Monday, November 16, 2026

The Honorable Mike Johnson
Speaker
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Hakeem Jeffries
Minority Leader
U.S. House of Representatives
Washington, D.C. 20515

The Honorable John Thune
Majority Leader
U.S. Senate
Washington, D.C. 20510

The Honorable Chuck Schumer
Minority Leader
U.S. Senate
Washington, D.C. 20510

Re: Restore and Sustain Division J Transportation Funding

Dear Speaker Johnson, Leader Jeffries, Leader Thune, and Leader Schumer:

We, the undersigned organizations, urge Congress to restore and sustain funding for the Infrastructure Investment and Jobs Act's (IIJA) Division J transportation infrastructure programs through FY 2027 and ensure continued, guaranteed multiyear funding in the upcoming surface transportation extension and eventual reauthorization.

Division J supports critical transportation investments across the country, including highway bridges, passenger and freight rail, road/rail grade crossing improvements, transit expansion and state-of-good-repair projects, ports, airports, ferries, and highway safety programs. These investments strengthen transportation networks, support economic development, improve safety, and enhance supply chain reliability.

Specifically, we urge Congress to:

1. **Restore Division J funding in FY 2027.** Use the FY 2027 appropriations process, including supplemental appropriations if appropriate, to address the funding gap and sustain critical transportation infrastructure investments. Reestablishing the immediate guaranteed funding commitments established under the IIJA is essential to preventing further disruption to projects and communities across the country.
2. **Preserve guaranteed, multiyear funding in the surface transportation extension.** Include continued advance appropriations or an equivalent funding structure for Division J programs in the upcoming surface transportation extension and carry that commitment forward into the next surface transportation authorization. States, local governments, transportation providers, and private-sector partners need predictable, sustained federal funding to plan and deliver infrastructure projects.

The IIJA's five-year commitment to guaranteed transportation funding supported more than 140,000 infrastructure projects nationwide. With the expiration of Division J's advance appropriations on September 30, 2026, states, cities, counties, railroads, airports, ports, small tribal and rural entities, and other infrastructure owners and operators are facing a significant reduction in federal transportation funding. According to the U.S. Department of Transportation's IIJA Authorization Table (beginning on page 4), the loss of $36.8 billion in annual funding puts critical investments in freight infrastructure, rail, bridges, ports, airports, safety, and local economic development at risk.

These funding reductions threaten progress in renewing America's infrastructure and create uncertainty for communities, transportation agencies, and project sponsors. Without congressional action, projects risk being delayed, scaled back, or abandoned, undermining economic development, supply chain reliability, transportation safety, and the efficient use of taxpayer dollars.

Predictable and guaranteed multiyear federal funding allows project sponsors to develop realistic plans, make long-term commitments, attract complementary private investment, and execute complex infrastructure projects efficiently. This certainty is particularly important for projects requiring years of planning, design, permitting, and construction. Annual discretionary appropriations alone cannot provide the same degree of predictability.

The FY 2027 appropriations process and the upcoming surface transportation extension provide Congress with immediate opportunities to address this funding gap. Regular or supplemental appropriations can help address near-term funding needs, and then sustained, guaranteed funding commitments are essential to avoid recurring disruptions and ensure that critical infrastructure investments move forward.

We urge congressional leadership to work with the relevant committees and appropriators to restore funding in FY 2027 and preserve a dependable, multiyear federal commitment to these programs in the surface transportation extension and next reauthorization. Doing so will protect prior investments, support American jobs and economic competitiveness, strengthen supply chains, and help communities meet their most pressing infrastructure needs.

Thank you for your consideration and leadership on this important issue.

Sincerely,

AECOM
Airports Council International- North America

American Association of Port Authorities
American Council of Engineering Companies
American Passenger Rail Association
American Public Transportation Association
American Road & Transportation Builders Association
American Short Line and Regional Railroad Association
Association for Commuter Transportation (ACT)
Association of Metropolitan Planning Organizations
Brotherhood Of Locomotive Engineers and Trainmen (BLET)-International Brotherhood of Teamsters
Brotherhood of Maintenance of Way Employees - BMWED-IBT
Coalition for America's Gateways & Trade Corridors
Coalition for the Northeast Corridor
Commercial Vehicle Safety Alliance
Commuter Rail Coalition
Governors Highway Safety Association
Intelligent Transportation Society of America (ITS America)
Intermodal Association of North America
National Association of Waterfront Employers
National Association of Counties
National Association of County Engineers
National Association of Regional Councils
National Industrial Transportation League
National League of Cities
National Railroad Construction and Maintenance Association (NRC)
Rail Passengers Association
Railway Supply Institute
South West Transit Association
States for Passenger Rail Coalition
Teamsters Rail Conference
The Bus Coalition
Transport Workers Union of America
Transportation Trades Department, AFL-CIO (TTD)
United for Infrastructure