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To establish a State rail formula grant program, to direct the 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 SENATE OF THE UNITED STATES

JULY 29, 2025

Mr. MARKEY (for himself, Mr. SANDERS, Mr. PADILLA, Mr. MURPHY, Mr. BLUMENTHAL, Ms. WARREN, Ms. BLUNT ROCHESTER, Mr. VAN HOLLEN, and Mr. BOOKER) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To establish a State rail formula grant program, to direct the 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 to yield measurable health benefits
8 where air pollutants include particulate matter, ni-
9 trogen oxides, and other criteria air pollutants, haz-
10 ardous air pollutants, and volatile organic com-
11 pounds; and

12 (2) expand high performance passenger rail.

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

21 (h) STUDY ON TRANSMISSION CO-LOCATION WITH
22 RAIL ELECTRIFICATION INFRASTRUCTURE.—

23 (1) IN GENERAL.—Not later than 180 days
24 after the date of the enactment of this Act, the Sec-
25 retary, in coordination with the Administrator, and

1 in consultation with the Department of Energy, the
2 Federal Energy Regulatory Commission, and any
3 other agency deemed relevant by the Secretary and
4 the Administrator, shall conduct a study to evaluate
5 the feasibility, benefits, equity impacts, and chal-
6 lenges of co-locating electric transmission infrastruc-
7 ture within the same right-of-way or adjacent to rail
8 corridors as part of efforts to minimize land use,
9 streamline permitting processes, support rail elec-
10 trification, expand renewable energy capacity, reduce
11 community impacts of new infrastructure, improve
12 safety, and ensure fair access to infrastructure bene-
13 fits for all communities.

14 (2) OUTCOMES AND RECOMMENDATIONS.—

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

23 (B) DESIGNATED PRIORITY CORRIDORS.—

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

- 1 (i) propose a framework to designate
 2 priority corridors for co-located trans-
 3 mission and rail electrification projects;
 4 and
- 5 (ii) recommend how such projects
 6 should be incentivized.

7 (i) AUTHORIZATION OF APPROPRIATIONS.—There is
 8 authorized to be appropriated to the Secretary
 9 \$50,000,000,000 for the 5-year period beginning on Octo-
 10 ber 1, 2025, to provide grants under this section.

11 **SEC. 5. EXPANSION OF PASSENGER RAIL AND HIGH-PER-**
 12 **FORMANCE RAIL.**

13 (a) FEDERAL-STATE INTERCITY PARTNERSHIP PRO-
 14 GRAM.—

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

20 (2) PRIORITY HIGH-PERFORMANCE RAIL.—Sec-
 21 tion 24911(d) of title 49, United States Code, is
 22 amended—

23 (A) by redesignating paragraphs (1)
 24 through (3) as paragraphs (2) through (4), re-
 25 spectively; and

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

3 “(1) the Secretary shall give priority to projects
 4 that install or upgrade infrastructure that will en-
 5 able high-performance passenger rail along new or
 6 existing rail corridors regardless of the location of
 7 such projects within the United States;”.

8 (3) COST BENEFIT ANALYSIS.—Section
 9 24911(d)(3)(B)(i) of title 49, United States Code, as
 10 redesignated, is amended—

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

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

15 (C) by adding at the end the following:

16 “(VI) anticipated positive im-
 17 pacts of the project’s efforts to elec-
 18 trify the corridor, or make improve-
 19 ments to allow for electrification in-
 20 frastructure (as defined in the All
 21 Aboard Act of 2025) in the future;”.

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

24 (1) AUTHORIZATION OF APPROPRIATIONS.—

25 There is authorized to be appropriated to the Sec-

1 retary \$30,000,000,000 for the 5-year period begin-
 2 ning on October 1, 2025, to provide grants author-
 3 ized under section 22907 of title 49, United States
 4 Code.

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

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

9 “(A) the entity uses the funds to install
 10 electrification infrastructure;

11 “(B) the project uses project labor agree-
 12 ments;

13 “(C) the project includes enforceable
 14 agreements to hire from local communities;

15 “(D) the entity complies with section
 16 22404 of title 49, United States Code; and

17 “(E) the project is in partnership with at
 18 least 1 of the entities described in paragraphs
 19 (1) through (5).”.

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

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

1 “(A) to electrify publicly-owned or Amtrak-
2 owned routes;

3 “(B) to rehabilitate or improve existing lo-
4 comotives, MU locomotives, or trains (including
5 engines) to reduce emissions;

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

8 “(i) to expand passenger rail or re-
9 gional rail; or

10 “(ii) with the intent to electrify rail in
11 the future;

12 “(D) to build electrified rail corridors;

13 “(E) to electrify rail yards;

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

16 “(G) to purchase electrification equipment
17 and rolling stock or other zero-emission loco-
18 motives, MU locomotives, and equipment;

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

21 “(I) to engage in robust engagement with
22 communities impacted by any new rail infra-
23 structure.”.

1 (4) REQUIREMENTS.—Section 22907(d) of title
2 49, United States Code, is amended to read as fol-
3 lows:

4 “(d) APPLICATION PROCESS.—

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

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

13 “(A) an identification of skills gaps, train-
14 ing needs, and retraining needs of the work-
15 force;

16 “(B) a plan to operate and maintain infra-
17 structure of the project using existing insourced
18 workforce;

19 “(C) a plan to avoid displacement of the
20 workforce;

21 “(D) an identification of the steps the eli-
22 gible entity will take to offset any identified
23 negative impact or potential displacement of the
24 workforce, including how the entity will use the

1 funds from the grant and its own funding to
 2 implement the transition plan; and

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

6 “(3) REQUIREMENTS FOR RAIL ELECTRIFICA-
 7 TION PROJECTS.—Each application for a grant for
 8 an eligible project described under subsection (c)(17)
 9 shall include—

10 “(A) plans for robust engagement, early in
 11 the project planning process, with communities
 12 impacted by any new rail electrification infra-
 13 structure;

14 “(B) plans for hiring from local commu-
 15 nities, displaced rail workers, tribal and indige-
 16 nous communities, and environmental justice
 17 communities; and

18 “(C) a description of wage and apprentice-
 19 ship requirements for individuals employed to
 20 construct, operate, and maintain rail electrifica-
 21 tion infrastructure.”.

22 (5) PRIORITY FOR RAIL ELECTRIFICATION.—
 23 Section 22907(e) of title 49, United States Code, is
 24 amended—

1 (A) by redesignating paragraphs (2) and
2 (3) as paragraphs (3) and (4), respectively; and
3 (B) by inserting after paragraph (1) the
4 following:

5 “(2) PRIORITY FOR RAIL ELECTRIFICATION.—
6 In selecting a recipient of a grant for an eligible
7 project, the Secretary shall give priority to a pro-
8 posed project that includes electrification infrastruc-
9 ture (as defined in the All Aboard Act of 2025)—

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

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

13 (c) AMTRAK.—

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

18 (2) CLIMATE RESILIENCE FUND.—Of the funds
19 appropriated to the Secretary pursuant to paragraph
20 (1), \$5,000,000,000 shall be used for climate resil-
21 iency improvement projects to increase resiliency
22 against climate-related changes in conditions, includ-
23 ing flooding risk, sea level rise, extreme storms,
24 coastal erosion, and extreme temperatures.

1 (d) RAILROAD CROSSING ELIMINATION PROGRAM.—

2 There is authorized to be appropriated to the Secretary
3 \$10,000,000,000 for the 5-year period beginning on Octo-
4 ber 1, 2025, to provide grants under section 22909 of title
5 49, United States Code.

6 (e) RESTORATION AND ENHANCEMENT PROGRAM.—

7 There is authorized to be appropriated to the Secretary
8 \$1,000,000,000 for the 5-year period beginning on Octo-
9 ber 1, 2025, to provide grants under section 22908 of title
10 49, United States Code.

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

14 “(g) USE OF FEDERAL GRANT FUNDS.—Unless spe-
15 cifically prohibited by law or inconsistent with a grant
16 agreement pursuant to which the relevant funding was
17 provided, Amtrak or States may use grant funding re-
18 ceived from the Federal Government to cover any non-
19 Federal share of costs required to be paid under grant
20 programs authorized in title 23 or 49, United States Code,
21 or in other Federal laws, to the extent necessary to ad-
22 vance critical intercity passenger rail investments.”.

23 (g) RAILWAY-HIGHWAY CROSSINGS.—Section
24 130(e)(1) of title 23, United States Code, is amended—

1 (1) by redesignating subparagraphs (B) and
 2 (C) as subparagraphs (C) and (D), respectively; and
 3 (2) by inserting after subparagraph (A) the fol-
 4 lowing:

5 “(B) INSTALLATION OF PROTECTIVE DE-
 6 VICES.—At least $\frac{1}{2}$ of the funds set aside each
 7 fiscal year under subparagraph (A) shall be
 8 available for the installation of protective de-
 9 vices at railway-highway crossings.”.

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

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

16 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
 17 authorized to be appropriated to the Administrator of the
 18 Environmental Protection Agency \$500,000,000 for the 5-
 19 year period beginning on October 1, 2025, to provide
 20 grants under section 105 of the Clean Air Act (42 U.S.C.
 21 7405) to carry out subsection (a).

22 **SEC. 7. LABOR PROTECTIONS AND WORKFORCE DEVELOP-**
 23 **MENT.**

24 (a) GRANT CONDITIONS.—Subsections (a), (c), and
 25 (d) of section 22905 of title 49, United States Code, shall

1 apply to any grant awarded pursuant to this Act, or funds
2 provided under this Act, as if the grant or funds were
3 awarded under chapter 229 of title 49, United States
4 Code. The conditions of section 22404 of title 49, United
5 States Code, shall apply to any grant awarded pursuant
6 to this Act.

7 (b) OPERATORS AND CERTAIN RAILROAD TRANSPORTATION SERVICE PROVIDERS DEEMED RAIL CARRIERS
8 AND EMPLOYERS FOR CERTAIN PURPOSES.—(1) A person
9 that (A) conducts passenger rail operations over, or (B)
10 that performs work for, or in support of, passenger rail
11 operations that is work performed by employees in rail-
12 road industry crafts and classes recognized under para-
13 graph Ninth of section 2 of the Railway Labor Act (45
14 U.S.C. 152) on rail infrastructure constructed or improved
15 with funding provided in whole in or part in a grant made
16 under this Act shall be considered a rail carrier, and an
17 employer only for the purposes of making such person sub-
18 ject to the laws of the United States referred to in section
19 10501(c)(3)(A) of title 49, United States Code, including
20 (i) the Railroad Retirement Act of 1974 (45 U.S.C. 231
21 et seq.); (ii) the Railway Labor Act (45 U.S.C. 151 et
22 seq.); and (iii) the Railroad Unemployment Insurance Act
23 (45 U.S.C. 351 et seq.) but is not deemed to be a rail
24

1 carrier for the purposes of, or subject to, any other law
2 of the United States.

3 (2) Notwithstanding paragraph (1)—

4 (A)(i) an employer engaged primarily in the
5 building and construction industry, as that term is
6 used in section 8(f) of the National Labor Relation
7 Act (29 U.S.C. 158(f)) which is performing con-
8 struction work as a contractor for an eligible entity
9 receiving funds provided under this Act, including a
10 rail carrier, shall not itself be considered a rail car-
11 rier solely as a result of performance of that work,
12 and shall be permitted to perform the work with em-
13 ployees who are not covered by (i) the Railroad Re-
14 tirement Act of 1974 (45 U.S.C. 231 et seq.); (ii)
15 the Railway Labor Act (45 U.S.C. 151 et seq.); and
16 (iii) the Railroad Unemployment Insurance Act (45
17 U.S.C. 351 et seq.); and

18 (ii) the exception described in clause (i) does
19 not apply to the performance of railroad mainte-
20 nance and repair work that is, and has been, histori-
21 cally and customarily performed by employees in
22 railroad industry crafts and classes recognized under
23 paragraph Ninth of section 2 of the Railway Labor
24 Act (45 U.S.C. 152);

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

3 (i) a railroad that owns, uses, or is con-
4 tracted to perform work on, rail infrastructure
5 constructed or improved with funding provided
6 in whole or in part in a grant made under this
7 Act; or

8 (ii) an operator that uses such infrastruc-
9 ture,

10 shall not itself be considered a rail carrier solely as
11 a result of performance of that work, and shall be
12 permitted to perform the work with employees who
13 are not covered by (i) the Railroad Retirement Act
14 of 1974 (45 U.S.C. 231 et seq.); (ii) the Railway
15 Labor Act (45 U.S.C. 151 et seq.); and (iii) the
16 Railroad Unemployment Insurance Act (45 U.S.C.
17 351 et seq.) when such work is performed consistent
18 with a collective bargaining agreement between the
19 railroad or operator and a union representing em-
20 ployees in a railroad industry craft or class recog-
21 nized under paragraph Ninth of section 2 of the
22 Railway Labor Act (45 U.S.C. 152), covering work
23 performed by that craft or class.

24 (c) OTHER REQUIREMENTS.—

1 (1) IN GENERAL.—All laborers and mechanics
 2 employed by contractors or subcontractors in the
 3 performance of construction, alternation, or repair
 4 work carried out, in whole or in part, with assistance
 5 made available under this Act shall be paid wages at
 6 rates not less than those prevailing on projects of a
 7 character similar in the locality as determined by the
 8 Secretary of Labor in accordance with subchapter
 9 IV of chapter 31 of title 40, United States Code.

10 (2) AUTHORITY.—With respect to labor stand-
 11 ards specified in paragraph (1), the Secretary of
 12 Labor shall have the authority and functions set
 13 forth in Reorganization Plan Numbered 14 of 1950
 14 (64 Stat. 1267; 5 U.S.C. App.) and sections 3145
 15 of title 40, United States Code.

16 (d) RAIL WORKFORCE TRAINING CENTERS.—

17 (1) PASSENGER RAIL WORKFORCE TRAINING
 18 CENTER.—

19 (A) IN GENERAL.—There is established
 20 within the consolidated workforce training pro-
 21 gram—

22 (i) a center, which shall be known as
 23 the “Passenger Rail Workforce Training
 24 Center”, to meet the needs of the pas-
 25 senger 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 nonprofit labor organizations and Amtrak, shall develop and carry out training and educational programs for rail employees serving in the passenger rail workforce.

(2) FREIGHT RAIL WORKFORCE TRAINING CENTER.—The Administrator, in partnership with rail carriers and nonprofit labor organizations, shall—

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

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

1 (C) expand, in partnership with organized
 2 labor, workforce development efforts, including
 3 apprenticeship training programs.

4 (3) TRAINING AND EDUCATIONAL PROGRAM IN-
 5 CLUSIONS.—The training and educational programs
 6 developed pursuant to paragraphs (1) and (2) may
 7 include courses in recent developments, techniques,
 8 and procedures relating to—

9 (A) developing consensus national training
 10 standards, in partnership with industry stake-
 11 holders, for key rail occupations with dem-
 12 onstrated skill gaps;

13 (B) establishing regional, State, and local
 14 rail training partnerships—

15 (i) to identify and address workforce
 16 skill gaps; and

17 (ii) to develop skills needed for—

18 (I) delivering quality rail service;

19 and

20 (II) supporting employee career
 21 advancement;

22 (C) developing programs for the training of
 23 frontline workforce, instructors, mentors, and
 24 labor-management partnership representatives,
 25 in the form of classroom, hands-on, on-the-job,

1 and internet web-based training, to be deliv-
2 ered—

3 (i) at a national center;

4 (ii) regionally; or

5 (iii) at an individual rail carrier;

6 (D) developing training programs for skills
7 relating to existing and emerging rail tech-
8 nologies, such as zero-emission locomotives and
9 trains and zero-emission locomotive infrastruc-
10 ture;

11 (E) developing improved capacity for safe-
12 ty, security, and emergency preparedness in rail
13 systems and the industry as a whole through—

14 (i) developing the role of the rail
15 workforce in establishing and sustaining
16 safety culture and safety systems in rail;
17 and

18 (ii) training to address rail workforce
19 roles in promoting health and safety for
20 rail workers, communities adjacent to rail-
21 road infrastructure and railyards; and

22 (F) developing rail carrier capacity for ca-
23 reer pathway partnerships with schools and
24 other community organizations for recruiting
25 and training underrepresented populations as

1 successful rail employees who can develop ca-
2 reers in the rail industry.

3 (4) AUTHORIZATION OF APPROPRIATIONS.—

4 There is authorized to be appropriated to the Ad-
5 ministrator \$500,000,000 for the 5-year period be-
6 ginning on October 1, 2025, to carry out the Rail
7 Workforce Training Program authorized under this
8 subsection.

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