

118TH CONGRESS
2D SESSION

S. 5569

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

DECEMBER 17 (legislative day, DECEMBER 16), 2024

Mr. MARKEY 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 2024”.

6 **SEC. 2. DEFINITIONS.**

7 In this Act:

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

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

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

8 (4) ELECTRIFICATION INFRASTRUCTURE.—The
9 term “electrification infrastructure”—

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

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

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

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

6 (7) HIGH-PERFORMANCE RAIL.—The term
7 “high-performance rail” means an intercity pas-
8 senger rail service that is designed to meet the cur-
9 rent and future market demand for the transpor-
10 tation of people and goods, in terms of capacity,
11 travel times, reliability, and efficiency.

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

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

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

24 (11) SECRETARY.—The term “Secretary”
25 means the Secretary of Transportation.

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

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

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

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

19 (a) IN GENERAL.—The Secretary shall establish a
 20 formula grant program under which the Secretary shall
 21 award grants to States for the development of State rail
 22 plans, operations of rail service, and maintenance and ex-
 23 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 routes selected under the Corridor Identi-
8 fication and Development Program established
9 under section 25101 of title 49, United States
10 Code; and

11 (B) to electrify existing freight and pas-
12 senger rail; and

13 (2) are consistent with the goals described in
14 subsection (c).

15 (c) GOALS.—The goals described in this subsection
16 are—

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

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

23 (3) to achieve zero emissions for—

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

25 (B) all new trains by 2035; and

1 (C) all locomotives by 2047;

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

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

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

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

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

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

18 (1) hiring and retaining staff;

19 (2) pooling funds with other States to advance
20 interstate initiatives and projects;

21 (3) making improvements to existing rail infra-
22 structure;

23 (4) constructing new rail infrastructure;

24 (5) carrying out such other rail activities as the
25 Secretary determines appropriate, including studying

1 the impacts on freight rail operations and ridership
2 and operations coordination;

3 (6) promoting intercity passenger rail oper-
4 ation; and

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

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

9 (1) ensure that each State receives not less
10 than \$10,000,000; and

11 (2) apportion the remaining grant funds among
12 the States based on the respective population of such
13 States.

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

20 (g) AUTHORIZATION OF APPROPRIATIONS.—There is
21 authorized to be appropriated to the Secretary
22 \$3,500,000,000 for the 5-year period beginning on Octo-
23 ber 1, 2024, 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 grants to eligible entities described in
5 subsection (c) to enable or improve electrified rail oper-
6 ations.

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.—A project funded by a
11 grant awarded under this section shall—

12 (1) use project labor agreements;

13 (2) use enforceable agreements to hire from
14 local communities; and

15 (3) for any freight train or light engine used in
16 connection with the movement of freight, require a
17 crew consisting of at least 2 individuals, one of
18 whom is certified under regulations promulgated by
19 the Administration as a locomotive engineer pursu-
20 ant to section 20135 of title 49, United States Code,
21 and the other of whom is certified under regulations
22 promulgated by the Administration as a conductor
23 pursuant to section 20163 of title 49, United States
24 Code.

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

4 (1) produce air quality benefits in environ-
5 mental justice communities; and

6 (2) expand high performance passenger rail.

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

15 (h) STUDY ON TRANSMISSION CO-LOCATION WITH
16 RAIL ELECTRIFICATION INFRASTRUCTURE.—

17 (1) IN GENERAL.—The Secretary, in coordina-
18 tion with the Administrator, and in consultation
19 with the Department of Energy, the Federal Energy
20 Regulatory Commission, and any other agency
21 deemed relevant by the Secretary and the Adminis-
22 trator, shall conduct a study to evaluate the feasi-
23 bility, benefits, equity impacts, and challenges of co-
24 locating high-voltage transmission infrastructure
25 alongside rail corridors as part of efforts to support

1 rail electrification, expand renewable energy capac-
2 ity, reduce community impacts of new infrastruc-
3 ture, and ensure fair access to infrastructure bene-
4 fits for all communities.

5 (2) OUTCOMES AND RECOMMENDATIONS.—

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

14 (B) DESIGNATED PRIORITY CORRIDORS.—

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

17 (i) propose a framework to designate
18 priority corridors for co-located trans-
19 mission and rail electrification projects;
20 and

21 (ii) recommend how such projects
22 should be incentivized.

23 (i) AUTHORIZATION OF APPROPRIATIONS.—There is

24 authorized to be appropriated to the Secretary

1 \$50,000,000,000 for the 5-year period beginning on Octo-
2 ber 1, 2024, to provide grants under this section.

3 **SEC. 5. EXPANSION OF PASSENGER RAIL AND HIGH-PER-**
4 **FORMANCE RAIL.**

5 (a) FEDERAL-STATE INTERCITY PARTNERSHIP PRO-
6 GRAM.—

7 (1) AUTHORIZATION OF APPROPRIATIONS.—

8 There is authorized to be appropriated to the Sec-
9 retary for the Federal-State Intercity Partnership
10 program \$80,000,000,000 for the 5-year period be-
11 ginning on October 1, 2024.

12 (2) PRIORITY HIGH-PERFORMANCE RAIL.—Sec-
13 tion 24911(d) of title 49, United States Code, is
14 amended—

15 (A) by redesignating paragraphs (1)
16 through (3) as paragraphs (2) through (4), re-
17 spectively; and

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

20 “(1) the Secretary shall give priority to projects
21 that install or upgrade infrastructure that will en-
22 able high-performance passenger rail along new or
23 existing rail corridors regardless of the location of
24 such projects within the United States;”.

1 (3) COST BENEFIT ANALYSIS.—Section
 2 24911(d)(3)(B)(i) of title 49, United States Code, as
 3 redesignated, is amended—

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

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

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

9 “(VI) anticipated positive im-
 10 pacts of the project’s efforts to elec-
 11 trify the corridor, or make improve-
 12 ments to allow for electrification in-
 13 frastructure (as defined in the All
 14 Aboard Act of 2024) in the future;”.

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

17 (1) AUTHORIZATION OF APPROPRIATIONS.—

18 There is authorized to be appropriated to the Sec-
 19 retary \$30,000,000,000 for the 5-year period begin-
 20 ning on October 1, 2024, to provide grants author-
 21 ized under section 22907 of title 49, United States
 22 Code.

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

1 “(14) A class I railroad company only if—

2 “(A) the entity uses the funds to install
3 electrification infrastructure;

4 “(B) the project uses project labor agree-
5 ments;

6 “(C) the project includes enforceable
7 agreements to hire from local communities;

8 “(D) the entity complies with section
9 22404 of title 49, United States Code; and

10 “(E) the project is in partnership with at
11 least 1 of the entities described in paragraphs
12 (1) through (5).”.

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

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

18 “(A) to electrify publicly-owned or Amtrak-
19 owned routes;

20 “(B) to rehabilitate or improve existing lo-
21 comotives, MU locomotives, or trains (including
22 engines) to reduce emissions;

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

1 “(i) to expand passenger rail or re-
2 gional rail; or

3 “(ii) with the intent to electrify rail in
4 the future;

5 “(D) to build electrified rail corridors;

6 “(E) to electrify rail yards;

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

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

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

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

17 (4) REQUIREMENTS.—Section 22907(d) of title
18 49, United States Code, is amended to read as fol-
19 lows:

20 “(d) APPLICATION PROCESS.—

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

24 “(2) WORKFORCE DEVELOPMENT REQUIRE-
25 MENTS.—Each application for a grant under this

1 section shall include a transition plan that examines
2 the impact of the proposed project on the workforce
3 of the eligible entity and includes—

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

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

10 “(C) a plan to avoid displacement of the
11 workforce;

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

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

21 “(3) REQUIREMENTS FOR RAIL ELECTRIFICA-
22 TION PROJECTS.—Each application for a grant for
23 an eligible project described under subsection (c)(17)
24 shall include—

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

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

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

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

16 (A) by redesignating paragraphs (2) and
 17 (3) as paragraphs (3) and (4), respectively; and

18 (B) by inserting after paragraph (1) the
 19 following:

20 “(2) PRIORITY FOR RAIL ELECTRIFICATION.—
 21 In selecting a recipient of a grant for an eligible
 22 project, the Secretary shall give priority to a pro-
 23 posed project that includes electrification infrastruc-
 24 ture (as defined in the All Aboard Act of 2024)—

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

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

4 (c) AMTRAK.—

5 (1) IN GENERAL.—There is authorized to be
6 appropriated to the Secretary \$30,000,000,000 for
7 the 5-year period beginning on October 1, 2024, for
8 the use of Amtrak.

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

16 (d) RAILROAD CROSSING ELIMINATION PROGRAM.—
17 There is authorized to be appropriated to the Secretary
18 \$10,000,000,000 for the 5-year period beginning on Octo-
19 ber 1, 2024, to provide grants under section 22909 of title
20 49, United States Code.

21 (e) RESTORATION AND ENHANCEMENT PROGRAM.—
22 There is authorized to be appropriated to the Secretary
23 \$1,000,000,000 for the 5-year period beginning on Octo-
24 ber 1, 2024, to provide grants under section 22908 of title
25 49, United States Code.

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

4 “(g) USE OF FEDERAL GRANT FUNDS.—Unless spe-
5 cifically prohibited by law or inconsistent with a grant
6 agreement pursuant to which the relevant funding was
7 provided, Amtrak may use grant funding received from
8 the Federal Government to cover any non-Federal share
9 of costs required to be paid under grant programs author-
10 ized in title 23 or 49, United States Code, or in other
11 Federal laws, to the extent necessary to advance critical
12 intercity passenger rail investments and further the
13 achievement of Amtrak’s mission.”.

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

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

20 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
21 authorized to be appropriated to the Administrator of the
22 Environmental Protection Agency \$500,000,000 for the 5-
23 year period beginning on October 1, 2024, to provide
24 grants under section 105 of the Clean Air Act (42 U.S.C.
25 7405) to carry out subsection (a).

1 **SEC. 7. LABOR PROTECTIONS AND WORKFORCE DEVELOP-**
2 **MENT.**

3 (a) GRANT CONDITIONS.—Subsections (a), (b), (c),
4 and (d) of section 22905 of title 49, United States Code,
5 shall apply to any grant awarded pursuant to this Act,
6 or funds provided under this Act, as if the grant or funds
7 were awarded under chapter 229 of title 49, United States
8 Code. The conditions of section 22404 of title 49, United
9 States Code, shall apply to any grant awarded pursuant
10 to this Act.

11 (b) OTHER REQUIREMENTS.—

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

21 (2) AUTHORITY.—With respect to labor stand-
22 ards specified in paragraph (1), the Secretary of
23 Labor shall have the authority and functions set
24 forth in Reorganization Plan Numbered 14 of 1950
25 (64 Stat. 1267; 5 U.S.C. App.) and sections 3145
26 of title 40, United States Code.

1 (c) RAIL WORKFORCE TRAINING CENTERS.—

2 (1) PASSENGER RAIL WORKFORCE TRAINING
3 CENTER.—

4 (A) IN GENERAL.—There is established
5 within the consolidated workforce training pro-
6 gram—

7 (i) a center, which shall be known as
8 the “Passenger Rail Workforce Training
9 Center”, to meet the needs of the pas-
10 senger rail systems workforce through
11 standards-based training relating to rel-
12 evant maintenance and operations occupa-
13 tions; and

14 (ii) expand workforce development ef-
15 forts in partnership with organized labor
16 including, apprenticeship training pro-
17 grams.

18 (B) DUTIES.—The Passenger Rail Work-
19 force Training Center, in cooperation with non-
20 profit labor organizations and Amtrak, shall de-
21 velop and carry out training and educational
22 programs for rail employees serving in the pas-
23 senger 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, 2024, to carry out the Rail
19 Workforce Training Program authorized under this
20 subsection.

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