

The America Moves Forward Act of 2020

AN ACT to modernize American transportation and infrastructure to fit for the 21st century by investing in our highways, railroads, and public transportation.

WHEREAS, the United States has over 164,000 miles of highway, more than 140,000 miles of railroad track, and over 6,800 different providers of public transportation.

WHEREAS, American infrastructure is a key influence to the society and economy of the United States, as it provides opportunities for domestic and international commerce.

WHEREAS, The United States holds a [D+ from the American Society of Civil Engineers](#) on our infrastructure.

WHEREAS, to keep America moving, the government should help make American transportation moving forward.

Be it enacted by the House of Representatives and Senate of the United States in Congress assembled.

Sponsored and authored by Representative /u/ItsZippy23 (D-AC-3) and cosponsored by Speaker of the House madk3p (D-LN-1), House Majority Leader /u/skiboy625 (D-LN-2), /u/Adithyansoccer (D-DX-4), /u/Copelonion (D-US), /u/NapoleonHobbes (D-US), and /u/NeatSaucer (D-US) . It was co sponsored in the Senate by Senate Majority Leader /u/Darthholo (D-AC) and President Pro Tempore /u/KellinQuinn__ (D-WS).

SECTION 1: TITLE AND TABLE OF CONTENTS

- a. This Act shall be known as the “America Moves Forward Act of 2020”
- b. Definitions- “Department” shall be defined as the Department of Transportation and “Secretary” shall refer to the Secretary of Transportation, as referred to in [49 U.S. Code § Subsection I Chapter 1](#)
- c. Table of Contents: the table of contents of this bill is as follows:

TITLE I: HIGHWAY AND AUTOMOBILE ACT OF 2020

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Sec. 102: Findings
Sec. 103: Definitions
Sec. 104: Federal Highway Survey
Sec. 105: Toll Fee Allocation
Sec. 106: Fuel Tax Allocation
Sec. 107: Electric Vehicle Tax Credit Extension
Sec. 108: Nationalization of the Toll Industry
Sec. 109: Plain English
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TITLE II: JOE BIDEN NATIONAL PASSENGER RAIL SERVICE ACT OF 2020

Sec. 201: Short Title
Sec. 202: Findings
Sec. 203: Definitions
Sec. 204: Right of Way for Amtrak
Sec. 205: High Speed Rail Survey
Sec. 206: Station Requirements
Sec. 207: Miscellaneous Edits
Sec. 208: Plain English

TITLE III: ONE CARD, ONE COUNTRY ACT OF 2020

Sec. 301: Short Title
Sec. 302: Findings
Sec. 303: Definitions
Sec. 304: Public Transit Pass Nationwide Ability
Sec. 305: Federal Transportation Pass
Sec. 306: Plain English
Sec. 307: Enactment

SECTION 2: ENACTMENT

- a. This act comes into force upon being signed into law, unless the provisions in the specific title says otherwise.

SECTION 3: SEVERABILITY

In general.—If any provision of this Act or an amendment made by this Act, or the application of a provision or amendment to any person or circumstance, is held to be invalid for any reason in

any court of competent jurisdiction, the remainder of this Act and amendments made by this Act, and the application of the provisions and amendment to any other person or circumstance, shall not be affected.

TITLE I

Sec. 101 Short Title

This title may be cited as the “Highway and Automobile Act of 2020”

Sec. 102 Findings

This congress finds that-

- a. The provisions made in the [Rebuild America Act of 2018](#) are suitable starting, yet the infrastructure of America is still lacking the proper amount of money and projects for infrastructure.
- b. The tolls of the United States are owned by private companies or states, and the funding from each does not directly go to the roads.
- c. A majority of cars in the United States are powered by gasoline, and the gas tax does not go to roads.
- d. Electric cars are more energy efficient than their gas powered counterparts.
- e. Tolls are an important service which the government should control to make sure the fees go to what they are paid for.

Sec. 103 Definitions

For the purposes of the title:

- a. “Highway” shall refer to a controlled-access highway, which is defined as a type of highway that has been designed for high-speed vehicular traffic, with all traffic flow—ingress and egress—regulated.
- b. “Interstate” shall refer to any road created under the [Federal Aid Highway Act of 1956](#) and the roads in [23 U.S. Code § 103](#)
- c. “Toll” shall be defined as a charge payable for permission to use a particular bridge or road.
- d. “Gas Tax” shall be defined as a tax to be paid on for the purchase of gasoline products.

- e. “Electric Vehicle” shall be defined as a vehicle that uses one or more electric motors or traction motors for propulsion, instead of traditional gasoline.
- f. “FHA” refers to the Federal Highway Administration, as defined in [49 U.S. Code § 104](#)

Sec. 104 Federal Highway Survey

- a. Every 5 years after the passage of this act, the secretary and department shall begin a highway survey of the nation’s roads, in coordination with the state departments of transportation
- b. The survey, as described in 104.a, shall mandated to do as follows:
 - i. Examine the highways of the nation
 - ii. Figure out which ones are needed for repairs and major improvements
- c. The survey shall be overseen by the Federal Highway Administration, and after
- d. For each survey, \$10,000,000 shall be appropriated for the survey from the budget of the Federal Highway Administration

Sec 105 Toll Fee Allocation

- a. [23 U.S. Code § 129. \(3\) \(a\)](#) is amended to read as follows:
 - i. Any costs necessary for the improvement and proper operation and maintenance of the toll, including reconstruction, resurfacing, restoration, and rehabilitation;
 - 1. This shall not exceed 20% of the toll fee
 - ii. Roadway improvement projects;
 - iii. Environmentally friendly transportation and infrastructure projects

Sec 106 Fuel Tax Allocation

- a. Fundings from the fuel tax must be provided for the following
 - i. Any costs necessary for the improvement and proper operation and maintenance of the locations of gas taxes, including reconstruction, resurfacing, restoration, and rehabilitation;
 - 1. This shall not exceed 20% of the received tax
 - ii. Roadway improvement projects;
 - iii. Environmentally friendly transportation and infrastructure

Sec 107 Electric Vehicle Tax Credit Extension

- a. [26 U.S. Code § 30D \(b\) \(2\)](#) is amended to read as follows:

(2) Base amount The amount determined under this paragraph is \$5,000.

b. [26 U.S. Code § 30D \(b\) \(3\)](#) is amended to read as follows:

(3) Battery Capacity In the case of a vehicle which draws propulsion energy from a battery with not less than 5 kilowatt hours of capacity, the amount determined under this paragraph is \$500, plus \$500 for each kilowatt hour of capacity in excess of 5 kilowatt hours. The amount determined under this paragraph shall not exceed \$8,000.

c. [26 U.S. Code § 30D \(g\) \(2\)](#) is amended to read as follows:

(2) Applicable amount For purposes of paragraph (1), the applicable amount is an amount equal to the lesser of—

- (A) 20 percent of the cost of the qualified 2- or 3-wheeled plug-in electric vehicle, or
- (B) \$4,000.

Sec 108 Nationalization of the Toll Industry

- a. All toll sites and toll companies must be owned by the Federal Highway Administration, alongside the Department of Transportation.
- b. All fees from the tolls must go to the methods described in Sec. 105 of this title.
- c. Any additional toll system which is constructed shall be constructed by the federal government.

Sec 109 Plain English

- a. Section 101 is an appropriate name for this title
- b. Section 102 gives the findings of congress for this title
- c. Section 103 gives the necessary definitions needed for the comprehension of this legislation
- d. Section 104 creates a federal highway survey
- e. Section 105 amends law to require the tolls to give money to maintenance, improvement projects for roads, and green transportation
- f. Section 106 creates as new section to require the gas tax to give money to maintenance, improvement projects for roads, and green transportation
- g. Section 107 creates a tax credit for those who drive electric vehicles
- h. Section 108 nationalizes the toll industry

Sec. 110 Enactment

- a. Sections 101, 102, 103, 108, and 109 come into force upon signage into law

- b. Section 104 comes into force 30 days after passage into law
- c. Section 105, 106, and 108 comes into force 90 days after passage into law

TITLE II

Section 201 Short Title

This title may be cited as the “Joe Biden National Passenger Rail Service Act of 2020”

Section 202 Findings

This Congress finds that:

- a. America’s passenger rail service, Amtrak, does not have right of way to use rail lines in this nation
- b. Amtrak is continually underfunded by the federal government and does not receive enough funding for major projects and rolling stock improvements
- c. High Speed Rail is an effective service we can potentially use to speed up areas where Amtrak could become faster
- d. Many Amtrak stations do not have adequate amenities and are just small buildings next to the train tracks.

Section 203 Definitions

- a. Amtrak, for the purposes of this piece of legislation, shall refer to the National Passenger Railroad Corporation, as defined in [49 U.S. Code Chapter 243](#)
- b. High speed rail, for the purposes of this piece of legislation, shall refer to a railroad line designed for speeds in excess of 110 miles per hour and exclusively for passenger services.

Section 204 Right of Way for Amtrak

- a. In [49 U.S. Code § 24308](#), for every instance of “Surface Transportation Board,” substitute “Surface Transportation Board or Secretary of Transportation.”
- b. In the same section, for every instance of “Board,” substitute “Board or Secretary.”
- c. In the same section, a subsection (g) is added as follows:

(g) UNREASONABLE DELAY

1. For every instance that a rail carrier violates subsection (c) of this section, such carrier may be assessed a civil penalty by the Secretary of not less than \$1,000 and not more than \$100,000 for each violation.
2. In assessing a fine, the Secretary shall consider—
 - a. the amount of disruption caused to the operations of the National Railroad Passenger Corporation;
 - b. the number of affected passenger trains and passengers; the degree to which the disruption was preventable; and the presence of an emergency situation.
 - c. The Secretary shall promulgate standards to define “emergency” within the meaning of the same subsection.

Section 205 High Speed Rail Survey

- a. The Secretary shall establish a grant that each of the various states may apply for.
- b. The grant shall be used to establish a commission that will explore sites for high-speed rail in the state and investigate the impacts it would have on factors including:
 - i. greenhouse gases
 - ii. commute times
 - iii. general commerce
 - iv. Any other factor as determined by the Secretary
- c. The commission shall also investigate solutions for funding high-speed rail if they conclude it would be beneficial to the state.
- d. The commission shall submit a report to both their respective state’s legislature and the federal government detailing their full findings and how the grant money was spent.

Section 206 Station Requirements

- a. All public train stations are required to have the following:
 - i. A platform with an overhang shelter for each direction a train may travel
 - ii. A suitable mechanism to cross to the over side of the station without going across the tracks
 - iii. A male, female, and gender neutral restroom facility
 - iv. A heating and cooling mechanism
 1. This clause is exempted if the station is primarily outdoors
- b. This section does not apply to stations built before this act that do not serve Amtrak.

Section 207 Train Force

- a. A new subsection in [49 U.S. Code Chapter 243](#) entitled “Train Force”, is created and shall read as follows:

(a) Train Force

All Amtrak trains shall be acquired by a train force, as described in [Lincoln Department of Finance and Infrastructure Directive 006: TRAIN FORCE](#).

(b) Train Force Director

The Train force shall be headed up by a Director of the Train Force, which shall be appointed by the President

Section 208 Plain English

- a. Section 201 is an appropriate name for this title
- b. Section 202 gives the findings of congress for this title
- c. Section 203 gives the necessary definitions needed for the comprehension of this legislation
- d. Section 204 federally requires the right of way for Amtrak
- e. Section 205 creates a survey for the creation of a high speed rail network
- f. Section 206 mandates the requirements needed for a train station in the US
- g. Section 207 creates the train force.

Section 209 Enactment

- a. Sections 201, 202, 203, and 205 comes into force upon being signed into law
- b. Section 204 and 207 comes into force 90 days after being signed into law
- c. Section 206 comes into force 1 year after being signed into law

TITLE III

Section 301 Short Title

- a. This title may be cited as the “One Card, One Country Act”

Section 302 Findings

- a. This congress finds that
 - i. In 2016 there was [over 6,800 suppliers of public transportation](#) in the United States
 - ii. In 2019 [China fully had a full nationwide card system for its public transportation](#)
 - iii. A system like the one described in 502.a.ii would be beneficial to the United States

Section 303 Definitions

- a. Transit Card is defined as a ticket that allows a passenger of a public transportation service to take either a certain number of pre-purchased trips or unlimited trips within a fixed period of time.
- b. Public Transportation is defined as a bus, train, light rail, or other service designated to go between two points in a city or local area.
- c. FTA, for the purposes of this legislation, shall refer to the Federal Transportation Administration, as defined in

Section 304 Transit Pass Nationwide Availability

- a. All public transportation passes in the nation shall be available to work on all public transportation networks, including but not limited to
 - i. All public bus services
 - ii. All transportation inside cities
 - iii. All intercity railway travel, besides Amtrak long distance lines

Section 305 Federal Transportation Pass

- a. A federal transportation pass shall be formed, unifying all the transportation passes in the nation.
- b. The transportation pass shall work on all public transit services, including but not limited to.
 - i. Public Bus services
 - ii. Light-Rail
 - iii. Subways
 - iv. Ferries
 - v. Trams

- c. All transit services shall be able to charge their own fees

Section 306 Plain English

- a. Section 301 is an appropriate name for this title
- b. Section 302 gives the findings of congress for this title
- c. Section 303 gives the necessary definitions needed for the comprehension of this legislation
- d. Section 304 allows any public transit pass to be used on any transit system
- e. Section 305 creates a nation-wide transit pass.

Section 307 Enactment

- a. Sections 301, 302, and 303 come into force upon signing into law
- b. Section 304 comes into force 6 months after passage of this act
- c. Section 405 comes into force 1 year after passage of this act.