

The All Aboard Act

Endorsing Organizations: Transportation and Trades Division of the AFL-CIO, The International Brotherhood of Electrical Workers (IBEW), the Brotherhood of Maintenance of Ways Employees Division-International Brotherhood of Teamsters (BMWED), Brotherhood of Locomotive Engineers and Trainmen-International Brotherhood of Teamsters (BLET), Teamsters Rail Conference, Transport Workers Union (TWU), the International Association of Machinists (IAM), United Electrical Workers (UE), Sheet Metal, Air, Rail, Transportation (SMART-Transportation), Sheet Metal, Air, Rail, Transportation Mechanical Division (SMART-Mechanical), International Brotherhood of Boilermakers (IBB), the Transportation Communications Union (TCU), the Brotherhood of Railway Signalmen (BRS), the American Train Dispatchers Association (ATDA), the American Federation of State, County and Municipal Employees (AFSCME), the Sierra Club, Natural Resources Defense Council, the Green New Deal Network, Solutionary Rail, the Moving Forward Network, Earthjustice, The Rail Passengers Association, Transportation for America, and the Union of Concerned Scientists.

Summary: *All Aboard Act* would make transformative investments in the United States' national rail network. Today, the transportation sector accounts for over a quarter of all emissions in the United States. Trains represent the track to a greener and but still connected future. Trains are already the least carbon intensive mode of transportation -- and with reasonable investment -- can quickly become entirely zero-emission.

The *Bipartisan Infrastructure Law* provided historic investments in rail projects that are taking shape across the country. In the coming years, states, Amtrak, and rail carriers will need significant resources to provide the rail service that Americans are clamoring for while simultaneously decarbonizing our transportation systems.

The *All Aboard Act* would deliver this future by making both actionable investments in today's rail network and providing the funding needed to transform the future of transportation. The bill invests over \$200 billion over five years to improve existing freight and passenger rail corridors, kick start more high-performance rail projects, make planet-saving investments in electrifying new and existing rail, improve rail climate-resiliency, and expand the rail workforce.

Specifically, the *All Aboard Act* would:

- **Create a first-of-its-kind dedicated rail formula program for states to do 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.
- **Establish a Green Railroad Fund.** The technology to decarbonize the transportation sector already exists and is in use around the world. Many countries in Europe have already fully electrified their train system, reducing air pollution in many frontline communities and driving down emissions from transportation. This fund would dedicate \$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.

- **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. These investments are already at work funding new intercity passenger corridors, expanding and improving the freight rail network, and making needed investments in safety and maintenance across the board. This work must continue and the *All Aboard Act* would invest \$150 billion over five years across these successful programs to build on the victories started under the *Bipartisan Infrastructure Law*. 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.
- **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.
- **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.