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provided from Brian Haddix

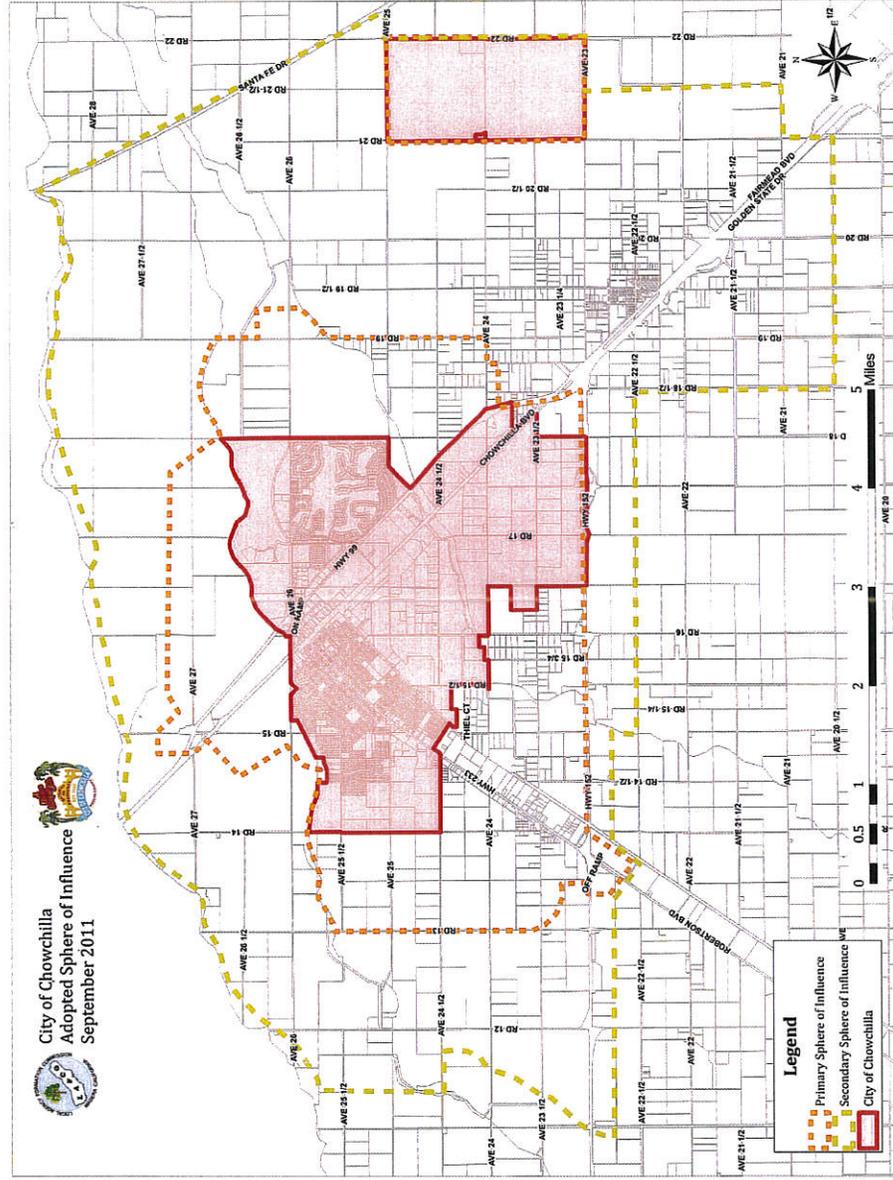
The City of Chowchilla and the "WYE" California High Speed Rail Authority

December 8, 2015

Key Elements

- Regional Planning
- Land Use
- Jobs, Jobs, Jobs

- Avoid Development on Prime Agricultural Land
- Fairmead is within the Secondary Sphere of Influence
 - Public Infrastructure
 - Economic Development



Chowchilla Median Household Income

Chowchilla city, California

Bookmark/Save Print

Description	Measure	Source
Population		
Census 2010 Total Population	16,720	2010 Demographic Profile
2014 Population Estimate (as of July 1, 2014)	18,909	2014 Population Estimates
2013 ACS 5-Year Population Estimate	18,296	2009-2013 American Community Survey 5-Year Estimates
Median Age	36.4	2009-2013 American Community Survey 5-Year Estimates
Number of Companies	657	2007 Survey of Business Owners
Educational Attainment: Percent high school graduate or higher	68.9%	2009-2013 American Community Survey 5-Year Estimates
Count of Governments	N/A	2012 Census of Governments
Total housing units	4,690	2009-2013 American Community Survey 5-Year Estimates
Median Household Income	37,466	2009-2013 American Community Survey 5-Year Estimates
Foreign Born Population	2,487	2009-2013 American Community Survey 5-Year Estimates
Individuals below poverty level	27.7%	2009-2013 American Community Survey 5-Year Estimates
Race and Hispanic Origin		
White alone	12,178	2009-2013 American Community Survey 5-Year Estimates
Black or African American alone	2,188	2009-2013 American Community Survey 5-Year Estimates
American Indian and Alaska Native alone	361	2009-2013 American Community Survey 5-Year Estimates
Asian alone	336	2009-2013 American Community Survey 5-Year Estimates
Native Hawaiian and Other Pacific Islander alone	524	2009-2013 American Community Survey 5-Year Estimates
Some Other Race alone	2,132	2009-2013 American Community Survey 5-Year Estimates
Two or More Races	577	2009-2013 American Community Survey 5-Year Estimates
Hispanic or Latino (of any race)	6,669	2009-2013 American Community Survey 5-Year Estimates
White alone, Not Hispanic or Latino	8,085	2009-2013 American Community Survey 5-Year Estimates

Measuring America — People, Places, Progress at I. Economy

Information Quality: FCMIS Data Protection & Privacy Policy
 * Want more? Need help? Use Guided Search or visit census.gov's Quick Facts.

Fairmead Median Household Income

Fairmead CDP, California

Median Household Income

38,750

Source: 2006-2013 American Community Survey 5-Year Estimates

Bookmark/Save

Print

Popular tables for this geography:

2013 American Community Survey

Selected Economic Characteristics (Employment, Commute, Occupation, Income, Health Insurance, Poverty, ...)

Income in the Past 12 Months (Households, Families, ...)

Earnings in the Past 12 Months (Sex, Educational Attainment, ...)

Employment Status (Age, Race, Sex, Poverty, Disability, Education, ...)

Occupation by Sex and Median Earnings in the Past 12 Months

Census 2000

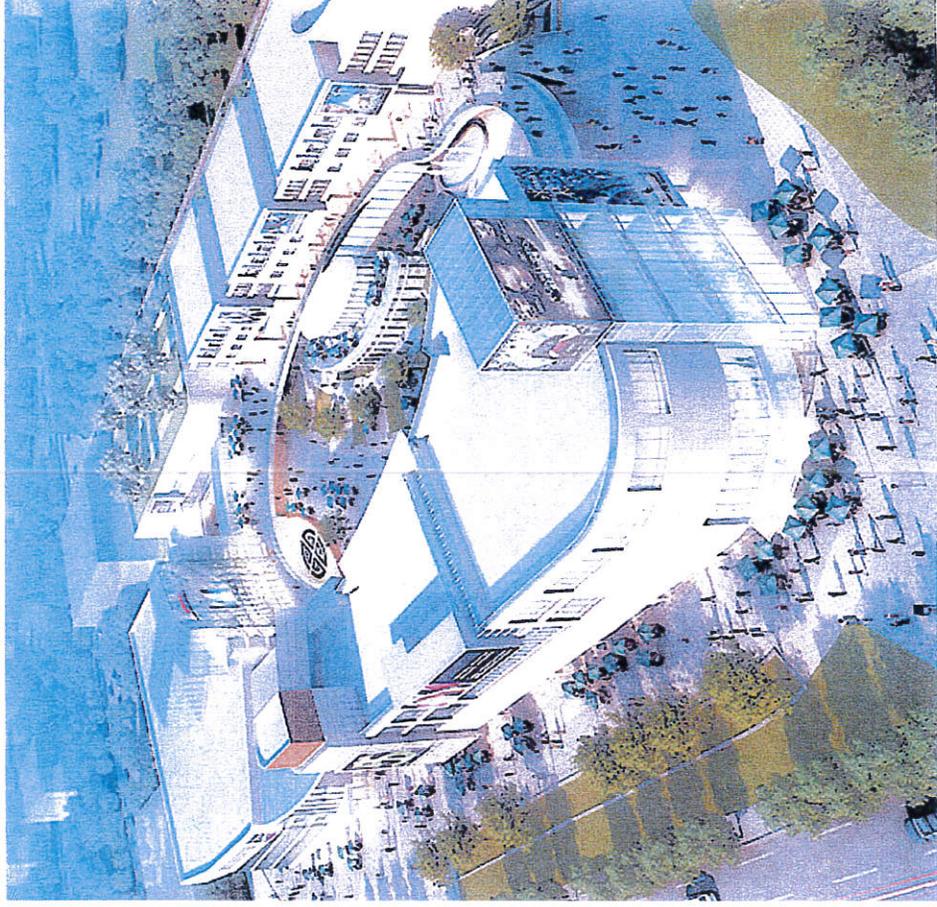
Selected Economic Characteristics (Employment, Commute, Occupation, Income, Health Insurance, ...)

* Want more? Need help? Use Guided Search or visit Census.gov's Quick Facts.

Jobs

- Chowchilla and Fairmead sit at the crossroads of two major highways. SR 152 serves as the gateway to the Silicon Valley and SR 99 links together the major cities within the San Joaquin Valley.
- SR 152 offers unobstructed freeway frontage
- Three major projects within the past two months are looking at SR 152 development
 - Chowchilla Industrial Center @ SR 152 and Ave 17 ½
 - Residential, retail & hospitality complex @ SR 152 and SR 233
 - Go-Biz/Battery electric automotive plant @ NW corner of SR 152 and SR 99

Chowchilla Industrial Center SR 152 and Avenue 17 1/2



Chowchilla Industrial Center

Propelled by the five Metropolitan Areas of San Jose, Oakland, San Francisco, Sacramento and Fresno, the Central Valley of California has the potential to become one of the most robust economic regions in the United States. The nearby Bay Area is the world headquarters for computer technology and biotechnology, and is the headquarters to more Fortune 500 companies than any metropolitan area in the Western United States. Chowchilla Industrial Center is located in the geographic center of California with 303 acres of flat and usable land. It is a very large development of its kind in Central California. Over 2 million square feet of mixed-use, transit-oriented space will be occupied by some 160 companies that locally employ approximately 4,000 people. The project will provide a home to everything from small offices to regional centers to large campuses for company headquarters.

City Reaches Out to its Citizens For Input on the Alternative Routes

**CHOWCHILLA CITY COUNCIL
ASKS YOU TO ATTEND**

**IMPORTANT
MEETINGS ON
HIGH-SPEED RAIL**

**THE
FUTURE OF
CHOWCHILLA
NEEDS YOU!**

Thursday, Sept. 3

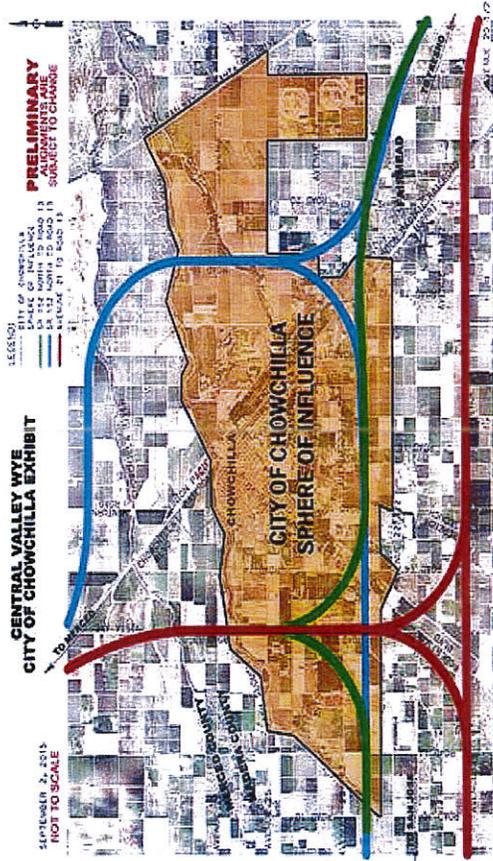
7:00 PM
Chowchilla Union High School Campus
Sachem Building
Enter from the Mariposa Avenue parking lot
(Mariposa Avenue between 6th & 5th Streets)

Thursday, Sept. 10

7:00 PM
Ronald Reagan Elementary School
Multi-purpose Center
2200 South Lake Tahoe Drive
(East of Hwy 99 & North of Robinson Blvd)

The High-Speed Rail Authority has narrowed the bullet-train routes down to three that can affect the future of Chowchilla. HSR wants to hear from the community which routes are preferred and which ones are not. Should the rail project be built the High-Speed Rail Authority is asking Chowchilla what the Authority needs to do to offset the impact of the rail system on the community. The City of Chowchilla City Council is holding two community meetings seeking public comments on the preferred rail route options and to gather publicly generated ideas for future community improvement projects. These meetings will then produce a report that the City of Chowchilla will submit to the High-Speed Rail Authority in the coming weeks.

Questions? Call the Chowchilla City Clerk's Office (598) 688-8615 ext 112



2015 Council Supports Ave 21/Rd 13 Alignment

COUNCIL RESOLUTION # 81-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHOWCHILLA, CALIFORNIA, SUPPORTING CONSTRUCTION OF HIGH SPEED RAIL ALONG THE AVENUE 21 TO ROAD 13, SUBJECT TO AN AGREEMENT APPROPRIATELY MITIGATING THE IMPACT OF HIGH SPEED RAIL TO THE CITY OF CHOWCHILLA

WHEREAS, the Voters of the State of California has approved funding under Proposition 1A to design and build a high speed rail system to travel from Los Angeles to Sacramento to San Francisco; and

WHEREAS, the California High Speed Rail Authority (CHSRA) is charged by the State of California with planning, execution and delivery of the high speed rail system; and

WHEREAS, the CHSRA Board of Directors has accepted the responsibility of creating a comprehensive, transparent, and inclusive process for the design and construction of the high speed rail system across 800 miles of California affecting scores of communities and millions of Californians; and

WHEREAS, the CHSRA has proposed three routes known as SR 152 (North) to Road 19, SR 152 (North) to Road 13 and Avenue 21 to Road 13; and

WHEREAS, the SR 152 (North) to Road 19 and SR 152 (North) to Road 13 cut through the City of Chowchilla; and

WHEREAS, the SR 152 (North) to Road 13 would impact a project proposed for the northeast corner of SR 152 and Robertson Blvd. This project includes a tentative map and development plan for a multi-use, commercial, residential and hospitality development; and

WHEREAS, the SR 152 (North) to Road 19 would impact a project proposed bordered by SR 152 to Ave 23 ½ and a half mile on either side of Ave 17. The project, known as the Chowchilla Industrial Center, will include over 2 million square feet of mixed-use, transit-oriented space occupied by 160 companies that will locally employ approximately 4,000 people. The project will provide a home to activities ranging from small offices to regional centers to large campuses for company headquarters; and

WHEREAS, the CHSRA and the City of Chowchilla entered into a Settlement Agreement on January 23, 2013 in which the CHSRA acknowledges the City's concern over the impact of high-speed rail and that development in the large area recently annexed into the City could be negatively impacted by a high-speed rail route through this area. The Chowchilla Industrial Center, located in this large, annexed area, would be severely impacted by the SR 152 (North) to Road 19 route; and

WHEREAS, the City of Chowchilla prescribes to the position stated in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, and reinforced by the Governor's Office of Planning and Research, that steers development away from prime-agricultural land; and

WHEREAS, according to the California Department of Conservation's Farmland Mapping and Monitoring Program, there is significantly more prime agricultural land to the west of Chowchilla compared to lands to the east of Chowchilla; and

WHEREAS, construction of the routes SR 152 (North) to Road 13 and Avenue 21 to Road 13 would be more conducive for future development to occur to the east of Chowchilla; and

WHEREAS, the City of Chowchilla has on file tentative maps for housing developments moving east of Chowchilla to Road 19; and

WHEREAS, the City Council of the City of Chowchilla previously adopted a Resolution in support of Ave 21; and

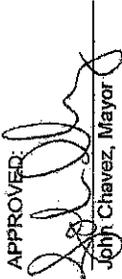
WHEREAS, the City of Chowchilla was recently contacted by the Governor's Office of Business and Economic Development regarding a manufacturing opportunity at the North-West corner of Highways 99 and 152; and

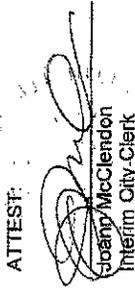
WHEREAS, the City of Chowchilla conducted two Special Meetings in September, 2015 in which the city's constituency handed in numerous petitions and cards opposing the SR 152 (North) to Road 19 route.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chowchilla opposes the routes on SR 152 (North) to Road 19 and SR 152 (North) to Road 13, and that City Council of the City of Chowchilla directs staff to focus and support the route on Avenue 21 to Road 13, subject to an agreement appropriately mitigating the impact of high-speed rail to the City of Chowchilla.

PASSED AND ADOPTED by the City Council of the City of Chowchilla this 13th day of October, 2015 by the following vote to wit:

AYES: 4 - Walker, Gaumnitz, Ahmed, Chavez
NOES: 0
ABSENT: 1 - Haworth
ABSTAIN: 0

APPROVED: 
John Chavez, Mayor

ATTEST: 
Joann McClellon
Interim City Clerk

2010 City Council Supports Ave 21/Santa Fe Railroad Alignment

RESOLUTION NO. 27-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHOWCHILLA SUPPORTING THE HIGH SPEED RAIL AUTHORITY ALIGNMENT DESIGNATED AS "A1"

WHEREAS, the voters of the state of California have approved funding of a high speed rail system designed to travel from Los Angeles to Sacramento to San Francisco and to points in between,

WHEREAS, the High Speed Rail Authority has selected two potential north/south routes designated as "A1" near or along the existing BNSF right of way, and "A2" near or along the UPRR right of way,

WHEREAS, The City of Chowchilla Supports the High Speed Rail System in California as a vital component to the future of the San Joaquin Valley and the entire State of California,

WHEREAS, the City of Chowchilla has actively participated in attempting to identify alternate rail routes that would minimize the impact on cities and agriculture,

WHEREAS, the placement of the east/west connection along the Hwy 152 corridor has the potential for significant negative impacts for the City of Chowchilla,

NOW, THEREFORE, LET IT BE RESOLVED that the City Council of the City of Chowchilla hereby resolves, finds and orders as follows:

1. The above recitals are true and correct.
2. The City of Chowchilla supports High Speed Rail Alignment along the Santa Fe Railroad Corridor, designated as "A1" by the High Speed Rail Authority.
3. This Alignment follows an established transportation corridor and mitigates any negative effects on the City of Chowchilla.
4. The City of Chowchilla does not support The High Speed Rail Alignment along the Union Pacific Railroad, designated as "A2" by the High Speed Rail Authority. This alignment creates short and long term negative effects on the City of Chowchilla, its retail and commercial corridors, and is not consistent with its General Plan.
5. The City of Chowchilla supports the East/West Alignment of The High Speed Rail to be placed on Avenue 21 as it enters Madera County from the west. The City further supports the East/West to North/South "Y" connection to be placed at the intersection of Avenue 21 and the Santa Fe Railroad (A1). This alignment and connection has been proposed to the High Speed Rail Staff. This connection and alignment minimizes the negative effects on farm land and the Cities of Chowchilla and Madera.

PASSED AND ADOPTED by the City Council of the City of Chowchilla at a regular meeting held on the 26th day of April, 2010 by the following vote to wit:

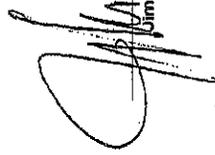
AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:



Jim Kopshever, Mayor

Janece Nieboj
Janece Nieboj, Deputy City Clerk

Cindy Black, Acting City Clerk

2010 Chamber of Commerce Support Ave 21/Santa Fe Railroad Alignment

RESOLUTION NO. 01-2010

A RESOLUTION OF THE CHOWCHILLA DISTRICT CHAMBER OF COMMERCE SUPPORTING THE HIGH SPEED RAIL AUTHORITY ALIGNMENT DESIGNATED AS "A1"

WHEREAS, THE VOTERS OF THE STATE OF CALIFORNIA HAS APPROVED FUNDING OF THE HIGH SPEED RAIL SYSTEM DESIGNED TO TRAVEL FROM LOS ANGELES TO SAN FRANCISCO AND TO POINTS IN BETWEEN;

WHEREAS, THE HIGH SPEED RAIL AUTHORITY HAS SELECTED TWO POTENTIAL NORTH/SOUTH ROUTES DESIGNATED AS "A1" NEAR OR ALONG THE EXISTING BNSF RIGHT OF WAY AND "A2" NEAR OR ALONG THE UPRR RIGHT OF WAY;

WHEREAS, THE CHOWCHILLA DISTRICT CHAMBER OF COMMERCE SUPPORTS THE HIGH SPEED RAIL SYSTEM IN CALIFORNIA AS A VITAL COMPONENT OF THE FUTURE OF THE SAN JOAQUIN VALLEY AND THE ENTIRE STATE OF CALIFORNIA;

WHEREAS, DIRECTORS OF THE CHOWCHILLA DISTRICT CHAMBER OF COMMERCE HAVE ATTENDED PUBLIC HEARINGS PROVIDED BY THE HIGH SPEED RAIL AUTHORITY AND PARTICIPATED IN ATTEMPTING TO IDENTIFY ALTERNATE RAIL ROUTES THAT WOULD MINIMIZE THE IMPACT ON THE CITY OF CHOWCHILLA BUSINESSES AND DISTRICT AGRICULTURE;

NOW, THEREFORE, LET IT BE RESOLVED THAT THE BOARD OF DIRECTORS OF THE CHOWCHILLA DISTRICT CHAMBER OF COMMERCE HEREBY RESOLVES, FINDS, AND ORDERS AS FOLLOWS:

1. The above recitals are true and correct;
2. The Chowchilla District Chamber of Commerce supports High Speed Rail Alignment along the Santa Fe Railroad Corridor, designated as "A1" by the High Speed Rail Authority;
3. This Alignment follows an established transportation corridor and mitigates any negative effects on the City of Chowchilla;
4. The Chowchilla District Chamber of Commerce does not support The High Speed Rail Alignment along the Union Pacific Railroad, designated as "A2" by the High Speed Rail Authority. This alignment creates short and long term negative effects on the City of Chowchilla, its retail and commercial corridors, and potential loss of businesses and jobs;
5. The Chowchilla District Chamber of Commerce supports the East/West Alignment of the High Speed Rail to be placed on Avenue 21 as it enters Madera County from the West. The Chamber further supports the East/West to North/South "Wye" connection to be placed at the intersection of Avenue 21 and the Santa Fe Railroad (A1). This alignment and connection has been proposed to the High Speed Rail staff. This connection and alignment minimizes the negative effects on farm land, the Fairmead Fossil Discovery Center, major businesses along Avenue 24 and at Highway 99 & Avenue 24, and the City of Chowchilla.

PASSED AND ADOPTED BY THE CHOWCHILLA DISTRICT CHAMBER OF COMMERCE AT A SPECIAL MEETING HELD ON MAY 21, 2010 BY THE FOLLOWING VOTE TO WIT:

AYES:

Seen

NOES:

Don

ABSENT:

ABSTAIN:

ATTEST:

Jacki Flanagan
Jacki Flanagan, Chamber Manager

Vern Moss
Vern Moss, President

May 26, 2010

Greenhills Master Association Supports Avenue 21/Rd 13 Alignment

GREENHILLS MASTER ASSOCIATION
C/O ROBERT L. JENSEN & ASSOCIATES
2160 NORTH FINE AVENUE
FRESNO, CALIFORNIA 93727
(559) 252-4525 PHONE (559) 252-2089 FAX
www.robertjensen.com

A resolution of the Board of Directors of the Greenhills Master Association of the City of Chowchilla, California, supporting the city of Chowchilla's resolution #15 in the matter of the construction of high speed rail along the avenue 21 to Road 13, subject to an agreement appropriately mitigating the impact of high speed rail to the City of Chowchilla.

WHEREAS, the voters of the State of California has approved funding under Proposition 1A to design and build a high speed rail system to travel from Los Angeles to Sacramento to San Francisco; and

WHEREAS, the California High Speed Rail Authority (CHSRA) is charged by the State of California with planning, execution and delivery of the high speed rail system; and

WHEREAS, the CHSRA Board of Directors has accepted the responsibility of creating a comprehensive, transparent, and inclusive process for the design and construction of the high speed rail system across 800 miles of California affecting scores of communities and millions of Californians; and

WHEREAS, the CHSRA has proposed three routes known as SR 152 (North) to Road 19, SR 152 (North) to Road 13 and Avenue 21 to Road 13; and

WHEREAS, the SR 152 (North) to Road 19 and SR 152 (North) to Road 13 cut through the City of Chowchilla; and

WHEREAS, the SR 152 (North) to Road 19 would adversely impact the quiet enjoyment of the 924 residential lot owners and residents located within the greater Greenhills Master Association Homeowners Association located immediately west of the proposed location.

WHEREAS, the SR 152 (North) to Road 19 would cost the CHSRA a significant additional monetary expense and add five more miles of track to the route.

WHEREAS, the SR 152 (North) to Road 13 would impact a project proposed for the northeast corner of SR 152 and Robertson Blvd. This project includes a tentative map and development plan for a multi-use commercial, residential and hospitality development; and

WHEREAS, the SR 152 (North) to Road 19 route would impact a project proposed bordered by SR 152 to Ave 23 ½ and a half mile on either side of Ave 17. The project, known as the Chowchilla Industrial Center, will include over 2 million square feet of mixed-use, transit-oriented space occupied by 160 companies that will locally employ approximately 4,000 people. The project will provide a home to activities ranging from small offices to regional centers to large campuses for company headquarters; and

WHEREAS, the CHSRA and the City of Chowchilla entered into a settlement Agreement on January 23, 2013 in which the CHSRA acknowledges the City's concern over the impact of high-speed rail and that development in the large area recently annexed into the City could be negatively impacted by a high-speed rail route through this area. The Chowchilla Industrial Center, located in this large, annexed area, would be severely impacted by the SR 152 (North) to Road 19 route.

WHEREAS, according to the California Department of Conservation's Farmland Mapping and Monitoring Program, there is significantly more prime agricultural land to the west of Chowchilla compared to lands to the east of Chowchilla; and

WHEREAS, construction of the routes SR 152 (North) to Road 13 and Avenue 21 to Road 13 would be more conducive for future development to occur to the east of Chowchilla; and

WHEREAS, the City of Chowchilla has on file tentative maps for housing developments moving east of Chowchilla to Road 19; and

WHEREAS, the City Council of the City of Chowchilla previously adopted a Resolution in support of Ave 21; and

WHEREAS, the City of Chowchilla conducted two Special Meetings in September, 2015 in which the city's constituency handed in numerous petitions and cards opposing the SR 152 (North) to Road 19 route; and

WHEREAS, The City Council of the City of Chowchilla previously adopted a resolution in support of the Avenue 21 alignment in April 2010 and again in October 2015. The City of Chowchilla supports alignment of the High Speed Rail to be placed on Avenue 21 as it enters Madera County. This alignment and connection minimizes the negative aspects on farm land and the Cities of Chowchilla and Madera; and

WHEREAS, the Chowchilla Chamber of Commerce previously adopted a resolution in the support of placing the High Speed Rail location on Avenue 21 as it enters Madera County. The Council further supports the East/West to North/South "Wye" connection to be placed at the intersection of Avenue 21 and Road 13; and

WHEREAS, the Avenue 21 to Road 13 route will minimize use of elevated tracks and overpasses, would utilize the existing transportation corridor and would be located on the outskirts of the City of Chowchilla. This location would therefore have far less impact on the existing communities and businesses, would not conflict with longstanding land uses and would comply with land use plans and environmental assessments to mitigate any adverse impacts.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Greenhills Master Association of the City of Chowchilla opposes the routes on SR 152 (North) to Road 19 and SR 152 (North) to Road 13, and that supports efforts by the City Council of the City of Chowchilla to direct staff to focus and support the route on Avenue 21 to Road 13, subject to an agreement appropriately mitigating the impact of high-speed rail to the City of Chowchilla.

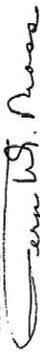
PASSES AND ADOPTED by the Board of Directors of the Greenhills Master Association of the City of Chowchilla this 18th day of November, 2015 by the following vote to wit:

APPROVED:



President

ATTEST:



Board Member

Fairmead

- The President of the Fairmead Community & Friends stated its preference for Ave 21/Rd 13 at the Nov 11, 2015 meeting of the California High Speed Rail Authority.

JMR

Pushing Back on the California High-Speed Rail Authority's Myths About High-Speed Rail

Paper 1 - Population Growth and the Need for High-Speed Rail

by Mark R. Powell
October 5, 2015

Paper 1-Population Growth and the Need for High-Speed Rail

Abstract

The Authority's most recent hype touting of the need for high-speed rail, a June 2015 brochure entitled *California High-Speed Rail Big Picture*, makes indefensible claims about population growth, airport capacity constraints, thousands of miles of new freeway lanes that will be needed if high-speed rail is not built, California's geography being perfect for high-speed rail, and high-speed rail's effect on greenhouse gas emissions.

Predicting population growth correctly is critical in terms of planning for new infrastructure and so Paper 1 in this series focuses on this issue. The work of the California Department of Finance's Demographic Research Unit, solely responsible for estimating and predicting California's population, is used throughout the paper. Going back nearly 40 years the paper traces how underestimating population growth in the 1980's resulted in a vast over prediction of population growth in DRU's reports of the early 1990's. Within two months of DRU's issuance of its May 1993 Report, which predicted California's population would expand by 19 million between 1990 and 2020 and would more than double between 1990 and 2040, the State Legislature authorized a commission to begin studying high-speed rail and to develop a twenty-year plan for its implementation; work which has been carried on since 1997 by the California High-Speed Rail Authority.

Ensuing reports issued by the DRU over the last 22 years have consistently revised downward the estimated population growth of California. DRU's latest report, issued in December 2014, now predicts a population growth of only 10.7 million between 1990 and 2020 and a growth to only 47.2 million in the year 2040, more than 16 million below the 63.3 million envisioned in the May 1993 Report. This paper documents this trend and illustrates how the California High-Speed Rail Authority has been slow to accept the newer findings of the DRU while preferring to use older DRU reports to create a perceived need for high-speed rail.

Paper 1- Population Growth and the Need for High-Speed Rail

California High-Speed Rail Authority Myth #1

“Over the next 30 to 40 years, California will add the current population of New York state to its current 38 million residents. Meeting the transportation demands associated with that growth will require major infrastructure investments. The question is not if those investments need to be made, but how those investments can provide the greatest benefits. It’s clear that California cannot provide an effective transportation system for 50 million to 60 million residents with a ‘more of the same’ approach.”¹ (Source: CHSRA’s *California High-Speed Rail Big Picture* brochure dated June 2015)

Background

For decades the California Department of Finance (DOF) has been charged with estimating the state’s population annually, statewide and by county, to fairly allocate state funds, and with making long term population projections for state planning and budgeting (see table on next page). The Demographic Research Unit (DRU) of the DOF is designated as the single official source of this demographic data². The DRU publishes long term projections every few years beginning with the last official U.S. Census. In the 1980’s their projections went out as far as 40 years from the last census. The 1980’s saw California’s population rise sharply at more than 2%/year and DRU began seeing a trend develop where their model underestimated population in the near term while remaining unaware that it did predict population fairly accurately in the distant years.

In 1993 DRU over corrected their model causing it to over predict population even in the near term and to unknowingly vastly over predict population in the distant years. Simultaneously, DRU began for the first time to project out 50 years from the most recent census. In the more than two decades that have passed since 1993 the DRU has continually refined their model and brought downward the predicted population in the decades to come. For instance, the 1993 model’s prediction of 49.0 million and 63.3 million souls residing in California in the years 2020 and 2040 has plummeted by more than 8 million in 2020 and by more than 16 million in 2040. Two months following DRU’s 1993 report, Senate Concurrent Resolution 6, citing that the “population of the state and the travel demands of its citizens are expected to continue to grow at a rapid rate” was approved by the State’s Assembly and Senate in July 1993 giving birth to the Intercity High-Speed Rail Commission.

<u>Year Issued</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>	<u>2050</u>	<u>2060</u>
Sept 1983	23.8	28.0	31.4	34.2	36.9				
Dec 1986	23.8	28.8	32.9		39.6				
Nov 1989					39.6	43.2			
May 1993		30.0	36.4	42.4	49.0	56.1	63.3		
April 1997			34.7	40.9	47.5				
Dec 1998		29.9	34.7	40.0	45.4	51.9	58.7		
June 2001			34.5	40.3	45.8				
May 2004			34.0	39.2	43.9	48.1	51.5	54.8	
July 2007			34.1	39.1	44.1	49.2	54.3	59.5	
May 2012			34.0	37.3	40.8	44.6	48.0	51.0	
Jan 2013				37.3	40.6	44.3	47.7	50.4	52.7
Dec 2014				37.3	40.6	44.1	47.2	49.8	51.7

Projected State Population (millions)⁵

Per Reports Issued by California Department of Finance, Demographic Research Unit

High-Speed Rail Agencies Use of Population Projections

The Intercity High-Speed Rail Commission, the precursor to the California High-Speed Rail Authority, worked from 1993 through 1996 and was tasked with creating a 20 year plan for high-speed rail development and assessing whether such a plan was economically feasible. Using the most recent DRU report, the Commission’s *Summary Report and Action Plan* published in December 1996 stated, “California’s population is projected to grow from the current 32.7 million to 48.8 million by 2020, representing a 49 percent increase.”⁴ It is worth noting that even with this rapid growth in expected population of 1.68%/year the Commission found that only the statewide system of high-speed rail estimated to cost \$18.2 billion (1996 dollars) was economically feasible and it could not justify what the Commission termed the “Basic System” merely connecting the Bay Area to the Los Angeles Basin⁵.

The California High-Speed Rail Authority in publishing its 2000 Business Plan in December 1999 appeared to be looking at the same population growth as had the Commission when it wrote about meeting “the intercity travel needs of 45 to 50 million Californians in 2020”⁶ even though two more recent reports had the 2020 population prediction trending down to only 45.4 million.

With DRU reports trending downward in terms of projected population growth, the Authority chose to use DRU’s 1998 report rather than its May 2004 report in its November 2005 certified statewide *California High-Speed Train Final Program EIR/EIS*. By using older data the Authority could claim that statewide population was expected to grow by about 54% between 2002 and 2035⁷ or from 35.7 million to 55.3 million while the newer DRU report predicted only 49.9 million residents in 2035.

Using DRU's most recent report the Authority's 2008 Business Plan cited California Department of Finance forecasts showing the state's population would grow by 40% to 50 million by 2030⁸ in line with a DRU report issued in July 2007 predicting 49.2 million residents in 2030.

In its 2012 Business Plan the Authority would have still been accessing the DRU's 2007 report when it wrote "to put this additional demand in perspective, by 2050 California will add more people than now live in New York state."⁹ In making this statement the Authority was claiming that California's population would exceed 57.7 million in 2050. This is in line with the 2007 DRU report predicting 59.5 million Californians in 2050. DRU's 2007 report, issued in the year prior to passage of Proposition 1A, can now be seen as being at odds with the previous report and with subsequent reports where the projected population in 2050 dropped to 51.0 million, 50.4 million, and 49.8 million in DRU's May 2012, January 2013, and December 2014 reports respectively. It is worth noting that state agencies can request timely reports from the DRU and this appears to be done somewhat routinely by the Department of Water Resources. It appears the Authority chose to use the old 2007 DRU report in its 2012 Business Plan because of the ongoing downward trend in DRU's predictions of population growth.

The Authority's 2014 Business Plan, which could have referenced the 2013 DRU report, was silent on the issue of population growth. Other promotional literature published by the Authority is not silent, but today still uses DRU's 2007 report when in their *California High-Speed Rail Big Picture* brochure dated June 2015 they again claim that "over the next 30 to 40 years, California will add the current population of New York state (20 million) to its current 38 million residents."¹⁰

The table on the following page summarizes all of these claims about population growth and notes by how many years each claim precedes the date most recently predicted by the DRU of when that population will be reached. For example, the first row of data details how the Intercity High-Speed Rail Commission in their *High-Speed Rail Summary Report and Action Plan* issued in December 1996 anticipated a state population of 48.8 million in the year 2020 whereas the Demographic Research Unit of the California Department of Finance now predicts that a population of 48.8 million will not be reached until the year 2046, twenty-six years later than anticipated by the Commission.

<u>Agency/Document</u>	<u>Population(M)</u>	<u>Agency Current DRU</u>		<u>Difference (Yrs.)</u>
		<u>Assumption</u>	<u>Prediction</u>	
Commission/Summary Report 1996	48.8	Year 2020	Year 2046	26
Authority/2000 Business Plan	45-50	Year 2020	2033-51	13-31
Authority/2005 Program EIR	55.3	Year 2035	2081*	46*
Authority/2008 Business Plan	50	Year 2030	2051	21
Authority/2012 Business Plan	57.7	Year 2050	2093*	43*
Authority/2015 Big Picture Brochure	58	2045-2055	2095*	40-50*

Agency Over-Prediction of California's Population

*Beginning in the year 2020 the DRU of the California Department of Finance predicts a declining growth rate down to .33% annually in the last 5 year period predicted (2055-2060). Years marked with an asterisk are beyond the DRU's last predicted year and assume growth rate holds steady at .33% annually. If the growth rate is allowed to trend down in the years 2060-2100 as it does in the years 2020-2060 the population prediction would never be reached. California would reach a maximum population of 54 million in the year 2080. See table below.

<u>5 Year Period</u>	<u>Annual Growth Rate</u>
2010-2015	.82
2015-2020	.87
2020-2025	.85
2025-2030	.80
2030-2035	.75
2035-2040	.64
2040-2045	.56
2045-2050	.49
2050-2055	.41
2055-2060	.33

Annual Growth Rates Calculated from
California Department of Finance December 2014 Report P-1 State and County Total Population
Projections for the period 2010-2060 (5-year increments)¹¹

It is now a near certainty that California will only realize 8 million of the 16 million persons envisioned by the Commission in 1996 to be added to California's population by 2020. Likewise, it is now predicted that only about 10 million of the additional 20 million persons predicted in the Authority's *California High-Speed Train Final Program EIR/EIS* will actually be living in California in 2035. In other words, the population envisioned by the Commission to exist in 2020 is now not likely until 2046. Worse yet, the most current DRU report indicates that the population envisioned by the Authority in 2005 in its statewide *California High-Speed Train Final Program EIR/EIS* to exist in 2035 may never materialize. It is no wonder that the future infrastructure needs of Californians as envisioned by the Authority in their *California High-Speed Train Final Program EIR/EIS* have not materialized. This new infrastructure, exaggerated by the Authority in the first place, is now clearly not needed in California because many of the people once expected to live in California are now, or will soon be, living elsewhere. Paper 2 in this series builds on this paper and exposes the Authority's myth about new highway lane miles that would be needed in the absence of a high-speed rail alternative.

Endnotes

¹ California High-Speed Rail Authority brochure dated June 2015 entitled *California High-Speed Rail Big Picture*
http://www.hsr.ca.gov/docs/newsroom/fact%20sheets/Big_Picture_FINAL_060515.pdf

² California Department of Finance website
<http://www.dof.ca.gov/research/demographic/dru/index.php>

³ California Department of Finance, Demographic Research Unit Reports

⁴ Intercity High-Speed Rail Commission *High-Speed Rail Summary Report and Action Plan*, December 1996, Executive Summary, page ES-4

⁵ Intercity High-Speed Rail Commission *High-Speed Rail Summary Report and Action Plan*, December 1996, Section 7 Economic Impact of High-Speed Rail, Benefit Cost Comparison, pages 7-24 and 7-27

⁶ 2000 Business Plan, Cover Letter addressed to Governor Davis
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2000_FullRpt.pdf

⁷ *California High-Speed Train Final Program EIR/EIS*, Summary section, page S-16
http://www.hsr.ca.gov/docs/programs/eir-eis/statewide_final_EIR_vol1summary.pdf

⁸ 2008 Business Plan, page 6
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2008_FullRpt.pdf

⁹ Revised 2012 Business Plan, Chapter 1 High-Speed Rail's Place in California's Future, page 2
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012_rpt.pdf

¹⁰ *California High-Speed Rail Big Picture* brochure June 2015
http://www.hsr.ca.gov/docs/newsroom/fact%20sheets/Big_Picture_FINAL_060515.pdf

¹¹ California Department of Finance December 2014 Report P-1 State and County Total Population Projections for the period 2010-2060 (5-year increments)
http://www.dof.ca.gov/research/demographic/reports/projections/P-1/documents/P-1_Total_CAProj_2010-2060_5-Year.xls

TOM R.

**Pushing Back on the California High-Speed Rail Authority's Myths
About High-Speed Rail**

Paper 3

The Green Train

by Mark R. Powell
December 8, 2015

Paper 3

The Green Train

Abstract

This paper focuses on claims made by the Rail Authority in its June 2013 report, *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*. One claim is that there will be "zero net greenhouse gas emissions during construction" and the second is a "commitment to 100% renewable energy during operations".

This paper begins with the assertion that a new Supplemental HST Program EIR/EIS is called for at this time to address in an open and transparent way the claims being made about the train's "greenness".

In examining the first claim this paper seeks to roughly estimate total emissions (direct plus indirect) from the construction of the statewide high-speed rail system and concludes that the Authority's tree planting scheme to mitigate construction emissions would require more than 5 million trees, living in perpetuity, or roughly 1/6th of all the trees in Oregon's private and public forests. However, without its own future operating profits capitalized in advance of construction activities, the paper concludes that the Rail Authority lacks any means to fund the GHG emission credit schemes mentioned in its report, however inadequate they may be.

The second part of this paper discusses the likely possibility that the Authority's train will not initially run on 100% renewable energy, but will in fact run on power generated entirely from fossil fuels, including coal. The paper then lays out steps the Authority would need to undertake, namely funding the construction of nearly 500 MW of new solar generating capacity at a cost of \$2.2 billion, during the construction period and out to the year 2030 to make its claim a reality and concludes that a 30 cent/kWh "green power" electrical surcharge, as opposed to the Authority's 3 cent/kWh offer, might result in the train running on green power.

Pushing Back on the Authority's Myths About High-Speed Rail

California High-Speed Rail Authority Myth #3

This is a Green Train

According to the California High-Speed Rail Authority there will be "zero net greenhouse gas (GHG) emissions during construction" and the Authority is making a "commitment to (use) 100% renewable energy during operations"¹.

Introduction

The millions of tons of CO₂e (carbon dioxide equivalent) in GHG emissions that will result from its construction and the actual use of coal and other fossil fuels to power the trains' operation are currently being hidden from the public. The Authority's 2005 *Final Program EIR/EIS for the Proposed California High-Speed Train System* predated California's Global Warming Initiative (AB 32). As a result, this important aspect of the high-speed rail program was never studied in a thorough and transparent way. This has opened the door for the Authority to make wild claims about its project's "greenness" that to date have largely gone unchallenged by the legislature, the public, and the media. It is just one more reason why all work should be halted on this project until a new statewide supplemental EIR/EIS is conducted and the truth about the greenness of this project, or lack-there-of, can be brought to light.

Part I – Net Construction Emissions:

Construction Emissions

The Authority has provided only limited information regarding construction emissions. Its June 2013 report, *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels* (2013 Emissions Report), itemizes 30,107 metric tons CO₂e² of direct emissions "from off-road equipment used to build the infrastructure, GHG emissions from on-road vehicles transporting workers or material, and used load factors to account for the actual performance of equipment in the field"³ for the first 29 mile construction segment (Construction Package 1). However, this figure does not include indirect GHG emissions associated with the manufacture and transport to the construction site of construction materials, primarily concrete, steel, and ballast, because the precise quantities, sources, and suppliers are not known⁴. This is at best a flimsy excuse for failing to report indirect GHG emissions.

The final deadline for contractors to submit proposals for Construction Package 1 was January 18, 2013. On April 17, 2013 Tutor-Perini announced:

"Its joint venture's bid, valued at approximately \$985 million, was recently identified by the California High-Speed Rail Authority (Authority) as the 'apparent best value' for the design and construction of the initial Madera to Fresno segment of the California high-speed rail system. The Authority's Board of Directors is expected to approve the design-build contract for this project in the coming weeks."⁵

It is not credible that a world class engineering firm would submit a \$985 million bid without first estimating the tons of concrete, steel, and ballast that would be required to construct the project. Furthermore, in preparing their in-house cost estimate of the project, Tutor-Perini

would have had to assume sources and suppliers of the construction materials so as to estimate their delivered cost. In choosing to not disclose this emission source, one that must have been known to Tutor-Perini ten weeks before the Authority issued its 2013 Emissions Report, Tutor-Perini and the Authority are hiding from the public the main source of GHG emissions associated with construction of the first 29 miles of their project. Worse yet, Item 2665-306-6043 of the Budget Act of 2012 demanded of the Authority that it shall prepare a report before June 30, 2013 that “provides an analysis of the net impact of the high-speed rail program on the state’s greenhouse gas emissions.”⁶ The plain language of the Budget Act requires the Authority to estimate total construction emissions from their entire project, direct and indirect emissions for both Phase 1 and 2. Yet the Authority publishes only “direct emissions” from the first 29 miles of Phase 1. The question of how much in the way of construction emissions is being hidden needs to be asked and answered.

No literature could be found giving the percentages of direct and indirect GHG emissions associated with the construction of high-speed rail systems throughout the world. However, a report prepared by the World Bank entitled *Introduction to Greenhouse Gas Emissions in Road Construction and Rehabilitation* concluded that the fabrication and transport of construction materials (i.e. indirect sources) accounted for approximately 90% of the GHG emissions associated with the construction of expressways and national roads.⁷ Were this relationship to hold for construction of high-speed rail with its massive steel reinforced concrete viaducts, then total emissions of GHG associated with the first 29 mile construction section would be 301,000 metric tons CO₂e or approximately 10,400 metric tons CO₂e/mile. This extrapolates out to 5.2 million metric tons CO₂e for the 500 mile long Phase 1 Blended system; an amount higher than what the Authority calculates as the cumulative GHG reduction due to operation of the system out to the year 2030⁸. When extrapolated out to 800 miles of construction to account for Phase 2, total construction emissions reach 8.3 million metric tons CO₂e or 275 times the number provided by the Authority in their 2013 Emissions Report.

Mitigating Construction Emissions

With regard to the first 29 miles of construction, the Authority plans to mitigate construction emissions with a “multi-faceted forestry program (that) will introduce enough trees into the region where construction is taking place to honor the Authority’s commitment to offset the direct GHG emissions associated with construction.”⁹ The Authority does not answer the question: How many trees is “enough”? However, the Authority does cite the California Air Resources Board, *Compliance Offset Protocol for Urban Forest Projects 2011*.

The cited protocol provides an example of the gross carbon sequestered by a 15.6m (51 foot) hackberry (*Celtis occidentalis*) tree; .477 metric tons of carbon¹⁰. Converting carbon to carbon dioxide yields 1.749 metric tons CO₂e. Therefore, the gross carbon sequestration of 17,200 fifty-one foot tall hackberry trees would be “enough trees” to sequester the 30,107 metric tons CO₂e of direct construction emissions calculated by the Authority for the first 29 miles of the system. However, 172,000 such trees would likely be needed to sequester total (direct plus indirect) construction emissions and 3 million such trees would be needed to sequester the total emissions along the 500 miles of construction for Phase 1 Blended. Of course more trees

would still be needed because against “gross sequestration” the protocol mandates that CO₂ emissions from motor vehicles related to tree planting, care, and monitoring as well as CO₂ emissions from equipment related to tree planting and care be subtracted from the amount of gross carbon sequestered. Lastly, more trees must be continually planted to account for the mortality of trees so that the Authority’s forest of 3 million 51 foot tall hackberry trees could live in perpetuity. The additional 300 miles of construction associated with Phase 2 raises to total to nearly 5 million such trees living in perpetuity, an amount equal to 1/6th of all the trees in all of Oregon’s privately and publicly owned forests.¹¹

Certainly the planting of trees is an absurd means to mitigate total construction emissions and so the Authority has other plans to augment its tree planting program. Its Voluntary Emissions Reduction Agreement with the San Joaquin Air Pollution Control District involves the Authority providing funds for the “replacement of fossil fuel burning irrigation pumps with electric pumps, and the replacement of, or retrofit of vehicles with more efficient engines (that) have a GHG emissions benefit”.¹² The number of engines to be replaced is of course not specified.

A larger question left unanswered involves the funds the Authority will use to pay for tree planting and engine replacement. Private industry must mitigate the environmental impact of a given project with the profits derived from that project. If mitigation makes the project unprofitable, then the project is not built. The Authority’s mitigation efforts must be treated in the same fashion. Therefore, the only legitimate funds spent on mitigation efforts would be those derived from its anticipated operating profits, capitalized and provided upfront by private investment; a source of funds that does not exist. Worse yet, the Authority seeks to spend funds on mitigation that are derived from Cap-and-Trade fees whose sole purpose in the first place is to provide funds for the very same type of projects (i.e. GHG reduction projects) that the Authority claims it will provide. There is no reason to pass these funds through the hands of the Authority and then allow the Authority to claim it has mitigated its GHG emissions...even if it could.

Part II – The Illusion of a Train Powered by Renewable Energy Sources

The Authority claims that it will purchase power for the operation of its trains from a “renewable power mix of 20 percent solar, 40 percent wind, 35 percent geothermal, and 5 percent biogas converted to electricity.”¹³ It claims it can assure this supply by paying a 3 cent/Kwh premium for “green power”. Again, this claim is absurd. Electric power generation accounts for 31% of all U.S. GHG emissions.¹⁴ Assuming the same ratio hold true in California, then California could today meet its GHG reduction goals mandated by its Global Warming Act by merely asking each person and business to pay a 3 cent/KWh “green power” premium. For an average household this would only amount to about \$20/month. Unfortunately, just paying more for power won’t make the power any greener.

Electric power, aside from a small amount contained in batteries, cannot be stored for future use. Transmission lines don’t store power. Rather, they nearly instantaneously move power from a generator to a user. Electric power is consumed at the moment it is generated. Perhaps

someday California's high-speed trains will be built and need electric power. On that day a new demand will be created instantaneously with the throwing of large circuit breakers and the starting up of high-speed train electric engines. At that exact moment the new demand must be met by a power provider. Some electric generator, idle at that moment, must come on line to meet the new demand. The generator coming on line may be a peaking power unit in California powered by natural gas or a coal burning power plant in Utah. The exact source is unknowable. But one thing is known. It will not be a wind or solar powered electric plant. Those plants are always running when wind or sunshine is available because they operate with almost no variable costs and because they are mandated to run whenever they can. Wind and solar sources will already be generating all the power they can produce when the train first requires power.

According to the Authority its trains will consume 253 million kWh during their first year of operation in 2022¹⁵ and this will ramp up to 1,204 million kWh by 2030 when Phase 1 Blended is in service. Solar generated electrical energy is the fastest growing new source of renewable energy in California¹⁶ and for that reason this paper will use solar generated electricity as a proxy for the Authority's "renewable sources".

The high-speed train's power requirements between 2022 and 2030 are best put in perspective by comparing the trains' usage to the generating capacity of a new utility scale solar generating plant. California Valley Solar Ranch, a single-axis photo-voltaic generating plant capable of generating 650 million kWh/year of electrical power built with a \$1.2 billion dollar federal loan guarantee, was started up in San Luis Obispo County in 2013.¹⁷ Nearly 40% of the capacity of a similar generating plant will be required by the Authority's trains in 2022 and nearly two such plants dedicated to the high-speed train system will be required by 2030 as the trains' need for power grows.

If the Authority is to make good on its claim that it will power its trains on 100% renewable electrical energy, then the Authority needs to be able to fund the construction of the necessary renewable power plants. A 3 cent/kWh premium for "green power" will not be enough. Again using the Authority's data, high-speed trains are projected to cumulatively consume 6,300 million kWh of electricity between the start of 2022 and the end of 2030. Using the example of California Valley Solar Ranch, \$2.2 billion (2010\$) must be raised in the form of a green premium so that the necessary solar generating capacity can be built. \$2.2 billion spread out over 6,300 million kWh equates to a green premium of 30 cents/kWh after adjusting downward by 5 cents/kWh to account for solar generated power's lower variable costs compared to fossil fuel sources. This is still 10 times the 3 cent/kWh green premium offered by the Authority. Worse yet, more than 20% of this solar generating capacity costing almost a half a billion dollars must be constructed before the first trains run and the capital for this generating capacity must come from private investment in the high-speed rail system. This is of course a source of funds that does not exist.

Conclusion

The Authority's contractors have a vested interest, perhaps even more of an interest than the Authority Board Members themselves, in keeping this project alive and the accompanying cash flow that fills their corporate coffers. The high-speed train has been their gravy-train for nearly 2 decades. It is time for the Authority to ask their contractors some hard questions. What are the estimated direct and indirect CO2e construction emissions that will result from one of the largest infrastructure programs undertaken in the United States? A program that according to the Authority's 2012 Revised Business Plan "includes installing potentially up to 2,200 miles of rail weighing 276,000 tons; 3.5 million square feet of buildings and facilities; 6,500 miles of electrical wires and cables; and approximately 190 grade separations. A significant portion of the project—approximately 190 miles—may be constructed on elevated structures or in tunnels."¹⁸ And this is merely the scope of Phase 1 Blended.

Additionally, the Authority's contractors need to spell out where all the green energy to power the train will be sourced and when, or if, it will become available. The Authority's contractors understand commodity pricing and the economics of supply and demand. They understand that the significant electrical power demand of high-speed trains will result in an immediate incremental supply of new power and they know that incremental source cannot be green.

It's time the Authority's highly paid contractors told the Authority and all Californians the unpleasant truth about their dirty train.

attachments (1)

Endnotes

- ¹ *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 6
http://www.hsr.ca.gov/docs/programs/green_practices/HSR_Reducing_CA_GHG_Emissions_2013.pdf
- ² *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 13
- ³ *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 18
- ⁴ *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 14
- ⁵ Tutor-Perini press release dated April 17, 2013
<http://investors.tutorperini.com/press-releases/press-releases-details/2013/Tutor-Perini-Joint-Venture-Selected-for-985-Million-California-High-Speed-Rail-Design-Build-Contract/default.aspx>
- ⁶ SB 1029 Budget Act of 2012, SEC. 9
http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_1001-1050/sb_1029_bill_20120718_chaptered.pdf
- ⁷ Introduction to Greenhouse Gas Emissions in Road Construction and Rehabilitation - Executive Summary, page 13
<http://siteresources.worldbank.org/INTEAPASTAE/Resources/GHG-ExecSummary.pdf>
- ⁸ *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 11
- ⁹ *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 13
- ¹⁰ *Compliance Offset Protocol for Urban Forest Projects 2011*, Appendix B, page 35
<http://www.arb.ca.gov/regact/2010/capandtrade10/copurbanforestfin.pdf>
- ¹¹ Oregon Forest Facts & Figures 2015-16 published by the Oregon Forest Resources Institute, page 1
http://oregonforests.org/sites/default/files/publications/pdf/OFRI_FactsFigures_2015-16.pdf
- ¹² *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 15
- ¹³ *Contribution of the High-Speed Rail Program to Reducing California's Greenhouse Gas Emission Levels*, June 2013, page 10
- ¹⁴ EPA website: Sources of Greenhouse Gas Emissions
<http://www3.epa.gov/climatechange/ghgemissions/sources/electricity.html>
- ¹⁵ See Attachment 1 to this paper
- ¹⁶ California Energy Commission's Energy Almanac website
http://energyalmanac.ca.gov/electricity/electricity_generation.html
- ¹⁷ Energy.Gov Loan Programs Office, California Valley Solar Ranch
<http://energy.gov/lpo/california-valley-solar-ranch>
- ¹⁸ Revised 2012 Business Plan, page 3-3
http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012_rpt.pdf

**Attachment 1 to Paper 3 The Green Train
Ridership, Revenue and O&M Costs taken from Medium Ridership Case -PB April 2012 Estimated Cost for CHSRA 2012 Business Plan**

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Ridership (millions)	4	5.4	6.7	8.1	9.6	12.9	14.2	19.3	21.4	
Revenue (millions 2010\$)	278	372	467	564	663	941	1040	1242	1380	
O&M Costs (millions 2010\$)	196	247	258	334	358	480	503	568	627	
Ops. and Maint. of Equipment (See Note 1)	82	124	133	196	216	265	280	344	391	
Variable Costs/TSM (2009\$)	20	20	20	20	20	20	20	20	20	
Variable Costs/TSM (2010\$) (See Note 2)	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5	
TSM (Millions) (See Note 3)	4.0	6.0	6.5	9.6	10.5	12.9	13.7	16.8	19.1	
Trainset Elec. Consumption (millions of Kwh) (See Note 4)	236	357	383	564	622	763	806	990	1125	5845.3
Station Electrical Consumption (millions of KWh) (See Note 5)	17	25	27	39	44	53	56	69	79	409.2
Total Yearly Electrical Consumption (millions of KWh)	253	382	410	604	665	816	862	1059	1204	6254.5
Capital Cost to Generate Needed millions of KWh in Millions of 2010\$ (See Note 6)	455	688	738	1087	1198	1470	1553	1908	2169	2169
Equivalent California Valley Solar Ranch Facilities	0.39	0.59	0.63	0.93	1.02	1.26	1.33	1.63	1.85	
Incremental Use of Electric Power (Millions of KWh)	253	129	28	194	62	151	46	197	145	
Incremental Capitalization Costs in Millions (2010\$)	455	233	50	349	111	272	83	355	261	2169
Average Green Charge Needed to Build Solar Generating Capacity (\$/KWh) (See Note 7)										0.35
Average Green Charge Needed After Adjusting for Variable Cost Differential Between Solar and Fossil Fuels										0.30

Notes:

1. Authority Treats Ops. and Maint. of Equipment as a variable cost at \$20/Trainset Mile (TSM) in Tables 5 and 7 of April 2012 PB report *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan*
2. Adjust Variable Costs upward by 2.5% to convert from 2009\$ to 2010\$
3. Dividing Ops. And Maint. Of Equipment costs by total variable costs yields the driver of Ops. And Maint. Of Equipment Costs, Trainset Miles.
4. Electrical Consumption of 59 KWh/TSM found on page 7 of April 2012 PB report *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan*
5. 7% allowance for station and maintenance facilities electricity consumption found on page 7 of April 2012 PB report *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan*
6. Use California Valley Solar Ranch as Proxy. Facility built with \$1.2 billion federal loan guarantee awarded in 2011 adjusted downward by 2.5% to reflect 2010\$. Facility expected to generate 650 million KWh per year.
7. A \$.35/KWh surcharge for green energy could conceivably pay for construction of the solar facilities.
8. Solar has a lower variable cost than fossil fuel of approximately \$0.5/KWh according to a Penn State Engineering Department study. <https://www.e-education.psu.edu/eme601/node/530>

MEL'S Farms/Mike Rosa Family Trust

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frank.oliveira@me.com

559-469-6685

December 8, 2015

To: **California High-Speed Rail Authority**

770 I Street

Sacramento CA 95814

Attention: Board

Regarding: **Your assistance to properly value the MEL's Farms and Mike Rosa Family Trust properties that will be acquired by the California High-Speed Train Project**

We request that the California High-Speed Rail Authority work closely with the Division of Oil, Gas and Geothermal Resources (DOGGR) to determine the oil and gas development potential of our properties that will soon be acquired by the California High-Speed Train Project (CHSTP).

Based on official maps and published professional articles, our properties to be acquired by the CHSTP are part of the vast Monterey Shale deposit in the Central Valley and potentially could be tapped for oil and gas exploration and production in the future.

Our properties currently are zoned for agricultural use but as demonstrated by the placement of the CHSTP on our property, land uses can easily be changed in the future.

That said, it seems to be a reasonable request that the Authority consider this potential future development of our property in the fair market valuation of our property that will be lost to the CHSTP and that we be compensated accordingly.

Our request seems even more reasonable after it came to our attention that the Governor of the State of California, recently directed the DOGGR to provide him maps and information about the potential of developing oil and gas resources on his personal property located near Williams, California.

We are not aware of the land use zoning of the Governor's property but the property has repeatedly be referred to as his "ranch", so we will assume it is also in an agricultural land use zoning.

It is also our understanding that the DOGGR fulfilled the Governor's direction.

We also are aware that the Governor has stated in several media interviews about the matter that the DOGGR's services are available to everyone. In a recent San Jose Mercury News interview, the Governor also suggested that his directions to the DOGGR were a reasonable accounting of the many attributes of his ranch property that belong to his "fore-bearers" and he encouraged others to follow his actions.

There seems to be many similarities between the Governor's property and ours. Our properties are also rural, agricultural land that belong to our fore-bearers and are important to us.

Your assistance to properly value the MEL's Farms and Mike Rosa Family Trust
December 8, 2015
Page-2 of 2

The Governor's statements seem to re-enforce the reasonableness of our request and reflect that we have more in common with him than we previously thought.

The appraiser parcel numbers in question are all in Kings County and reflected below-

002-150-027 FB-16-0026
002-150-043 FB-16-0027
002-150-050 FB-16-0028
002-190-009 FB-16-0033
002-190-007 FB-16-0031 (-1, -01-01 & -3)

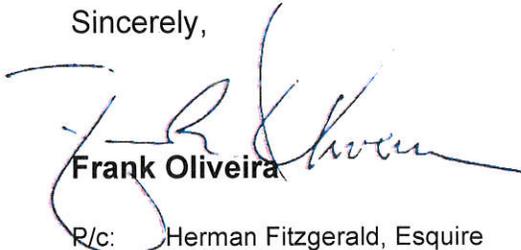
We are making our request for services directly to the DOGGR and are only requesting that you, the Authority, work with the DOGGR in good faith, to include into the valuation of our properties what information the DOGGR reveals.

Please respond to our request in writing.

We are looking forward to working with your staff on this matter.

Please include this request in the Board Meeting record for December-2015.

Sincerely,



Frank Oliveira

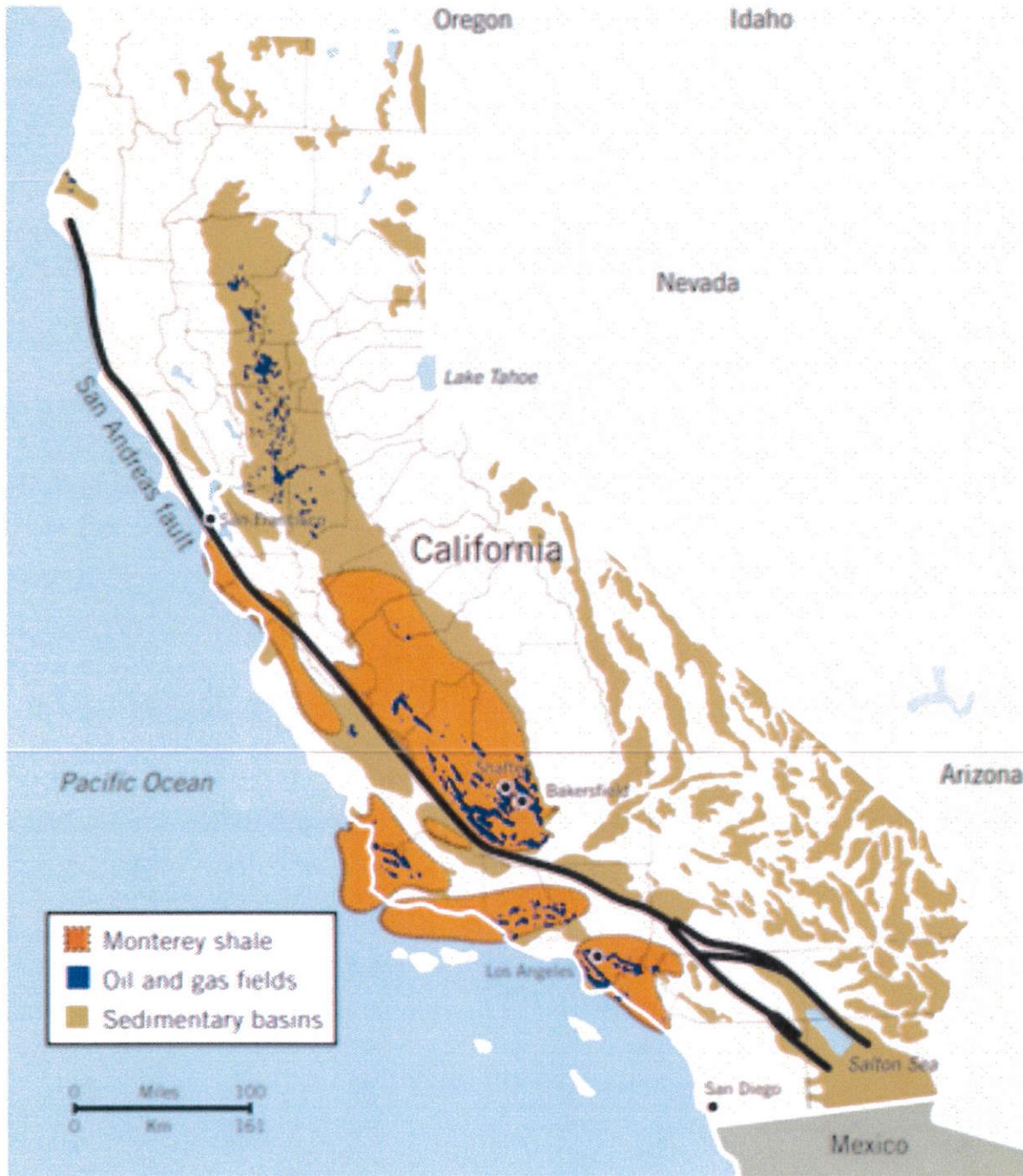
R/c: Herman Fitzgerald, Esquire
Angie Rosa
Louis Oliveira
Gloria Denton
Patrick Oliveira
DOGGR
File

Attachments:
Monterey Shale Map

Media Source Links:
San Jose Mercury News Article about Governor's use of DOGGR services
http://www.mercurynews.com/california/ci_29075851/gov-jerry-brown-had-state-workers-research-oil

San Jose Mercury News Article about Governor's viewpoint on DOGGR services
http://www.mercurynews.com/science/ci_29204194/jerry-brown-interview-climate-change-fracking-diablo-canyon?source=pkg

MONTEREY SHALE A SOURCE ROCK FOR MANY CALIFORNIA OIL FIELDS FIG 1



Based on information originally published by the Los Angeles Times
Source: Bureau of Land Management, Bakersfield Office, and California Department of Conservation

http://www.mercurynews.com/california/ci_29075851/gov-jerry-brown-had-state-workers-research-oil

Gov. Jerry Brown had state workers research oil on family's ranch

By ELLEN KNICKMEYER

Associated Press v

POSTED: 11/05/2015 08:22:29 AM PST

SAN FRANCISCO -- Gov. Jerry Brown last year directed state oil and gas regulators to research, map and report back on any mining and oil drilling potential and history at the Brown family's private land in Northern California.

After a phone call from the governor and follow-up requests from his aides, senior staffers in the state's oil and gas regulatory agency over at least two days produced a 51-page historical report and geological assessment, plus a personalized satellite-imaged geological and oil and gas drilling map for the area around Brown's family ranchland near the town of Williams.

Ultimately, the regulators told the governor, prospects were "very low" for any commercial drilling or mining at the 2,700-acre property, which has been in Brown's family for more than a century.

Through the state's open records law, The Associated Press obtained the research that state regulators carried out for Brown, and the emails among senior oil and gas regulators scrambling to fulfill the governor's request.

Brown spokesman Evan Westrup declined to discuss the work for the governor, referring the AP to California's Division of Oil, Gas and Geothermal Resources. That agency said the work was a legal and proper use of public resources -- and no more than the general public would get. But oil industry experts said they could not recall a similar example of anyone getting that kind of state work done for private property.

Brown's request points to the complex way that the governor, an internationally known advocate of renewable energy, approaches oil and gas issues in his own state. While spearheading ambitious programs to curb the use of climate-changing fossil fuels, Brown also has sought to spur oil production in California, the country's No. 3 oil-producing state.

Nine days after Brown appointed Steve Bohlen to lead the state oil and gas regulatory division, the governor called him with his research request.

Brown wanted to find out about the "geology, past oil and gas activity, potential for future oil and gas activity in the vicinity of his long-time family ranch," Bohlen related in an email to senior agency staffers that same day, June 11, 2014. Bohlen set noon the next day as a target for getting the research done for delivery to Brown.

After Brown's initial call, his aides called back within hours to ask regulators to look at what minerals might lie under the Brown ranch and also emailed to make sure the regulators were doing a map for the governor.

In an email to the AP, an attorney for the oil and gas agency, Graham St. Michel, said Brown had been compiling documents that "shed light on the fauna, flora, rock formations and geology of the area where his great-grandparents ... first homesteaded in the 1870s."

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California law bars elected officials from using public employees or other public resources for personal purposes, with limited exceptions for things like occasional personal calls from work phones.

Regulators say the personal work they did for Brown was legal and appropriate.

"We field similar requests for public, historical information ... and responding is one of the division's public service responsibilities," said Don Drysdale, a spokesman for the oil and gas agency.

Drysdale said the satellite-imaged geological and drilling map prepared by the state for Brown's land took a "few hours."

Regulators and Brown's office declined to provide examples of any similar geological assessments and maps that oil gas regulators had done for anyone else who was curious about any oil and gas potential of their private land. The AP has filed a public records request for them.

Petroleum-industry professionals contacted by the AP said they never heard of regulators carrying out and compiling that kind of research, analysis and mapping for private individuals. The AP told the oil-industry professionals only that state regulators did the work for a state official.

Assessing a private property's oil and gas and mineral potential is not something that state regulators typically do, one oil industry executive said. "There's no evaluation. That's not a service they provide at all," said Rick Peace, president of a Bakersfield, California, company that helps manage oil exploration and production.

Roland Bain, a petroleum geologist based in Northern California, said he was struck by the report's "beautiful map." It was labeled "Oil and Gas Potential In West Colusa County," and the PDF said "JB--Ranch."

"Anyone calling in for help is not going to get that," Bain said. "The division of oil and gas has never been in a position to give you detailed geological mapping."

Historical oilfield records that made up much of the documents are available to the public, and ordinary people can get them by searching on the agency's website, or by visiting one of the agency's offices, which charge for photocopies, Peace noted.

But, as for regulators preparing and compiling assessments, reports and maps for someone's private purposes, "I've never heard of that," said Jean Pledger, a Bakersfield oil and gas attorney.

Typically, landowners find out their land has unrealized oil and gas potential only if oil industry agents scout out the property and approach the owners, said Sacramento-based oil and gas attorney James Day.

Alternatively, individuals can hire an independent petroleum geologist at \$200 to \$400 an hour, Day said.

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Drysdale of the oil and gas division said state law allows state officials to access public records on the same basis as any member of the public.

Jessica Levinson, a governance expert and professor at Loyola Law School in Los Angeles, said that if state regulators had done that kind of work before for private landowners, they should be able to provide examples.

Of Brown's request, Levinson said, "if no other private individual is able to avail himself of this opportunity, and it's clearly just for personal gain instead of public benefit, then it's clearly problematic."

Brown told the Sacramento Bee in 2013 that he and his family owned a controlling interest in the acreage near Williams and that he planned to put a house on the property. The state research done on the ranch was first disclosed in a lawsuit by attorney Patricia Oliver on behalf of a group of Kern County farmers who allege the Brown administration worked with the oil industry to circumvent laws meant to protect groundwater from contamination.

The U.S. Environmental Protection Agency has faulted state oil and gas regulators for failing to enforce federal laws meant to prevent oilfield pollution of the state's reserves of water for drinking and irrigation. Last month, Bohlen blamed his "dramatically understaffed" labor force for the state's failures to enforce those federal codes.

http://www.mercurynews.com/science/ci_29204194/jerry-brown-interview-climate-change-fracking-diablo-canyon?source=pkg

Jerry Brown interview: climate change, fracking, Diablo Canyon, offshore wind, oil on his family ranch

By Paul Rogers

progers@mercurynews.com POSTED: 12/04/2015 03:38:18 PM PST

Gov. Jerry Brown arrived in Paris Saturday to attend the international climate summit. His schedule includes 20 meetings over five days with world leaders. He plans to highlight California's laws on renewable energy and pollution reduction, along with encouraging other governments to copy California. He also plans to sign agreements, give speeches and promote California businesses.

For the 77-year-old Democratic governor, slowing climate change has become a centerpiece issue during his final term in office. In a wide-ranging interview with San Jose Mercury News environment writer Paul Rogers this week, Brown discussed why California is being as aggressive as it is on climate, his views of Republicans who are skeptical of the science of climate change, the role of nuclear power and offshore wind energy in California's future, and why he won't ban fracking.

Brown also discussed a recent controversy in which he was criticized for asking a state agency -- the Division of Oil, Gas & Geothermal Resources -- to provide information about whether there is oil under a 2,700-acre ranch in Colusa County that his family has owned for more than a century. The agency provided maps and other information that said prospects were "very low" for oil being located there.

The following is the full interview:

SJMN: "Why are you going to the Paris summit and why have you put so much emphasis on the issue of climate change as governor?"

Brown: "Climate change is a real threat to the world and to the future. Currently it's exacerbating forest fires and the unavailability of the snowmelt that we traditionally depend on. Climate change is important. California is a leader, taking bold steps. But we don't want to just be the exception; we want to be the norm. We want others to join with us, and they are. Almost 60 states and provinces have joined in the Under 2 MOU (an agreement to reduce greenhouse gases 80 percent by 2050). That is going to be a mechanism by which the signatories join together to advance climate initiatives and the goals that are outlined, and also to constitute ourselves as a catalyst to stir the nation states to much greater action as will be required after the COP-21 (Paris conference) concludes in two weeks. There's much to be done. There's a role for states and provinces, and California is certainly doing its part to advance our common objectives."

SJMN: "In recent months and years, you've met with the president of China and the pope and other world leaders to discuss climate. I'm curious what you might say to folks who would say 'Jerry Brown is governor. He's not the head of state. Why is he acting like one on this issue?'"

Brown: "Climate change is not limited to the borders of California. If we do everything right, we will absolutely fail. We won't even make a dent. But if we can enlist others who might otherwise be somewhat reluctant, we really do advance the cause of making our environment more sustainable in terms of reducing our carbon footprint. California is a place that's almost a site of pilgrimage.

Jerry Brown interview: climate change, fracking, Diablo Canyon, offshore wind, oil on his family ranch

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Presidents bring huge delegations. They come to Silicon Valley. They stop in San Francisco. They want to almost partake of the innovative atmosphere of the state, and in that context, our environmental policies are also pace-setting. I don't want our capacity to inspire others to not be exercised. And that's what I'm doing.

SJMN "What's your view of Republican leaders and others who say the science isn't clear on climate?"

Brown: "It's absolute nonsense. They are either intellectually lazy and have done no study at all, or they're cynical and just join in the fossil-fuel, Koch Brothers-manipulation of public opinion. In any event, the action of the Republicans in fighting President Obama, the states that are contesting his clean air efforts, the letters that people are writing to other heads of state to undermine the president. It's shameful, it's divisive and it is weakening America's position in the world, and it ought to stop."

SJMN: "Is that part of the reason why you've stepped up, to offer an alternative to the world on what Americans think?"

Brown: "I certainly want to bolster the president. But my primary goal is to realize California's potential in innovation and dealing with climate change. I do think California is a good example because our economy is doing better than the nation, better than Texas, and we have the most aggressive climate change policies in place. When the Republican presidential candidates say 'I'm not going to destroy the economy by doing something about climate change, they're flat wrong. And they make a spectacle of themselves for thoughtful, informed people. I don't underestimate the power and the danger of the Republican majority in Congress and their candidates for president. I think there's a real risk here, that instead of providing consistent leadership, America will bog down in bickering, and I'm going to do my part to win over independent-minded people to support a reasonable climate policy."

SJMN: "Here at home, there are some who aren't ideologues who have expressed concerns that lower-income folks, in the Central Valley and other parts of the state, who can't afford electric cars or higher energy costs, may suffer as California moves ahead with its climate plans. What would you say to them?"

Brown: "I'd say that we're doing things like providing weatherization and efficiency upgrades for people's homes. We are exploring ways of making vehicles available, and we are also promoting mass transit and cleaner mass transit. Climate disruption will disproportionately affect people based on income. So those who have the least money will experience the greatest difficulties. And that's not right. We're not going to give up on climate change because of the issues of inequality. That's true on housing. It's true on medical care. It's true with education. And it's true with climate change. It's true with longevity. People with very low incomes live much shorter lives than people with higher incomes. We have many policies to deal with all that. But we can't certainly throw out the baby with the bath water. We've got to keep on course, reducing our carbon footprint."

Jerry Brown interview: climate change, fracking, Diablo Canyon, offshore wind, oil on his family ranch

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SJMN: "A lot of environmentalists have praised your trip going to Paris and say that it really represents all they had hoped for when they endorsed you when you were running. There is still this criticism -- and I know you've heard it -- about fracking. You've put in place tougher rules for fracking, but some of them say: 'Why can't you just ban it?'"

Brown: "Some are saying ban oil drilling. We already import 70 percent of the oil that goes into our vehicles. And what do they want to do? Import 75 percent? And bring it in by train from North Dakota where they don't even have controls on methane and the environmental standards are much lower? And you put it on a train, which is subject to spills. That doesn't make any sense. Or we could go get it from Venezuela, or Iraq or Saudi Arabia, and put it on a polluting ship that uses bunker oil and has more pollution. What we have to do is have a thorough, integrated plan to reduce fossil fuel consumption. That's what we're doing.

And in a state which drives 332 billion miles a year, we're not going to do it overnight. We've got to build support, we've got to take it step by step, and yes, at the end of the day, oil and gas and coal resources have to be left in the ground. But we don't just say stop. Some of the people don't stop with fracking. They say you shouldn't have oil drilling. There's a lot of things we shouldn't have and that we have to overcome. And we will. California has the most aggressive plans. We could stop fracking tomorrow, but we'd be much worse off. I'm doing this in the sequence that I think can be sustained. You just saw, there were 18 Democrats -- 14 Democrats -- that voted to reduce the oil mandate, and there was nobody, I didn't see very many activists fighting the oil companies.

I've signed an executive order. I want to reduce oil 50 percent. That's real. Now how fracking fits into that, you have to look at it. But people have jumped on this because fracking has a certain sound to it. It is onomatopoeiatic. The job is complicated. It involves tree planting. It involves cement. It involves where you live. It involves public transportation and private vehicles, and research. It's a very wide-ranging, sophisticated effort that is required. We have to not do it for a year or five years. We have to do it for 50 years. And so we have to put the building blocks in place, and we have to keep on going. So if somebody says "I think you ought to do it this way," well, present it to the Legislature if you've got an idea. But I'm conscientiously putting together the most far-reaching carbon reduction plan that I believe is sustainable over the long term."

SJMN: "What's your take these days on nuclear power in California's future as it relates to climate? Diablo Canyon has its licenses expiring in 2024 and 2025. Do you have any thoughts about whether it should stay open beyond the expiration of those licenses?"

Brown: "No. I'm not ready to opine on that. There are people who believe, and there are scientists working on it, in a more standardized nuclear reactor that won't generate nuclear materials that can be used in bomb-making. That would be good. And nuclear that would somehow avoid the waste problems. Because there are issues with nuclear power. So that's another complex subject that I think people should be open-minded on as we go forward."

SJMN: "What about offshore wind? I was just in Morro Bay writing a story about a company proposing to build a floating offshore wind farm 15 miles off the shore: 100 turbines. I wonder if you have any thoughts on that? They are using it in Europe a lot."

Jerry Brown interview: climate change, fracking, Diablo Canyon, offshore wind, oil on his family ranch

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Brown: "I didn't know that it is cost effective. We are going to have to do some of that. It sounds certainly intriguing. Without knowing more, I certainly think it ought to be explored. I haven't heard about it. I haven't heard you can actually finance it."

SJMN: "It's 24 cents a kilowatt hour on the East Coast and Oregon."

Brown: "That's pretty expensive, 24 cents. (Onshore) wind is like 3 cents."

SJMN: "There was this stuff in the news recently about DOGGR (the state Division of Oil, Gas & Geothermal Resources) and the maps that you asked for. I wonder if you could clear that up."

Brown: "That data was coerced from my forebears. They had to file it with DOGGR. Then there are bureaucrats who say, 'that's not your information. We hold it. You can't have it.' Public records belong to the people of California, and public officials are people. And that material, it's like a library. That's there for the benefit of future generations. It ought to be looked at, it ought to be used. What I asked for, anybody else can ask for and will get. And contrary to what has been written, the same exact information is available. It is not a secret to be held in the hands of some employee or bureaucrat. It is there to be used, to be seen."

SJMN: "Did you plan to drill for oil on that property?"

Brown: "No. We've already drilled for oil in 1900, 1923, and never found any. You want to get deeds. I've got original deeds to the property. Some of them go back to 1865 when Abraham Lincoln was president. Is that secret? No, that's public record. If you dig a trench, you call up the municipal utility and say 'Where are the power lines' and they give you a map. It's public record belonging to the public and anything to the contrary does a disservice for what we're trying to do for the people."

SJMN: "That's helpful. But just to clarify, you didn't have any plans to look for oil? Why did you need the maps then?"

Brown: "Because, I need the maps. I have a woman, and we're doing the geology, we're doing the fauna, the flora, the vegetation, the oak trees. We've got to know what's out there. And I'm putting it all in a glass case. You can come and see it someday, including the drilling reports and the deeds from the time of Abraham Lincoln. You can see all that. And I'm very interested in recapturing the history of my forebearers. And I would encourage other people to do that. But be clear: No one went out to the property; no one did any prospecting. It was just a retrieval of public data that was taken from my great-grandfather and others and kept in the repository of the state. So certainly that should be available to you and everybody else. That whole story there was just, you can read it for yourself. Steve (Steve Bohlen, former head of DOGGR) said it took about an hour. These are Google maps. Let's get real here."

SJMN: "Is there anything else you'd like the public to know about Paris?"

Brown: "It's a damn serious challenge. And it's not for a day or one technology. It's going to take an unrelenting commitment from people from all over the world to secure the future."

**Jerry Brown interview: climate change, fracking, Diablo Canyon, offshore wind,
oil on his family ranch**

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Paul Rogers covers resources and environmental issues. Contact him at 408-920-5045.

December 8, 2015

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

Last summer, the California High-Speed Rail Authority formally requested the international infrastructure construction and operation communities to provide you advice on how to build and operate your proposed Initial Operating Section of the High-Speed Train System.

The international community studied your plans and responded to your request.

On November 17th, the public formally asked you, at your last board meeting, to explain the responses that you received.

Your Chairman dismissed the public as not understanding what the Authority had requested.

Due to the Chairman's comments, we reviewed the matter to ensure what the public requested was appropriate.

That done, we now respectfully request the Authority Board to publically explain why after studying the Authority's plans, the following international mega infrastructure builders and operators expressed detailed concerns about your ability to do some or all of the following: finance, construct, secure investors, or operate a high-speed train system.

Cintra Infraestructuras-Ferrovial Agroman-US Corp
Meridiam Infrastructure North America
AECOM
Isolux Corsan
VINCI Concessions
Globalvia Inversiones
Acumen Building Enterprises
ACS Infrastructure-Dragados-Cobra Industrial Services
OHL Infrastructure
Ashurst
Kiewit
Indra USA

I submit this request to be entered into the December Board Meeting Record,

Respectfully,



Ronald Jones
P.O. Box 1324
Madera CA 93639

December 8, 2015

Dear Governor Brown, Board Members, and Chief Executive Officer Morales,

Last summer the California High-Speed Rail Authority formally requested that the international, mega- infrastructure construction and operation communities provide you with advice on how to build and operate your proposed initial Operating Section of the High-Speed Train System.

The international community studied your plans and responded to your request.

At the November 17, 2015 board meeting, the public formally asked you to explain these responses.

Your Chairman dismissed the public as not understanding what the Authority had requested.

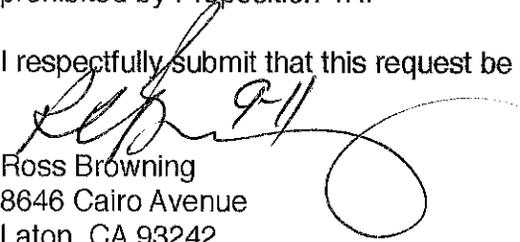
Due to the Chairman's comments, we reexamined the matter to ensure that what the public had requested was appropriate and valid.

That done, we now respectfully re-request that the Authority Board *publicly explain why*, after studying the Authority's plans, the following list of international, mega-infrastructure builders and operators expressed detailed concerns about your ability to; finance, construct, secure investors, or *even* attempt to operate a high-speed train system.

Japan California High-Speed Rail Consortium
Parsons Transportation Group
China Railway International
DB International GmbH
FCC Construction
Thales Transportation & Security
INABENSA
Acciona Infrastructure
Sacyr Concesiones
Plenary Group
John Laing Investments
Bechtel Infrastructure Corp - Arup North American - Systra Consulting
Fluor Enterprises - Balfour Beatty Infrastructure

Continuing the *public explanation*, explain why all of the builders and operators listed above told you your plan would require; guaranteed revenue, secured payments, or subsidies to be given to private investors in order to be successful, when such action are clearly and specifically prohibited by Proposition-1A.

I respectfully submit that this request be entered into the December 8th Board Meeting Records,


Ross Browning
8646 Cairo Avenue
Laton, CA 93242