

112TH CONGRESS
1ST SESSION

H. R. 3143

To freeze the availability of Federal funding for high-speed rail projects
in California, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 7, 2011

Mr. MCCARTHY of California (for himself, Mr. CAMPBELL, Mr. DENHAM, Mr. HERGER, Mr. MCKEON, Mr. NUNES, Mr. HUNTER, Mr. ISSA, and Mr. MCCLINTOCK) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To freeze the availability of Federal funding for high-speed
rail projects in California, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. HIGH-SPEED RAIL FUNDING FREEZE.**

4 The Federal Government shall not obligate or expend
5 any funds for high-speed rail projects in California until
6 after September 30, 2012.

1 **SEC. 2. COMPTROLLER GENERAL REPORT.**

2 Not later than 120 days after the date of enactment
3 of this Act, the Comptroller General shall transmit to the
4 Congress a report that—

5 (1) assesses the accuracy of ridership projec-
6 tions made by the California High Speed Rail Au-
7 thority;

8 (2) projects the amount of Federal or State
9 funding that will be needed to complete the con-
10 struction of the California High Speed Rail project,
11 and projects the amount of Federal or State funding
12 that will be needed annually for operation, mainte-
13 nance, and debt amortization of the California High
14 Speed Rail project;

15 (3) projects the ticket prices and ridership lev-
16 els that would be necessary for the project to be self
17 sustaining using each of several total project cost es-
18 timates that have been made for the California High
19 Speed Rail project, including, but not limited to, the
20 report prepared by the California High Speed Rail
21 Authority, the California Legislative Analyst's Of-
22 fice, and at least one private sector entity, both—

23 (A) assuming no Federal or State govern-
24 ment funding for capital costs or operational
25 and maintenance costs; and

1 (B) calculated based on varying levels of
2 Federal or State government funding, up to 90
3 percent of the self sustaining ticket price, for
4 capital costs and operational and maintenance
5 costs;

6 (4) compares the individual and Federal and
7 State taxpayer costs of various travel trips, using
8 the California High Speed Rail project estimates de-
9 scribed in paragraph (3), with those costs if making
10 those trips using other modes of transportation
11 available in California, such as railroads, airplanes,
12 and automobiles, including car rentals;

13 (5) identifies any adverse economic impacts re-
14 sulting from the exercise of eminent domain with re-
15 spect to private property for the project; and

16 (6) where feasible, compares the California
17 High Speed Rail project and other high speed rail
18 projects that have received funds under title XII of
19 Public Law 111–5.

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