



A bold voice for transportation workers

December 6, 2022

The Honorable Brian Schatz
Chair
Transportation, Housing and Urban
Development, and Related Agencies
Subcommittee
Senate Appropriations Committee
United States Senate
Washington, D.C. 20510

The Honorable David Price
Chair
Transportation, Housing and Urban
Development, and Related Agencies
Subcommittee
House Appropriations Committee
United States House of Representatives
Washington, D.C. 20515

The Honorable Susan Collins
Ranking Member
Transportation, Housing and Urban
Development, and Related Agencies
Subcommittee
Senate Appropriations Committee
United States Senate
Washington, D.C. 20510

The Honorable Mario Diaz-Balart
Ranking Member
Transportation, Housing and Urban
Development, and Related Agencies
Subcommittee
House Appropriations Committee
United States House of Representatives
Washington, D.C. 20515

Dear Chairman Schatz, Chairman Price, Ranking Member Collins and Ranking Member Diaz-Balart:

On behalf of the Transportation Trades Department, AFL-CIO (TTD), representing workers across nearly every craft in the passenger rail system, I write to request that Congress provide Amtrak with \$2.6 billion in grant funding in the final FY 2023 appropriations bill. While we are disappointed that neither the House nor Senate THUD bill funds Amtrak at the FY23 Infrastructure Investment and Jobs Act (IIJA) authorized amount of \$3.3 billion, funding Amtrak at the \$2.6 billion level set forth in the Senate's Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2023 will be crucial for ensuring that Amtrak can provide the staffing and operating capacity to move forward with the generational investments made in the Infrastructure Investment and Jobs Act.

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Greg Regan, President / Shari Semelsberger, Secretary-Treasurer



While the Infrastructure Investment and Jobs Act (IIJA) granted advance appropriations to the Northeast Corridor and National Network Grants totaling \$4.4 billion, the law prescribes that those funds may only be spent on discrete capital investments, such as acquiring new rolling stock, eliminating deferred maintenance backlogs, bringing stations into compliance with the Americans with Disabilities Act, and carrying out capital renewal backlog projects. Amtrak still needs funding to meet critical operating expenses, including retaining and hiring the staff necessary to provide and expand passenger rail service as envisioned by Congress when it passed the IIJA.

With the passage of the historic IIJA, Congress committed to deliver world-class intercity passenger rail, and to support and preserve good jobs building, operating, and maintaining Amtrak's network. A \$2.6 billion appropriation will give Amtrak enough budget certainty for the coming year to hire much-needed staff, begin work on long-planned improvement projects, and operate with stability and efficiency. Anything less than \$2.6 billion risks Amtrak's ability to provide their current level of service, let alone expand or start new service. It's time for Congress to fulfill the promise of a robust national passenger rail network by appropriating these funds.

With your support of a funding level of \$2.6 billion, Amtrak will be able to keep and expand the number of communities connected through the continued operation of long distance routes; enhance its service in the Northeast Corridor by supporting operations, maintenance, and routine capital investments; and sustain its national network through continued partnership with states to provide short-distance corridor service.

I urge you to provide the Senate-proposed funding amount of \$2.6 billion for Amtrak in the final FY 2023 funding bill.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Regan', with a stylized flourish at the end.

Greg Regan
President