

SB-19

Establishing a federally financed high-speed rail network across the United States to allow affordable transit for the American people.

IN THE SENATE OF THE AMERICAN LEGION BOYS NATION

Mr. Buan of West Virginia introduced the following bill;

A BILL

Establishing a federally financed high-speed rail network across the United States to allow affordable transit for the American people.

Be it enacted by The American Legion Boys Nation Senate assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "American High-Speed Rail Act".

SECTION 2. ROUTES

The high-speed rail network will be split into five (5) "routes", hereby known as the "Northern Route", the "Southern Route", the "Eastern Route", the "Western Route", and the "Central Route".

The Northern Route will connect the cities of Philadelphia and Seattle, with stations in the cities of Pittsburgh, Columbus, Chicago, Milwaukee, Minneapolis, and Fargo.

The Southern Route will connect the cities of Atlanta and San Diego, with stations in the cities of

Birmingham, Hattiesburg, New Orleans, Houston, San Antonio, El Paso, and Phoenix.

The Eastern Route will connect the cities of Boston and Atlanta, with stations in the cities of Providence, New York, Philadelphia, Baltimore, Washington D.C., Richmond, Raleigh, and Charlotte.

The Western Route will connect the cities of Seattle and San Diego, with stations in the cities of Portland, San Jose, and Los Angeles.

The Central Route will connect the cities of Minneapolis and Houston, with stations in the cities of Des Moines, Kansas City (Missouri), Oklahoma City, and Dallas.

The exact routes will be determined by a Federal Railroad Administration Office of Policy and Planning report, and all land will be purchased by the Department of Transportation.

SECTION 3. CONSTRUCTION

The construction of the network will be undertaken by private corporations contracted by the United States Department of Transportation.

For the purpose of awarding contracts, the network will be further subdivided into ten (10) "subroutes". Each route is to be divided into two (2) halves.

The Northern Route will be split at the city of Minneapolis.

The Southern Route will be split at the city of San Antonio.

The Eastern Route will be split at the city of Washington D.C.

The Western Route will be split at the city of San Jose.

The Central Route will be split at the city of Kansas City, Missouri.

Cost estimates will be audited prior to the awarding of construction contracts.

The network is to be constructed to allow trains operating within the network to operate at above ninety (90) percent of their maximum speed for ninety (90) percent of their journey.

The Federal Railroad Administration's Office of Infrastructure Investment shall oversee construction of the network.

SECTION 4. OPERATION

The high-speed rail network will be maintained and operated by the National Railroad Passenger Corporation (Amtrak).

Operation of the high-speed rail network shall follow all rules and regulations established by the Federal Railroad Administration.

Upon commencement of operations of the high-speed rail network or any portion thereof, the National Railroad Passenger Corporation shall contribute ten (10) percent of all earnings from a given subroute to the Department of Transportation until ten (10) percent of the cost of construction of that subroute is contributed.

Trains operating within this network are to have maximum speeds exceeding one-hundred seventy five (175) mph.

Low-interest loans shall be offered to Amtrak for the purpose of locomotive and railway car acquisition.

SECTION 5. APPROPRIATIONS

At an average cost of fifty (50) million dollars per mile, a total cost three-hundred eighty five (385) billion dollars is estimated.

Costs of land acquisition will be extracted from the budget of the Department of Defense.

Exact appropriations will be determined after the Department of Transportation report.

Five (5) billion dollars is the estimated cost of acquiring the required number of train sets (twenty-five (25) train sets of six (6) coaches with a power car at the front and rear per route) for the entire network.