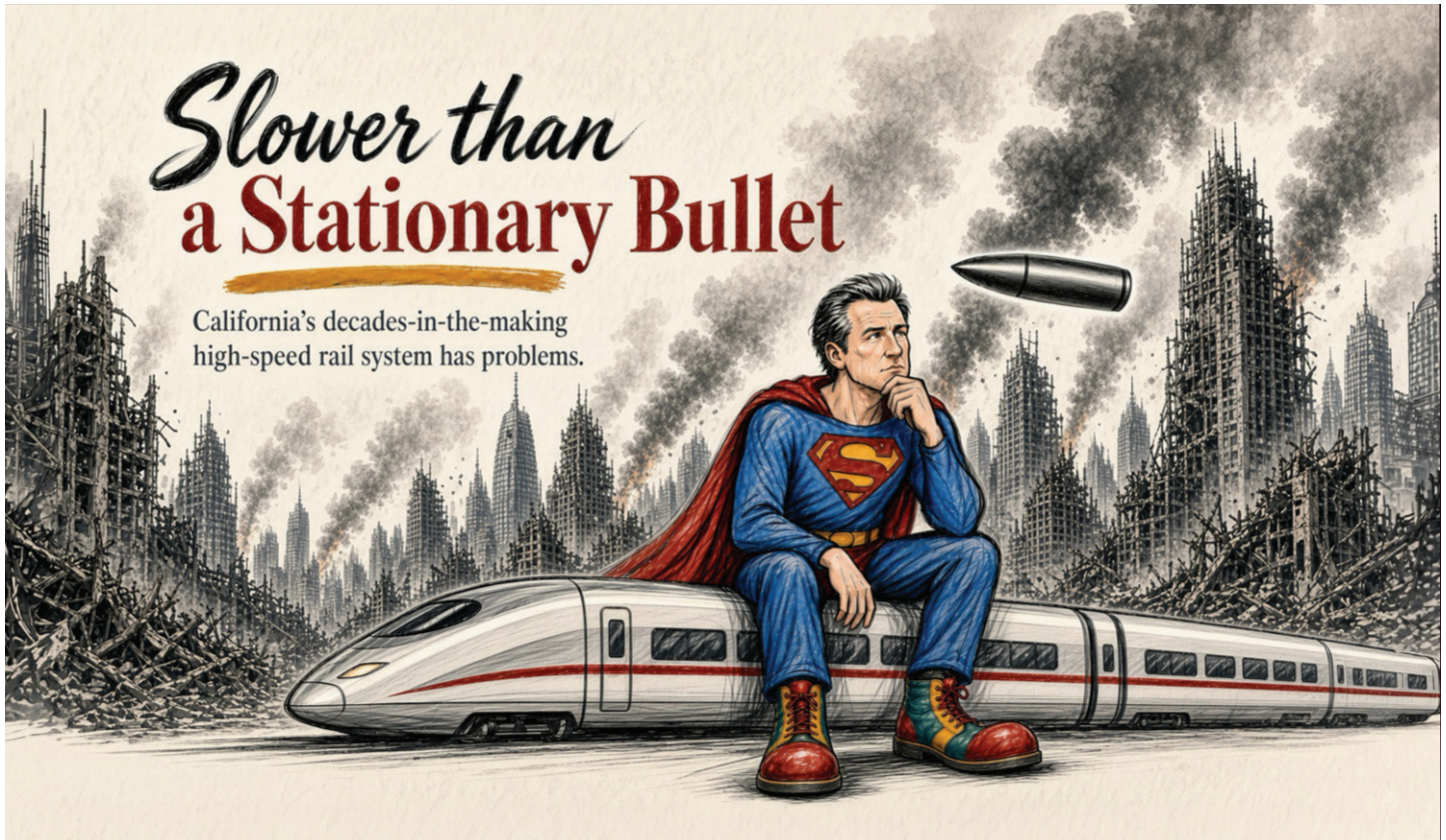




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California's decades-in-the-making high-speed rail system has problems.

The first: In 2008 Californians [approved](#) a \$10 billion bond measure as down payment on a \$45 billion, 800-mile bullet-train system.

At the time, a policy analyst suggested that many people “sense that maybe that [bullet train] is something I can use at some point. It’s something they can relate to.” Hence the [52.7% support](#).

Now, I can “relate to” plenty of big projects I might “use at some point,” preferably before shuffling off this mortal coil, but that doesn’t mean I favor forcing fellow taxpayers to shell out many tens of billions for extravagant dreams.

Neither does it mean I wish to open the door to endless horse-trading and political skullduggery.

There is another problem: It’s become clear that the only likely result of California’s “high-speed” project, in addition to [lining the pockets](#) of the [politically well-connected](#), will be duplicating and interrupting an already-existing service.

The chapter-and-verse is [laid out](#) by blogger Chris Bray. “The High-Speed Rail Authority is,” Bray writes, “replacing trains with trains, and train stations with train stations. The Central Valley, which is connected by rail, is being connected by rail, after which the Gold Runner will be shut down where it overlaps, but still operated where it doesn’t.”

Instead of the mega-connective system Californians though they were voting for, they’ll get “trains to Fresno where they already have trains to Fresno.” And when riding, have to keep switching back and forth between an Amtrak train and a bullet train.

But, hey, look on the bright side: maybe it will never happen.

This is Common Sense. I’m Paul Jacob.