

NICK LALOTA
New York's First District

122 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3201
(202) 225-3826

515 ROUTE 111, SUITE 3B
HAUPPAUGE, NY 11788
(631) 289-1097

Congress of the United States
House of Representatives
Washington, DC 20515-3201

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON FINANCIAL SERVICES AND
GENERAL GOVERNMENT - VICE CHAIRMAN
SUBCOMMITTEE ON MILITARY CONSTRUCTION,
VETERANS AFFAIRS, AND RELATED AGENCIES
SUBCOMMITTEE ON LEGISLATIVE BRANCH

COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEE ON ECONOMIC GROWTH, TAX,
AND CAPITAL ACCESS
SUBCOMMITTEE ON CONTRACTING
AND INFRASTRUCTURE - CHAIRMAN

June 5, 2025

The Honorable Donald J. Trump
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

The Honorable Sean Duffy
Secretary, Department of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear President Trump and Secretary Duffy,

I commend your Administration's decision to responsibly initiate a formal review of funding delivered under the Infrastructure Investment and Jobs Act (IIJA). As you assess projects or awards that may no longer meet standards of performance, cost-efficiency, or deliverability, I respectfully urge you to preserve funding that could be redirected to the Long Island Rail Road (LIRR), a system that is vital to the daily lives of my constituents and millions of Long Islanders. Long-term investments in the LIRR to advance projects, including the Port Jefferson Branch Electrification Initiative, are precisely the kind of targeted, high-impact infrastructure efforts that reflect your Administration's commitment to restoring trust in federal spending and delivering real results for the American people.

The LIRR is one of the busiest commuter railroads in North America and a central artery of Long Island's workforce and commerce. The railroad is essential not just to regional mobility but to the daily function of the greater New York metropolitan area, where, in March 2025 alone, LIRR ridership grew by 10.4% compared to the same month in 2024 and achieved an astounding 96.2% on-time performance rate. As one of the nation's largest suburban economies, Long Island depends on reliable rail infrastructure to sustain job access, commuter flow, freight connectivity, and the economic integration of our local communities into the broader Northeast Corridor. Maintaining and enhancing this network is essential to meeting current demands and future growth and, therefore, must remain a federal priority.

One particularly important project under consideration is the electrification of the LIRR's Port Jefferson Branch, which is currently operating on diesel power east of Huntington. This corridor serves tens of thousands of residents in Suffolk County and remains one of the few major lines in the system without electrification. The lack of electrification has long created operational inefficiencies, limited scheduling flexibility, and a disparity in service quality for riders east of Huntington. Electrification would not only reduce travel times and increase service frequency, but it would also eliminate the need for diesel locomotives and dual-mode engines, which are costly to maintain and operate. The benefits of electrification are both measurable and immediate, warranting proper investment.

Mr. President and Secretary Duffy, your Administration has rightly prioritized restoring discipline and transparency to federal infrastructure spending. As you review allocations made under the IIJA, I respectfully urge you to preserve and, where appropriate, reallocate funding towards the Long Island Rail Road and its infrastructure projects, ready to deliver measurable results. Investments in the LIRR, including critical electrification and modernization initiatives, directly serve working families, advance national transportation objectives, and embody the type of high-impact, accountable infrastructure your Administration has committed to championing. Thank you for your continued leadership and commitment to building a more connected,

OST-2025-1200 Page 01947

accountable, and resilient infrastructure system, and I look forward to continuing to work together in strong partnership to deliver real results for Long Island, the Northeast Corridor, and the American people.

Sincerely,

A handwritten signature in black ink that reads "Nick LaLota". The signature is fluid and cursive, with the first name "Nick" and last name "LaLota" clearly distinguishable.

Nick LaLota
Member of Congress