



Transportation Trades Department, AFL-CIO
America's Transportation Unions

June 2, 2026

The Honorable Tom Cole
Chairman
Committee on Appropriations
U.S. House of Representatives
H-307 The Capitol
Washington, DC 20515

The Honorable Rosa L. DeLauro
Ranking Member
Committee on Appropriations
U.S. House of Representatives
1036 Longworth House Office Building
Washington, DC 20515

The Honorable Steve Womack
Chairman
Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
Committee on Appropriations
U.S. House of Representatives
2358-A Rayburn House Office Building
Washington, DC 20515

The Honorable James E. Clyburn
Ranking Member
Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
Committee on Appropriations
U.S. House of Representatives
1036 Longworth House Office Building
Washington, DC 20515

Dear Chairman Cole, Ranking Member DeLauro, Chairman Womack, and Ranking Member Clyburn:

On behalf of the Transportation Trades Department, AFL-CIO (TTD), I wish to call your attention to several matters addressed in the Fiscal Year 2027 THUD annual appropriations bill scheduled for markup on Wednesday, June 3, 2026.

We have concerns for language under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Rail Crossing Elimination (RCE) grant program headers that state that funding awarded under either program for commuter rail projects do not have to be transferred to Federal Transit Administration (FTA). This is not simply a change in which agency processes a grant; it has actual impacts to employees whose work may be impacted by an RCE or CRISI grant. Because commuter rail projects have historically not been eligible for Federal Railroad Administration (FRA) competitive programs, critical FRA program railroad worker protections do not apply to such projects funded by CRISI and only limited protections apply for RCE-funded commuter projects. However, under this bill, commuter rail workers are impacted

twice: they receive only limited or no access to grant conditions that protect railroad workers when FRA grants are involved, and they lose access to worker protections that typically apply to FTA funding programs if funds are not transferred to FTA for administering. The Committee should make clear that the appropriate protections apply and FTA will administer a grant awarded for a commuter rail project. Separately, we have concerns with the bill making holding companies of Class II and Class III railroads eligible for CRISI grants, in conflict with the authorizing statute.

Additionally, as you know, this Committee took a significant step in the Infrastructure Investment and Jobs Act (IIJA) by providing advance appropriations for a host of highway, transit, bridge, intermodal freight, airport, and rail programs that require reliable federal support. This stability was especially consequential for modes that otherwise lack a reliable source of funding. For every mode, sustained, predictable federal support is essential to addressing aging infrastructure, modernizing critical assets, and ensuring communities and businesses nationwide benefit from safe, reliable, and efficient transportation. Multi-year certainty gives state and local agencies, engineering firms, contractors, suppliers, and operators the ability to plan and deliver projects more efficiently, reduce costs, and maintain skilled, stable workforces. It also provides private sector partners the confidence to invest in materials, equipment, facilities, and employees — knowing that federal funding will remain available throughout the lifecycle of major projects.

In March, TTD led a letter with 22 labor, industry, and governmental associations urging Congress to meet or exceed IIJA funding levels, including advance appropriations, that offer all transportation modes a stable, predictable source of funding necessary for long-term investment, effective project delivery, and responsible stewardship of taxpayer dollars.¹ However, as of yet, Congress has not found a path to providing advance appropriations for modes that received such funds in IIJA.

In addition to not providing advance appropriations, the FY 27 bill also proposes additional cuts from FY 26 levels:

- The bill would cut Amtrak’s National Network and Northeast Corridor levels by 69% below the level Amtrak received in FY 26 (annual and advance appropriations), and 76% below IIJA FY 26 levels (authorized and advance appropriations). While Amtrak reached record ridership levels last year, such record revenues cannot be viewed as a substitute or excuse for failing to properly build upon these successes and continue strong federal investment in Amtrak. Amtrak continues to play a key role in offering intercity service to rural communities where such service is otherwise limited or absent, while expanding its services to new cities and rural communities. These funding cuts would not just undermine these services, but would also have a disproportionate impact on Amtrak’s

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<https://ttd.org/policy/letters-to-congress/22-labor-industry-government-associations-call-for-advance-appropriations-as-part-of-robust-funding-in-upcoming-surface-bill/>

20,000 employees who make the railroad run, as well as countless others who are at work on construction sites and in American manufacturing facilities, making improvements and producing rolling stock that will benefit Amtrak passengers for generations to come.

- The bill zeros out the Ferry Service to Rural Communities program and the Low-Emitting Ferry Program. This would hinder the frequency and reliability of ferry service, as well as any upgrades to vessels and related infrastructure. Communities rely on ferries for transportation to employment, schools, and medical facilities, and funding cuts to these programs would negatively impact local tourism and small businesses.
- The posted draft bill would cut FTA's Capital Investment Grant (CIG) program from FY 26 annual funding by more than 56%, or a 77% cut when considering the advance appropriations the program received in FY 26. Transportation labor will review the just-released associated report for total impacts to this account and the potential for severely limiting funding that supports projects to expand commuter rail, light rail, subways, bus rapid transit, and ferries.
- The proposal would also reduce funding for the Airport Improvement Program (AIP) by an estimated 47%. This reduction would significantly limit investments in airport safety, capacity, and security initiatives, and as a result, airports may be unable to make necessary upgrades to runways, taxiways, and terminals, negatively affecting airport operations.
- The bill would also fail to fund the Maritime Security Program (MSP) at its authorized level of \$400.5 million. Full funding of this Program ensures the United States will have the militarily-useful U.S.-flag commercial vessels and their U.S. citizen crews needed to support American troops deployed throughout the world and to otherwise meet the needs of the Department of War whenever and wherever necessary.
- The bill would appropriate no funds for FRA's Federal-State Partnership for Intercity Passenger Rail (FSP) grant program, making no funds available specifically for the improvement, expansion, or development of intercity passenger rail service. In addition, the bill also transfers billions of FSP unobligated balances of IIJA advance appropriations and repurposes the funds for various accounts throughout the bill such as funding for Amtrak, FTA Capital Investment Grants, and Port Infrastructure Development Program (PIDP) grants. Retracting billions of dollars in unobligated balances for a program that has already awarded grants and has an active Notice of Funding Opportunity creates significant uncertainty for programs and workers. It likely will also cause freight railroad projects seeking CRISI grants to compete against an increased pool of intercity passenger rail capital projects seeking funding under CRISI rather than FSP.

Congress should continue making strong investments that strengthen our transportation networks and bolster the workers whose careers are dedicated to building, operating, and maintaining these networks. Transportation labor will review the just-released associated report to consider the full scope of the bill's impacts to transportation workers and the communities who depend on safe

and reliable transportation service. We continue urging Congress to find a path for providing advance appropriations before the funds run out on October 1st.²

Respectfully,

Greg Regan

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

President

Transportation Trades Department, AFL-CIO

² Ranking Member Cantwell, Senate Committee on Commerce, Science, and Transportation, <https://www.commerce.senate.gov/press/dem/release/cantwell-releases-reports-that-show-the-devastating-impacts-to-transportation-infrastructure-if-funding-is-gutted-in-next-surface-transportation-bill/>