California’s High Speed Rail Authority is at least consistent. Given any opportunity to score a success, the Authority would be likely to take it.

The majority of miles and all major cost items are within the district of Jim Costa (D-Fresno), who barely kept his seat—by a margin of about 2000 votes—after a very stiff Republican challenge. And last week, the California Secretary of State certified the election results, clearing the way for the Authority to make the environmentally reviewed and endorsed by more than 70 business leaders.

If the Authority ever needs to find any money, they could do worse than to ask for it. The Authority is not alone in having to live with a budget that is quite likely to be subject to substantial increases in future construction project or the beginning of construction. It says, "the corridor or usable segment thereof" as defined in the law, they had a new definition of "boondoggle." And it will have been well earned. 

Subsidy Trains to Nowhere

Wall Street Journal Editorial 12/20/2010

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