

119TH CONGRESS
1ST SESSION

H. R. 4790

To establish a State rail formula grant program, to direct Federal Railroad Administration to create a Green Railroads Fund, to expand passenger rail programs, to address air quality concerns, to establish rail workforce training centers, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 29, 2025

Mr. DELUZIO (for himself, Mrs. McIVER, and Ms. LEE of Pennsylvania) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To establish a State rail formula grant program, to direct Federal Railroad Administration to create a Green Railroads Fund, to expand passenger rail programs, to address air quality concerns, to establish rail workforce training centers, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “All Aboard Act of
5 2025”.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

3 (1) ADMINISTRATION.—The term “Administra-
4 tion” means the Federal Railroad Administration.

5 (2) ADMINISTRATOR.—The term “Adminis-
6 trator” means the Administrator of the Federal
7 Railroad Administration.

8 (3) AMTRAK.—The term “Amtrak” means the
9 National Railroad Passenger Corporation.

10 (4) ELECTRIFICATION INFRASTRUCTURE.—The
11 term “electrification infrastructure”—

12 (A) means overhead wire in-motion charg-
13 ing technology and any associated infrastruc-
14 ture necessary for the operation to propel a lo-
15 comotive or train; and

16 (B) includes battery electric technology
17 that propels a locomotive or train in railyards
18 and other environments in which catenary in-
19 frastructure is difficult to deploy as determined
20 by the Secretary.

21 (5) ENVIRONMENTAL JUSTICE COMMUNITY.—
22 The term “environmental justice community” means
23 a community with significant representation of indi-
24 viduals of color, low-income individuals, or Tribal
25 and Indigenous individuals, that experiences, or is at

1 risk of experiencing, higher or more adverse human
2 health or environmental effects.

3 (6) FEDERAL-STATE INTERCITY PARTNERSHIP
4 PROGRAM.—The term “Federal-State Intercity Part-
5 nership program” means the grant program devel-
6 oped and implemented by the Secretary pursuant to
7 section 24911(b) of title 49, United States Code.

8 (7) HIGH-PERFORMANCE RAIL SERVICE.—The
9 term “high-performance rail service” means an
10 intercity passenger rail service that is designed to
11 meet the current and future market demand for the
12 transportation of people and goods, in terms of ca-
13 pacity, travel times, reliability, and efficiency.

14 (8) LOCOMOTIVE.—The term “locomotive” has
15 the meaning given that term in section 1033.901 of
16 title 40, Code of Federal Regulations.

17 (9) MU LOCOMOTIVE.—The term “MU loco-
18 motive”, with respect to electric multiple unit and
19 battery-electric multiple unit trains, has the meaning
20 given that term in section 229.5 of title 49, Code of
21 Federal Regulations.

22 (10) PARTNERSHIP APPLICANT.—The term
23 “partnership applicant” has the meaning given that
24 term “applicant” in section 24911 of title 49,
25 United States Code.

1 (11) SECRETARY.—The term “Secretary”
2 means the Secretary of Transportation.

3 (12) STATE.—The term “State” means a State
4 of the United States, the District of Columbia, the
5 Commonwealth of Puerto Rico, Guam, American
6 Samoa, the Commonwealth of the Northern Mariana
7 Islands, the United States Virgin Islands, the Fed-
8 erated States of Micronesia, the Republic of the
9 Marshall Islands, or the Republic of Palau.

10 (13) TRAIN.—The term “train” has the mean-
11 ing given that term in section 221.5 of title 49, Code
12 of Federal Regulations.

13 (14) ZERO-EMISSION LOCOMOTIVE.—The term
14 “zero-emission locomotive” means a locomotive that
15 does not emit any criteria pollutant, toxic pollutant,
16 or greenhouse gas from any onboard source of power
17 at any power setting, including any propulsion power
18 that is connected to and moves with the locomotive
19 when it is in motion.

20 **SEC. 3. STATE RAIL FORMULA FUNDING.**

21 (a) IN GENERAL.—The Secretary shall establish a
22 formula grant program under which the Secretary shall
23 award grants to States for the development of State rail
24 plans, operations of rail service, and maintenance and ex-
25 pansion of rail infrastructure.

1 (b) REPORT REQUIRED.—Each State that receives a
2 grant under this section shall submit to the Secretary a
3 report describing how the State rail plan and activities—

4 (1) include a strategy—

5 (A) to expand passenger rail service, par-
6 ticularly high-performance rail service, includ-
7 ing new routes, existing routes identified by the
8 department of transportation of the State, and
9 routes selected under the Corridor Identifica-
10 tion and Development Program established
11 under section 25101 of title 49, United States
12 Code; and

13 (B) to electrify existing freight and pas-
14 senger rail; and

15 (2) will demonstrate progress towards the goals
16 described in subsection (c).

17 (c) GOALS.—The goals described in this subsection
18 are—

19 (1) to support the goal of achieving zero-emis-
20 sion locomotives by 2047;

21 (2) to guarantee the national rail network has
22 the capacity to serve a significant portion of freight
23 and passenger movement along the current and pro-
24 jected highest trafficked intercity corridors by 2050;

25 (3) to achieve zero emissions for—

1 (A) 50 percent of all trains by 2030;

2 (B) all new trains by 2035; and

3 (C) all locomotives by 2047;

4 (4) to reconnect communities divided by rail-
5 roads through infrastructure improvements that ex-
6 pand freight and passenger rail capacity;

7 (5) to protect the safety and health of rail
8 workers and nearby communities;

9 (6) to ensure current and future rail infrastruc-
10 ture is climate resilient;

11 (7) to realize high-quality service that is trip-
12 time competitive with other intercity travel options;
13 and

14 (8) to facilitate a viable mode shift from short-
15 haul flights to passenger rail between targeted city
16 pairs.

17 (d) USE OF FUNDS.—A State awarded a grant under
18 this section may use funds from such grant to advance
19 rail planning and operations by—

20 (1) hiring and retaining staff;

21 (2) pooling funds with other States to advance
22 interstate initiatives and projects;

23 (3) making improvements to existing rail infra-
24 structure;

25 (4) constructing new rail infrastructure;

1 (5) carrying out such other rail activities as the
2 Secretary determines appropriate, including studying
3 the impacts on freight rail operations and ridership
4 and operations coordination;

5 (6) operating intercity passenger rail service;
6 and

7 (7) preparing applications for competitive Fed-
8 eral grant programs.

9 (e) FORMULA.—In allocating grant funds among the
10 States, the Administrator shall—

11 (1) ensure that each State receives not less
12 than \$5,000,000, annually over a 5-year period; and

13 (2) determine a method of apportionment that
14 fairly distributes funds based on the existing and fu-
15 ture demand for rail service in a State.

16 (f) TECHNICAL ASSISTANCE.—The Administrator, in
17 coordination with the Administrator of the Environmental
18 Protection Agency, the Secretary of Energy, Amtrak, and
19 the Administrator of the Federal Transit Administration,
20 shall provide technical assistance to States and commu-
21 nities to assist with the development of State rail plans.

22 (g) AUTHORIZATION OF APPROPRIATIONS.—There is
23 authorized to be appropriated to the Secretary
24 \$3,500,000,000 for the 5-year period beginning on Octo-
25 ber 1, 2025, to provide grants under this section.

1 **SEC. 4. GREEN RAILROADS FUND.**

2 (a) IN GENERAL.—The Secretary, in consultation
3 with the Administrator of the Environmental Protection
4 Agency, may award competitive grants to eligible entities
5 described in subsection (c) to enable or improve electrified
6 rail operations.

7 (b) APPLICATION.—

8 (1) IN GENERAL.—To apply for a grant under
9 this section an eligible entity shall submit an appli-
10 cation to the Secretary in such manner as the Sec-
11 retary may reasonably require.

12 (2) REQUIREMENTS.—Each application sub-
13 mitted in accordance with paragraph (1) shall in-
14 clude—

15 (A) a plan for robust engagement that de-
16 tails a public notice process that requires—

17 (i) notification online and in relevant
18 print sources written in languages used
19 within the area reasonably affected by the
20 proposed grant;

21 (ii) opportunities for public meetings
22 and comment; and

23 (iii) other information relevant to the
24 project to be made publicly available;

25 (B) a plan that details how—

1 (i) the project will safeguard or im-
2 prove the local environment and public
3 health; and

4 (ii) environmental and public health
5 stressors will be monitored and minimized
6 during the project;

7 (C) a description of wage and apprentice-
8 ship requirements for individuals employed to
9 construct, operate, and maintain rail electrifica-
10 tion infrastructure; and

11 (D) a transition plan that examines the
12 impact of the proposed project on the workforce
13 of the eligible entity, including—

14 (i) identifying skills gaps, training
15 needs, and retraining needs of the work-
16 force;

17 (ii) a plan to operate and maintain in-
18 frastructure of the project using existing
19 insourced workforce;

20 (iii) a plan to avoid displacement of
21 the workforce and to transition any dis-
22 placed workers to new jobs created by the
23 project;

24 (iv) identifying the steps the eligible
25 entity will take to offset any identified neg-

1 ative impact or potential displacement of
2 the workforce, including how the entity will
3 use the funds from the grant and its own
4 funding to implement the transition plan;
5 and

6 (v) a description of how the eligible
7 entity will work with any organizations
8 representing the workforce to implement
9 the transition plan.

10 (c) ELIGIBLE ENTITIES.—An eligible entity described
11 in this subsection is any of the following:

12 (1) A State.

13 (2) A group of States.

14 (3) An interstate compact.

15 (4) A public agency or a publicly chartered au-
16 thority established by one or more States.

17 (5) A political subdivision of a State.

18 (6) Amtrak or any other rail carrier that pro-
19 vides intercity rail passenger transportation.

20 (7) A class I railroad in partnership with at
21 least 1 of the entities described in paragraphs (1)
22 through (5).

23 (8) A class II or III railroad.

24 (9) A Federally recognized Indian Tribe.

1 (10) A rail equipment manufacturer in partner-
2 ship with at least 1 of the entities described in para-
3 graphs (1) through (5).

4 (11) A public utility.

5 (12) A nonprofit labor organization rep-
6 resenting a class or craft of employees of rail car-
7 riers or rail carrier contractors.

8 (d) USE OF FUNDS.—An eligible entity awarded a
9 grant under this section may use funds from such grant—

10 (1) to purchase railroad lines and right of way
11 from other railroads that host Amtrak or other
12 intercity passenger rail transportation for new elec-
13 trification infrastructure;

14 (2) to rebuild or improve existing locomotives,
15 trains, or MU locomotives to enable such trains and
16 locomotives to use electrification infrastructure;

17 (3) to install or improve existing rail electrifica-
18 tion infrastructure;

19 (4) to build new rail corridors with electrifica-
20 tion infrastructure;

21 (5) to update rail yards by adding electrifica-
22 tion infrastructure;

23 (6) to lease or acquire an easement along a
24 right of way for electrification infrastructure;

1 (7) to purchase or lease electric locomotives,
2 MU locomotives, and trains or rolling stock;

3 (8) to ensure new electrification infrastructure
4 is climate resilient;

5 (9) to engage in robust engagement with com-
6 munities; and

7 (10) for workforce development and training to
8 support the maintenance, deployment, and operation
9 of electric locomotives, MU locomotives, and trains.

10 (e) LABOR REQUIREMENTS.—

11 (1) IN GENERAL.—A project funded by a grant
12 awarded under this section shall—

13 (A) use project labor agreements;

14 (B) use enforceable agreements to hire
15 from local communities; and

16 (C) for any freight train or light engine
17 used in connection with the movement of
18 freight, require a crew consisting of at least 2
19 individuals, one of whom is certified under reg-
20 ulations promulgated by the Administration as
21 a locomotive engineer pursuant to section
22 20135 of title 49, United States Code, and the
23 other of whom is certified under regulations
24 promulgated by the Administration as a con-

1 ductor pursuant to section 20163 of title 49,
2 United States Code.

3 (f) PRIORITY.—In awarding grants under this sec-
4 tion, the Secretary shall give priority to projects that
5 will—

6 (1) reduce air pollution in environmental justice
7 communities; and

8 (2) expand high performance passenger rail.

9 (g) BENEFITS FOR OTHER PROGRAMS.—An eligible
10 entity that receives a grant under this section and is eligi-
11 ble for other rail grant programs described by this Act
12 shall receive priority for additional funding under such
13 programs for rail electrification infrastructure projects.
14 Entities awarded grants under other programs in this Act
15 may be awarded a grant under this section when applica-
16 ble.

17 (h) STUDY ON TRANSMISSION CO-LOCATION WITH
18 RAIL ELECTRIFICATION INFRASTRUCTURE.—

19 (1) IN GENERAL.—Not later than 180 days
20 after the date of the enactment of this Act, the Sec-
21 retary, in coordination with the Administrator, and
22 in consultation with the Department of Energy, the
23 Federal Energy Regulatory Commission, and any
24 other agency deemed relevant by the Secretary and
25 the Administrator, shall conduct a study to evaluate

1 the feasibility, benefits, equity impacts, and chal-
2 lenges of co-locating electric transmission infrastruc-
3 ture within the same right-of-way or adjacent to rail
4 corridors as part of efforts to minimize land use,
5 streamline permitting processes, support rail elec-
6 trification, expand renewable energy capacity, reduce
7 community impacts of new infrastructure, improve
8 safety, and ensure fair access to infrastructure bene-
9 fits for all communities.

10 (2) OUTCOMES AND RECOMMENDATIONS.—

11 (A) INTERAGENCY TASK FORCE.—In car-
12 rying out the study required under paragraph
13 (1), the Secretary may recommend the estab-
14 lishment of an interagency task force to facili-
15 tate ongoing coordination among Federal, state,
16 and local, and private entities to advance
17 projects involving transmission and rail elec-
18 trification infrastructure.

19 (B) DESIGNATED PRIORITY CORRIDORS.—

20 In carrying out the study required under para-
21 graph (1), the Secretary may—

22 (i) propose a framework to designate
23 priority corridors for co-located trans-
24 mission and rail electrification projects;
25 and

1 (ii) recommend how such projects
2 should be incentivized.

3 (i) AUTHORIZATION OF APPROPRIATIONS.—There is
4 authorized to be appropriated to the Secretary
5 \$50,000,000,000 for the 5-year period beginning on Octo-
6 ber 1, 2025, to provide grants under this section.

7 **SEC. 5. EXPANSION OF PASSENGER RAIL AND HIGH-PER-**
8 **FORMANCE RAIL.**

9 (a) FEDERAL-STATE INTERCITY PARTNERSHIP PRO-
10 GRAM.—

11 (1) AUTHORIZATION OF APPROPRIATIONS.—
12 There is authorized to be appropriated to the Sec-
13 retary for the Federal-State Intercity Partnership
14 program \$80,000,000,000 for the 5-year period be-
15 ginning on October 1, 2025.

16 (2) PRIORITY HIGH-PERFORMANCE RAIL.—Sec-
17 tion 24911(d) of title 49, United States Code, is
18 amended—

19 (A) by redesignating paragraphs (1)
20 through (3) as paragraphs (2) through (4), re-
21 spectively; and

22 (B) by inserting before paragraph (2), as
23 redesignated, the following:

24 “(1) the Secretary shall give priority to projects
25 that install or upgrade infrastructure that will en-

able high-performance passenger rail along new or existing rail corridors regardless of the location of such projects within the United States;”.

(3) COST BENEFIT ANALYSIS.—Section 24911(d)(3)(B)(i) of title 49, United States Code, as redesignated, is amended—

(A) in subclause (IV), by striking “; and” and inserting a semicolon;

(B) in subclause (V), by inserting “and” after the semicolon at the end; and

(C) by adding at the end the following:

“(VI) anticipated positive impacts of the project’s efforts to electrify the corridor, or make improvements to allow for electrification infrastructure (as defined in the All Aboard Act of 2025) in the future;”.

(b) CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENT PROGRAM.—

(1) AUTHORIZATION OF APPROPRIATIONS.—

There is authorized to be appropriated to the Secretary \$30,000,000,000 for the 5-year period beginning on October 1, 2025, to provide grants authorized under section 22907 of title 49, United States Code.

1 (2) EXPANDED ELIGIBILITY.—Section 22907(b)
2 of title 49, United States Code, is amended by add-
3 ing at the end the following:

4 “(14) A Class I railroad company only if—

5 “(A) the entity uses the funds to install
6 electrification infrastructure;

7 “(B) the project uses project labor agree-
8 ments;

9 “(C) the project includes enforceable
10 agreements to hire from local communities;

11 “(D) the entity complies with section
12 22404 of title 49, United States Code; and

13 “(E) the project is in partnership with at
14 least 1 of the entities described in paragraphs
15 (1) through (5).”.

16 (3) ELIGIBLE ACTIVITIES.—Section 22907(c) of
17 title 49, United States Code, is amended by adding
18 at the end the following:

19 “(17) Any project to facilitate zero-emission lo-
20 comotive infrastructure, including projects—

21 “(A) to electrify publicly-owned or Amtrak-
22 owned routes;

23 “(B) to rehabilitate or improve existing lo-
24 comotives, MU locomotives, or trains (including
25 engines) to reduce emissions;

1 “(C) to purchase railroad infrastructure
2 and right of way from freight railroads—

3 “(i) to expand passenger rail or re-
4 gional rail; or

5 “(ii) with the intent to electrify rail in
6 the future;

7 “(D) to build electrified rail corridors;

8 “(E) to electrify rail yards;

9 “(F) to lease or acquire an easement along
10 a right-of-way for electrification;

11 “(G) to purchase electrification equipment
12 and rolling stock or other zero-emission loco-
13 motives, MU locomotives, and equipment;

14 “(H) to ensure new electrification infra-
15 structure is climate-resilient; and

16 “(I) to engage in robust engagement with
17 communities impacted by any new rail infra-
18 structure.”.

19 (4) REQUIREMENTS.—Section 22907(d) of title
20 49, United States Code, is amended to read as fol-
21 lows:

22 “(d) APPLICATION PROCESS.—

23 “(1) IN GENERAL.—The Secretary shall pre-
24 scribe the form and manner of filing an application
25 under this section.

1 “(2) WORKFORCE DEVELOPMENT REQUIRE-
2 MENTS.—Each application for a grant under this
3 section shall include a transition plan that examines
4 the impact of the proposed project on the workforce
5 of the eligible entity and includes—

6 “(A) an identification of skills gaps, train-
7 ing needs, and retraining needs of the work-
8 force;

9 “(B) a plan to operate and maintain infra-
10 structure of the project using existing insourced
11 workforce;

12 “(C) a plan to avoid displacement of the
13 workforce;

14 “(D) an identification of the steps the eli-
15 gible entity will take to offset any identified
16 negative impact or potential displacement of the
17 workforce, including how the entity will use the
18 funds from the grant and its own funding to
19 implement the transition plan; and

20 “(E) a description of how the eligible enti-
21 ty will work with any organizations representing
22 the workforce to implement the transition plan.

23 “(3) REQUIREMENTS FOR RAIL ELECTRIFICA-
24 TION PROJECTS.—Each application for a grant for

1 an eligible project described under subsection (c)(17)
2 shall include—

3 “(A) plans for robust engagement, early in
4 the project planning process, with communities
5 impacted by any new rail electrification infra-
6 structure;

7 “(B) plans for hiring from local commu-
8 nities, displaced rail workers, tribal and indige-
9 nous communities, and environmental justice
10 communities; and

11 “(C) a description of wage and apprentice-
12 ship requirements for individuals employed to
13 construct, operate, and maintain rail electrifica-
14 tion infrastructure.”.

15 (5) PRIORITY FOR RAIL ELECTRIFICATION.—
16 Section 22907(e) of title 49, United States Code, is
17 amended—

18 (A) by redesignating paragraphs (2) and
19 (3) as paragraphs (3) and (4), respectively; and

20 (B) by inserting after paragraph (1) the
21 following:

22 “(2) PRIORITY FOR RAIL ELECTRIFICATION.—
23 In selecting a recipient of a grant for an eligible
24 project, the Secretary shall give priority to a pro-

1 posed project that includes electrification infrastruc-
2 ture (as defined in the All Aboard Act of 2025)—

3 “(A) in freight railyards or corridors in en-
4 vironmental justice communities; and

5 “(B) along new or existing rail corridors.”.

6 (c) AMTRAK.—

7 (1) IN GENERAL.—There is authorized to be
8 appropriated to the Secretary \$30,000,000,000 for
9 the 5-year period beginning on October 1, 2025, for
10 the use of Amtrak.

11 (2) CLIMATE RESILIENCE FUND.—Of the funds
12 appropriated to the Secretary pursuant to paragraph
13 (1), \$5,000,000,000 shall be used for climate resil-
14 iency improvement projects to increase resiliency
15 against climate-related changes in conditions, includ-
16 ing flooding risk, sea level rise, extreme storms,
17 coastal erosion, and extreme temperatures.

18 (d) RAILROAD CROSSING ELIMINATION PROGRAM.—

19 There is authorized to be appropriated to the Secretary
20 \$10,000,000,000 for the 5-year period beginning on Octo-
21 ber 1, 2025, to provide grants under section 22909 of title
22 49, United States Code.

23 (e) RESTORATION AND ENHANCEMENT PROGRAM.—

24 There is authorized to be appropriated to the Secretary
25 \$1,000,000,000 for the 5-year period beginning on Octo-

ber 1, 2025, to provide grants under section 22908 of title 49, United States Code.

(f) GRANT ADJUSTMENT TO SUPPORT RAIL EXPANSION.—Section 24305 of title 49, United States Code, is amended by adding at the end the following:

“(g) USE OF FEDERAL GRANT FUNDS.—Unless specifically prohibited by law or inconsistent with a grant agreement pursuant to which the relevant funding was provided, Amtrak or States may use grant funding received from the Federal Government to cover any non-Federal share of costs required to be paid under grant programs authorized in title 23 or 49, United States Code, or in other Federal laws, to the extent necessary to advance critical intercity passenger rail investments.”.

(g) RAILWAY-HIGHWAY CROSSINGS.—Section 130(e)(1) of title 23, United States Code, is amended—

(1) by redesignating subparagraphs (B) and (C) as subparagraphs (C) and (D), respectively; and

(2) by inserting after subparagraph (A) the following:

“(B) INSTALLATION OF PROTECTIVE DEVICES.—At least $\frac{1}{2}$ of the funds set aside each fiscal year under subparagraph (A) shall be available for the installation of protective devices at railway-highway crossings.”.

1 **SEC. 6. RAIL AIR POLLUTION GRANT PROGRAM.**

2 (a) IN GENERAL.—The Administrator of the Envi-
3 ronmental Protection Agency shall establish a program to
4 provide grants under sections 103 and 105 of the Clean
5 Air Act (42 U.S.C. 7403 and 7405) to address the air
6 pollution generated by railyards.

7 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
8 authorized to be appropriated to the Administrator of the
9 Environmental Protection Agency \$500,000,000 for the 5-
10 year period beginning on October 1, 2025, to provide
11 grants under section 105 of the Clean Air Act (42 U.S.C.
12 7405) to carry out subsection (a).

13 **SEC. 7. LABOR PROTECTIONS AND WORKFORCE DEVELOP-**
14 **MENT.**

15 (a) GRANT CONDITIONS.—Subsections (a), (c), and
16 (d) of section 22905 of title 49, United States Code, shall
17 apply to any grant awarded pursuant to this Act, or funds
18 provided under this Act, as if the grant or funds were
19 awarded under chapter 229 of title 49, United States
20 Code. The conditions of section 22404 of title 49, United
21 States Code, shall apply to any grant awarded pursuant
22 to this Act.

23 (b) OPERATORS AND CERTAIN RAILROAD TRANSPOR-
24 TATION SERVICE PROVIDERS DEEMED RAIL CARRIERS
25 AND EMPLOYERS FOR CERTAIN PURPOSES.—(1) A person
26 that (A) conducts passenger rail operations over, or (B)

1 that performs work for, or in support of, passenger rail
2 operations that is work performed by employees in rail-
3 road industry crafts and classes recognized under para-
4 graph Ninth of section 2 of the Railway Labor Act (45
5 U.S.C. 152) on rail infrastructure constructed or improved
6 with funding provided in whole in or part in a grant made
7 under this Act shall be considered a rail carrier, and an
8 employer only for the purposes of making such person sub-
9 ject to the laws of the United States referred to in section
10 10501(c)(3)(A) of title 49, United States Code, including
11 (i) the Railroad Retirement Act of 1974 (45 U.S.C. 231
12 et seq.); (ii) the Railway Labor Act (45 U.S.C. 151 et
13 seq.); and (iii) the Railroad Unemployment Insurance Act
14 (45 U.S.C. 351 et seq.) but is not deemed to be a rail
15 carrier for the purposes of, or subject to, any other law
16 of the United States.

17 (2) Notwithstanding paragraph (1)—

18 (A)(i) an employer engaged primarily in the
19 building and construction industry, as that term is
20 used in section 8(f) of the National Labor Relation
21 Act (29 U.S.C. 158(f)) which is performing con-
22 struction work as a contractor for an eligible entity
23 receiving funds provided under this Act, including a
24 rail carrier, shall not itself be considered a rail car-
25 rier solely as a result of performance of that work,

1 and shall be permitted to perform the work with em-
2 ployees who are not covered by (i) the Railroad Re-
3 tirement Act of 1974 (45 U.S.C. 231 et seq.); (ii)
4 the Railway Labor Act (45 U.S.C. 151 et seq.); and
5 (iii) the Railroad Unemployment Insurance Act (45
6 U.S.C. 351 et seq.); and

7 (ii) the exception described in clause (i) does
8 not apply to the performance of railroad mainte-
9 nance and repair work that is, and has been, histori-
10 cally and customarily performed by employees in
11 railroad industry crafts and classes recognized under
12 paragraph Ninth of section 2 of the Railway Labor
13 Act (45 U.S.C. 152); or

14 (B) an employer performing work as a con-
15 tractor or subcontractor for—

16 (i) a railroad that owns, uses, or is con-
17 tracted to perform work on, rail infrastructure
18 constructed or improved with funding provided
19 in whole or in part in a grant made under this
20 Act; or

21 (ii) an operator that uses such infrastruc-
22 ture,

23 shall not itself be considered a rail carrier solely
24 as a result of performance of that work, and shall
25 be permitted to perform the work with employees

1 who are not covered by (i) the Railroad Retirement
2 Act of 1974 (45 U.S.C. 231 et seq.); (ii) the Railway
3 Labor Act (45 U.S.C. 151 et seq.); and (iii) the
4 Railroad Unemployment Insurance Act (45 U.S.C.
5 351 et seq.) when such work is performed consistent
6 with a collective bargaining agreement between the
7 railroad or operator and a union representing em-
8 ployees in a railroad industry craft or class recog-
9 nized under paragraph Ninth of section 2 of the
10 Railway Labor Act (45 U.S.C. 152), covering work
11 performed by that craft or class.

12 (c) OTHER REQUIREMENTS.—

13 (1) IN GENERAL.—All laborers and mechanics
14 employed by contractors or subcontractors in the
15 performance of construction, alternation, or repair
16 work carried out, in whole or in part, with assistance
17 made available under this Act shall be paid wages at
18 rates not less than those prevailing on projects of a
19 character similar in the locality as determined by the
20 Secretary of Labor in accordance with subchapter
21 IV of chapter 31 of title 40, United States Code.

22 (2) AUTHORITY.—With respect to labor stand-
23 ards specified in paragraph (1), the Secretary of
24 Labor shall have the authority and functions set
25 forth in Reorganization Plan Numbered 14 of 1950

(64 Stat. 1267; 5 U.S.C. App.) and sections 3145 of title 40, United States Code.

(d) RAIL WORKFORCE TRAINING CENTERS.—

(1) PASSENGER RAIL WORKFORCE TRAINING CENTER.—

(A) IN GENERAL.—There is established within the consolidated workforce training program—

(i) a center, which shall be known as the “Passenger Rail Workforce Training Center”, to meet the needs of the passenger rail systems workforce through standards-based training relating to relevant maintenance and operations occupations; and

(ii) expand workforce development efforts in partnership with organized labor including, apprenticeship training programs.

(B) DUTIES.—The Passenger Rail Workforce Training Center, in cooperation with non-profit labor organizations and Amtrak, shall develop and carry out training and educational programs for rail employees serving in the passenger rail workforce.

1 (2) FREIGHT RAIL WORKFORCE TRAINING CEN-
2 TER.—The Administrator, in partnership with rail
3 carriers and nonprofit labor organizations, shall—

4 (A) establish a consolidated workforce
5 training program for freight railroad personnel;

6 (B) establish a center, which shall be
7 known as the “Freight Rail Workforce Training
8 Center”, to meet the needs of the freight rail
9 systems workforce through standards-based
10 training relating to relevant maintenance and
11 operations occupations; and

12 (C) expand, in partnership with organized
13 labor, workforce development efforts, including
14 apprenticeship training programs.

15 (3) TRAINING AND EDUCATIONAL PROGRAM IN-
16 CLUSIONS.—The training and educational programs
17 developed pursuant to paragraphs (1) and (2) may
18 include courses in recent developments, techniques,
19 and procedures relating to—

20 (A) developing consensus national training
21 standards, in partnership with industry stake-
22 holders, for key rail occupations with dem-
23 onstrated skill gaps;

24 (B) establishing regional, State, and local
25 rail training partnerships—

- 1 (i) to identify and address workforce
2 skill gaps; and
3 (ii) to develop skills needed for—
4 (I) delivering quality rail service;
5 and
6 (II) supporting employee career
7 advancement;
8 (C) developing programs for the training of
9 frontline workforce, instructors, mentors, and
10 labor-management partnership representatives,
11 in the form of classroom, hands-on, on-the-job,
12 and internet web-based training, to be deliv-
13 ered—
14 (i) at a national center;
15 (ii) regionally; or
16 (iii) at an individual rail carrier;
17 (D) developing training programs for skills
18 relating to existing and emerging rail tech-
19 nologies, such as zero-emission locomotives and
20 trains and zero-emission locomotive infrastruc-
21 ture;
22 (E) developing improved capacity for safe-
23 ty, security, and emergency preparedness in rail
24 systems and the industry as a whole through—

1 (i) developing the role of the rail
2 workforce in establishing and sustaining
3 safety culture and safety systems in rail;
4 and

5 (ii) training to address rail workforce
6 roles in promoting health and safety for
7 rail workers, communities adjacent to rail-
8 road infrastructure and railyards; and

9 (F) developing rail carrier capacity for ca-
10 reer pathway partnerships with schools and
11 other community organizations for recruiting
12 and training underrepresented populations as
13 successful rail employees who can develop ca-
14 reers in the rail industry.

15 (4) AUTHORIZATION OF APPROPRIATIONS.—
16 There is authorized to be appropriated to the Ad-
17 ministrator \$500,000,000 for the 5-year period be-
18 ginning on October 1, 2025, to carry out the Rail
19 Workforce Training Program authorized under this
20 subsection.

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