

****Baton Rouge, New Orleans Commuter Rail Road Act****

Whereas, no definitive link exists between New Orleans and Baton Rouge, two major metropolitan areas comprising major port areas, government, universities, and over two million people

Whereas, the I10 is congested, and a non-car route is needed

Whereas, Climate Change fueled by CO2 emissions requires moving away from individual automobiles.

Section 1: Short Title

This bill may be cited as the BR-NO Commuter Rail Act

Section 2: Definitions

1. Commuter Rail: A rail line different from heavy-rail metro systems while also being different from long-range Amtrak lines. It primarily serves commuters between employment centers while also linking suburbs.

Section 3: Study Findings

1. Current estimates suggest that the Rail costs about 250 million dollars. With the train running on existing freight lines that roughly track the course of the I10 and Airline Hwy.
2. The 250 million would cover crossing improvements, stations, and rail improvements to ensure that a commuter train running at 80mph can coexist efficiently with freight traffic.
3. Currently, if Dixie puts up half, 125 million dollars, federal infrastructure grants will cover the other half plus some years of operating costs.
4. Operating costs will be roughly 10 million dollars per year with the train running 2-5 daily trips between New Orleans and Baton Rouge.

Section 4: Train Stops

1. The Train's terminus stations will be located in a new station in downtown Baton Rouge, and at New Orleans's Union Passenger Terminal.
2. Other stops will be located in Suburban Baton Rouge, Gonzales, Laplace, New Orleans Louis Armstrong International Airport (MSY), and Suburban Jefferson Parish.

3. MYS, Suburban Baton Rouge, and Jefferson Parish will be classified as suburban stops.
4. Gonzales and Laplace shall be classified as intermediate stops.
5. If the train is successful, future extensions can feasibly be constructed to New Orleans East, Slidell, and Hammond.

Section 5: Ticket Prices

1. Distance pricing will be the fare structure
2. From terminus to terminus to fare shall be 15 dollars
3. From suburban stop to terminus closest to the suburban stop, the fare shall be 5 dollars.
4. From suburban stop to terminus farthest from the suburban stop the fare shall be 10 dollars
5. From Intermediate stop to suburban stop to fare shall be 5 dollars.
6. From the Jefferson Parish stop to MSY or from Laplace to MSY the fare will be 5 dollars
7. The fare between intermediate stops will be 5 dollars.

Section 6: Construction Cost Funding

1. To raise the the initial cost of 125 million dollars. The State of Dixie will raise a one time 2% sales tax in the region of Louisiana.
2. The State will borrow against the sales tax to raise the \$125 million.
3. The sales tax will be repealed as soon as the costs are paid.
4. If matching federal grants cannot be secured, the state shall raise a 3% sales tax in the region of Louisiana that will be repealed as soon as the costs are paid

5. Ticket sales will also be used to help pay for the construction costs and operating costs after the train is running.

Section 7: Enactment

1. This bill shall take effect as soon as it is signed into law.
2. The portions of this bill are severable if one part is deemed inoperable the rest stands.

Written by Cold_brew_coffee (Congressman D-US)