

All Aboard Act

Senator Ed Markey (D-Mass.) and Representative Chris Deluzio (PA-17)

Section-by-Section Summary

Section 1: Short Title

Section 2: Definitions

Clarifies which definitions related to key subjects like locomotives, zero-emission locomotives, electric locomotives, and environmental justice communities. Many of these definitions already appear in federal code.

Section 3: State Rail Formula Program

Creates a first-of-its-kind dedicated rail formula program to support state rail planning, maintenance, operations, and capital investment. While states can rely on regular formula funding to expand highways, federal investments in rail come only through competitive grants. States need regular, reliable funding to plan for and execute a more robust rail network. This section invests \$3.5 billion over five years by creating a formula program where states receive funding based on their population size. States then report on how they used the funds, and how their activities have worked to meet a series of goals including reduce emissions, reconnect communities, expand access to passenger rail, encourage mode shift to trains, and protect the health and safety of communities and rail workers.

Section 4: Green Railroad Fund.

Dedicates \$50 billion over five years to electrify highly polluting rail yards, support electric high-performance passenger rail projects, and electrify the existing highest trafficked corridors by freight and passenger trains. The funds are available to states, Amtrak and other intercity passenger rail carriers, Class I, II, III railroads, public utilities, and Federally-recognized tribes. Recipients can use the funds to purchase right of way to electrify, purchase electrification equipment, build electrification infrastructure, and support workforce development activities. This section includes strong labor protections for the existing rail labor workforce.

Section 5: Expand Passenger Rail and High-Performance Rail

The *Bipartisan Infrastructure Law* established and expanded [several successful rail grant programs](#) such as the Federal-State Partnership for Intercity Passenger Rail, the Consolidated

Rail Infrastructure Safety and Improvement Program (CRISI), the Grade Crossing Elimination program, and the Restoration and Enhancement program. The bill also provided historic funding directly to Amtrak to expand and improve the national network and northeast corridor. *All Aboard Act* would extend the reliable funding afforded under the Infrastructure Law, and invest \$150 billion over five years across these successful programs. Specifically, the bill provides \$80 billion to Fed-State, \$30 billion to CRISI, \$30 billion to Amtrak, and \$10 billion for the railroad crossing elimination program. This section also makes tweaks to prioritize high performance rail, and electrification investments where feasible. The bill also makes Class I railroads eligible for CRISI funding only for rail electrification projects.

Section 6: Address Air Pollution from Railyards

Like other modes of transportation, air pollution from diesel-powered locomotives caused disproportionate harm in environmental justice communities. The *All Aboard Act* would provide \$500 million in grants under the Clean Air Act to address air pollution from railyards in frontline communities.

Section 7: Invest in the Rail Workforce

The rail workforce is the backbone of a safe, efficient rail network. The *All Aboard Act* would invest \$300 million over five years to establish freight and passenger rail training centers run in partnership with organized labor to provide the training and development necessary to deliver the rail network of the future. This section also includes several critical labor protections such as ensuring all grants awarded under this bill are protected by existing bedrock labor standards, and that all work meets existing local prevailing wage standards.