i>Amtrak NEC (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>Amtrak NEC (Annual)</i>	\$700	\$700	\$875	\$1,260	\$1,141	\$1,141	\$850		
<i>Amtrak NEC (AA)</i>	\$0	\$0	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200		
Amtrak NN Total	\$1,300	\$1,300	\$4,657	\$4,393	\$4,486	\$4,486	\$4,777	Northeast Corridor – 20 projects; \$34 billion	
<i>Amtrak NN (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>Amtrak NN (Annual)</i>	\$1,300	\$1,300	\$1,457	\$1,193	\$1,286	\$1,286	\$1,577		
<i>Amtrak NN (AA)</i>	\$0	\$0	\$3,200	\$3,200	\$3,200	\$3,200	\$3,200		
FSP Total	\$200	\$200	\$7,300	\$7,300	\$7,275	\$7,275	\$7,265	State Supported Routes – 69 corridors in the planning stage	
<i>FSP (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>FSP (Annual)</i>	\$200	\$200	\$100	\$100	\$75	\$75	\$65		
<i>FSP (AA)</i>	\$0	\$0	\$7,200	\$7,200	\$7,200	\$7,200	\$7,200		
CRISI Total	\$325	\$375	\$1,625	\$1,560	\$1,198	\$1,100	\$1,137	149	\$ 4,900
<i>CRISI (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>CRISI (Annual)</i>	\$325	\$375	\$625	\$560	\$198	\$100	\$137		
<i>CRISI (AA)</i>	\$0	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000		
RCE Total	\$0	\$0	\$600	\$600	\$600	\$600	\$600	58	\$ 1,000
<i>RCE (HTF)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>RCE (Annual)</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>RCE (AA)</i>	\$0	\$0	\$600	\$600	\$600	\$600	\$600		
Total	\$2,525	\$2,575	\$16,257	\$16,313	\$15,900	\$15,802	\$15,829		

Annual – Funding contained in the annual Transportation, Housing, and Urban Development appropriations bills.

HTF – Funding from the Highway Trust Fund

AA – Advance Appropriations from the IIJA

Program (Millions)	FY 2026	Post-IIJA if Advance Appropriations are not renewed					Trump FY 2027 DOT Budget		
		FY 2027 without advance appropriations*	Change from FY 2026	Percent Change	Change from FY 2021 - Before IIJA	Percent Change	FY2027	Change from FY 2026	Percent Change
Amtrak NEC Total	\$2,050	\$850	-\$1,200	-59%	\$150	21%	\$650.0	-\$1,400.0	-68%
<i>Amtrak NEC (HTF)</i>	\$0	\$0					\$0.0		
<i>Amtrak NEC (Annual)</i>	\$850	\$850					\$650.0		
<i>Amtrak NEC (AA)</i>	\$1,200	\$0					\$0.0		
Amtrak NN Total	\$4,777	\$1,577	-\$3,200	-67%	\$277	21%	\$1,450.0	-\$3,327.0	-70%
<i>Amtrak NN (HTF)</i>	\$0	\$0					\$0.0		
<i>Amtrak NN (Annual)</i>	\$1,577	\$1,577					\$1,450.0		
<i>Amtrak NN (AA)</i>	\$3,200	\$0					\$0.0		
FSP Total	\$7,265	\$65	-\$7,200	-99%	-\$135	-68%	\$0.0	-\$7,265.0	-100%
<i>FSP (HTF)</i>	\$0	\$0					\$0.0		
<i>FSP (Annual)</i>	\$65	\$65					\$0.0		
<i>FSP (AA)</i>	\$7,200	\$0					\$0.0		
CRISI Total	\$1,137	\$137	-\$1,000	-88%	-\$238	-63%	\$300.0	-\$837.4	-74%
<i>CRISI (HTF)</i>	\$0	\$0					\$0.0		
<i>CRISI (Annual)</i>	\$137	\$137					\$300.0		
<i>CRISI (AA)</i>	\$1,000	\$0					\$0.0		
RCE Total	\$600	\$0	-\$600	-100%	New Program	-	\$100.0	-\$500.0	-83%
<i>RCE (HTF)</i>	\$0	\$0					\$0.0		
<i>RCE (Annual)</i>	\$0	\$0					\$100.0		
<i>RCE (AA)</i>	\$600	\$0					\$0.0		
Total	\$15,829	\$2,629	-\$13,200	-83%	\$54	2%	\$2,500.0	-\$13,329.4	-84%

Estimated Loss over a 5-year reauthorization if AA aren't renewed

1 year loss - \$13.2 billion

5-year loss - \$66 billion

Notes

*Assumes FY 2027 Annual Appropriations and HTF funds is the same as FY 2026 Annual Appropriations and HTF Annual – Funding contained in the annual Transportation, Housing, and Urban Development appropriations bills.
HTF – Funding from the Highway Trust Fund
AA – Advance Appropriations from the IIJA

APPENDIX B – IIJA RAIL AWARDS BY STATE

State	Projects	Funding
Alaska	3	\$ 81,075,725
Alabama	6	\$ 118,219,796
Arkansas	5	\$ 19,555,456
Arizona	8	\$ 106,696,463
California	33	\$ 3,835,424,693
Colorado	7	\$ 132,384,797
Connecticut	17	\$ 2,293,949,700
District of Columbia	7	\$ 187,839,453
Delaware	3	\$ 22,483,892
Florida	15	\$ 91,285,985
Georgia	10	\$ 72,305,160
Iowa	8	\$ 80,621,877
Idaho	3	\$ 51,582,928
Illinois	15	\$ 441,554,612
Indiana	18	\$ 124,062,622
Kansas	10	\$ 99,908,229
Kentucky	3	\$ 71,335,890
Louisiana	5	\$ 88,450,000
Massachusetts	6	\$ 180,577,097
Maryland	14	\$ 7,208,914,677
Maine	1	\$ 53,313,091
Michigan	11	\$ 245,778,047
Minnesota	16	\$ 85,650,319
Missouri	4	\$ 15,554,860
Mississippi	6	\$ 260,560,377
Montana	4	\$ 24,926,925
North Carolina	8	\$ 1,239,976,105
North Dakota	4	\$ 64,406,712
Nebraska	5	\$ 88,564,576
New Hampshire	1	\$ 345,000
New Jersey	11	\$ 1,037,436,529
New Mexico	6	\$ 84,984,102
New York	20	\$ 3,417,821,574
Ohio	16	\$ 162,803,248
Oklahoma	6	\$ 113,586,466
Oregon	9	\$ 90,484,476

State	Projects	Funding
Pennsylvania	14	\$ 694,144,757
South Carolina	5	\$ 236,793,985
South Dakota	3	\$ 41,681,068
Tennessee	7	\$ 85,622,194
Texas	19	\$ 224,597,361
Utah	3	\$ 12,514,400
Virginia	14	\$ 136,552,655
Vermont	2	\$ 29,179,286
Washington	17	\$ 259,520,138
Wisconsin	8	\$ 89,021,560
West Virginia	7	\$ 46,054,500
Wyoming	3	\$ 8,394,260
Multi-state	34	\$ 7,596,091,820
Grand Total	501	\$ 31,775,089,443

Multi-state Projects	Award
California, Nevada	\$500,000
Delaware, Maryland	\$500,000
Illinois, Missouri	\$500,000
Kansas, Oklahoma	\$500,000
Kentucky, Indiana	\$500,000
Louisiana, Texas, New Mexico, Arizona, California	\$500,000
Massachusetts, New York	\$500,000
Maine, New Hampshire, Massachusetts	\$500,000
Michigan, Indiana, Illinois	\$1,000,000
Michigan, Indiana, Illinois	\$500,000
Missouri, Illinois	\$500,000
Mississippi, Louisiana, Alabama	\$500,000
Montana; IL, Illinois, Wisconsin, Minnesota, North Dakota, Idaho, Washington	\$500,000
North Carolina, South Carolina, GA: Georgia	\$500,000
North Carolina, Virginia	\$500,000
Ohio, Michigan	\$500,000
Pennsylvania, New Jersey, New York	\$500,000
Tennessee, Georgia	\$500,000
Texas, Louisiana, Mississippi	\$500,000
Vermont, New York	\$500,000
Washington, Oregon	\$1,000,000
Wisconsin, Chicago	\$500,000
Wisconsin, Minnesota	\$500,000
Wisconsin; Minnesota	\$500,000

Multi-state Projects	Award
Indiana, Illinois	\$500,000
Nevada, California	\$500,000
Connecticut, Rhode Island	\$4,000,000
DC, Maryland, Delaware, Pennsylvania New Jersey	\$21,600,000
Maine, New Hampshire	\$27,492,000
Nevada, California	\$3,000,000,000
New York, New Jersey	\$3,799,999,820
Virginia, District of Columbia	\$729,000,000

APPENDIX C – UNFUNDED CRISI AND RCE PROJECTS BY STATE

State	Projects	Requested Funding
Alabama	3	\$ 62,001,887
Arizona	3	\$ 300,561,736
Arkansas	5	\$ 163,592,400
California	31	\$ 1,415,937,687
Colorado	8	\$ 139,403,718
Connecticut	1	\$ 46,813,661
Delaware	1	\$ 27,125,594
District of Columbia	5	\$ 281,491,769
Florida	12	\$ 461,546,112
Georgia	2	\$ 13,300,000
Idaho	4	\$ 73,069,612
Illinois	16	\$ 566,112,415
Indiana	1	\$ 120,000
Iowa	2	\$ 8,415,600
Kansas	5	\$ 28,159,452
Kentucky	1	\$ 27,527,500
Louisiana	4	\$ 192,588,441
Maryland	3	\$ 27,826,729
Massachusetts	2	\$ 51,938,910
Michigan	3	\$ 27,345,220
Minnesota	8	\$ 35,547,286
Mississippi	3	\$ 25,586,608
Missouri	5	\$ 131,735,707
Montana	1	\$ 40,141,906
Nebraska	2	\$ 38,426,764
Nevada	3	\$ 106,101,636
New Jersey	4	\$ 56,857,797
New Mexico	1	\$ 5,654,850
New York	4	\$ 54,034,641
North Carolina	2	\$ 57,664,840
North Dakota	1	\$ 23,816,550
Ohio	3	\$ 54,531,727
Oregon	4	\$ 14,125,979
Pennsylvania	6	\$ 45,570,400
Rhode Island	2	\$ 16,800,000

State	Projects	Requested Funding
South Carolina	3	\$ 216,012,900
South Dakota	1	\$ 880,000
Tennessee	1	\$ 44,560,000
Texas	19	\$ 443,495,233
Utah	2	\$ 9,302,400
Vermont	1	\$ 46,598,360
Virginia	3	\$ 189,457,704
Washington	10	\$ 280,543,896
West Virginia	3	\$ 44,079,143
Wisconsin	2	\$ 12,285,000
Grand Total	207	\$ 5,932,585,771

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