



# Marginal Impact on Greenhouse Gas Emissions

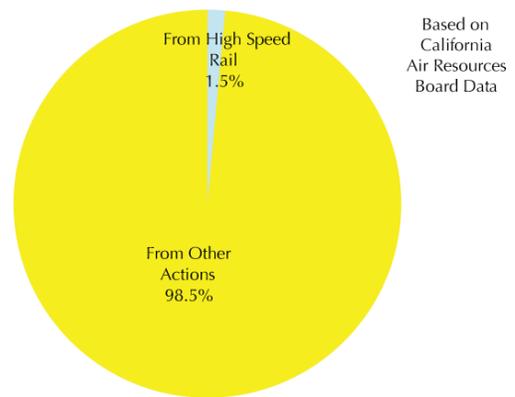
Claims about HSR's environmental benefits center on greenhouse gas reduction through reduced CO<sub>2</sub> emissions. The CHSRA claimed the electrified trains would remove people from other modes of travel and reduce CO<sub>2</sub> emissions sufficient to meet "almost 50 percent" of the state's total emission reduction goals. However, based upon California Air Resources Board projections, HSR would ultimately remove CO<sub>2</sub> emissions equal to only 1.5% of the current state goal, a slight improvement (see Impact of HSR figure).

Moreover, the reality is that HSR's impact on CO<sub>2</sub> reduction would be very costly. The Intergovernmental Panel on Climate Change (IPCC) standard for the acceptable cost of removing CO<sub>2</sub> is up to \$50 per ton and a recent report by McKinsey & Company and The Conference Board indicates that strategies are available for substantially reducing CO<sub>2</sub> emissions at less than \$50 per ton (See Cost per Ton figure).

This Due Diligence Report finds that the HSR cost for CO<sub>2</sub> reductions in 2030 (in 2008\$) would range from a low of \$1,949 (39 times the IPCC ceiling and 115 times the McKinsey average) to \$10,032 (201 times the IPCC ceiling and 590 times the McKinsey average) per ton removed.

The HSR program appears to be an inordinately costly CO<sub>2</sub> emission reduction strategy and cannot be legitimately included as an element of a rational strategy for reducing GHG emissions.

Impact of HSR on GHG Reduction Goal  
2020: Using 2030 HSR Impacts



Cost per Ton of CO<sub>2</sub> Removed  
2030 Projections and IPCC Ceiling

