

Final Report

**DISPLAY
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Metropolitan Bakersfield
HIGH SPEED RAIL
TERMINAL IMPACT ANALYSIS

Kern Council of Governments



ENGINEERS-
PLANNERS
ECONOMISTS

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in association with

QUAD KNOFF, INC.
REDMAN CONSULTING

July 2003

FINAL REPORT

Metropolitan Bakersfield
HIGH SPEED RAIL
TERMINAL IMPACT ANALYSIS

prepared for

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EXECUTIVE SUMMARY

The purpose of the Bakersfield High Speed Rail Terminal Impact Analysis is to determine a community preferred station site for Bakersfield's future high speed rail station. The Kern Transportation Foundation had previously (2001) identified three site areas as offering the greatest promise: Airport Area, Golden State/M Street, and Truxtun Avenue/S Street. The new assessment of each of these three potential station site vicinities was performed considering a range of issues including station design characteristics, operational constraints, technical service requirements, access consideration, site acquisition, physical and environmental constraints, land use compatibility, growth considerations, and multi-modal connectivity. A series of outreach meetings was conducted in order to understand community objectives and preferences for a station site. Depending on the physical and land use constraints for each site, several illustrative concept plans were developed.

PURPOSE AND NEED

The California High Speed Rail Authority (CHSRA) is in the process of completing their EIR/EIS for the HSR system. The EIR/EIS process is not site specific in terms of station locations. Two HSR service routes, San Diego to San Francisco and San Diego to Sacramento will be served by a Bakersfield Station. Kern COG has commissioned this *Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis* to recommend a locally preferred station site to be forwarded to the CHSRA. This study is not intended to include final station design concepts or cite specific environmental impacts, but rather be used as a tool for CHSRA to understand the Bakersfield's community concerns as well as potential partnering opportunities.

THE CALIFORNIA HIGH SPEED RAIL PLAN

In order to understand the opportunities and concerns of each potential station site, features of the High Speed Rail Plan relating to station design were reviewed including service routes, station stops, relationship to Amtrak service, travel times, fare schedule, and the schedule for system development. Two basic types of HSR stations possibly could be developed in Bakersfield. For station sites located directly along the main HSR alignment, four track main line stations would be constructed. For station sites not directly located along the main HSR alignment, a two track "off-line" station would be constructed. The HSR Plan proposes a 16 year development period for HSR with service beginning around 2020.

Two rail corridors in the Central Valley, the Union Pacific or the Burlington Northern Santa Fe, could potentially serve high speed passenger rail service and two basic alignment options could be used to link Bakersfield with Los Angeles. The EIS is currently investigating whether to link Bakersfield to Los Angeles via the Grapevine or via Tehachapi. The alignment choice could have important implications for the Bakersfield Station site. Both the Airport and the Golden State station sites are located directly along the UP corridor, while the Truxtun site is located along the BNSF

corridor. According to the CHSRA, however, any of these alignments could potentially support each of the three station sites.

The station site evaluation review took into account that the HSR Plan had only initial cost estimates with a number of important unknowns including approach and departure corridors for Bakersfield, potential Bakersfield commuter markets, long term relationship with Amtrak, and the inclusion of off-line stations along with CHSRA's funding responsibility. The costs for off-line stations have yet to be publicly defined, but would appear to be in excess of \$25 million per mile for double track HSR facilities.

Although these financial details were not available, the HSR Plan did provide specific physical plans for the stations. These plans provided critical features such as track cross sections, station cross sections and transition track requirements between the mainline tracks and the station tracks. The Bakersfield station would require 1,300 foot passenger platforms, around 18,900 square feet of building area, and approximately 750 parking spaces. Mainline stations would have a 141 foot wide platform area cross section and would need 1.5 mile acceleration/deceleration transition station tracks. Off-line stations would not require station area transition tracks at the stations themselves and would have a cross section of 80 feet.

KEY ISSUES/UNKNOWNNS

A number of unknowns will have important bearing on selection of the best HSR station site for Bakersfield.

- Alignment (BNSF versus UP north of Bakersfield and Grapevine versus Tehachapi south of Bakersfield) selected for HSR service in the Valley;
- The post-HSR future for the Amtrak San Joaquin service;
- CHSRA's definition of the "Base System" – will it include off-line station access track costs?
- Willingness of UP and BNSF to share their rights of way as well as other rail upgrade investment coordination;
- Decisions regarding the Crosstown Centennial Freeway and the Golden State Freeway;
- The Southern California Association of Government's feasibility finding regarding Meadows Field's role as a satellite regional airport serving the Los Angeles Region;
- The difficulty and cost of property acquisition and relocation efforts as well as how these relate to freeway development efforts; and
- Findings from the systemwide HSR EIS.

AIRPORT STATION

The Kern Transportation Foundation Study identified the station along the west side of the UP main line railroad tracks, just south of 7th Standard Road. The on-going HSR EIS identifies the station site to be on the east side of SR-99 just south of 7th Standard Road. For the Bakersfield HSR Terminal Analysis, both potential station sites were assessed understanding that the east side site is most favored by CHSRA. A four track main line HSR station is anticipated for this site.

The Airport Station site was envisioned to complement the expansion of Meadows Field Airport. Although there is a campaign to develop Meadows Field Airport into a satellite airport serving the Los Angeles Region, specific financial and marketing demand studies have yet to be finalized.

The potential success of the Airport Station site is dependent on several unknowns as well as mitigation of several problematic issues. Selection of the Tehachapi route for HSR between Los Angeles and Bakersfield would appear to complicate the vision of Meadows Field becoming a satellite regional airport. This route would also serve another possible satellite airport in Palmdale. Building a successful relationship between Meadows Field Airport and the HSR site would also require additional costs to create a seamless connection with the airport passenger terminal and the HSR station.

GOLDEN STATE STATION

The Golden State Station site was identified by the Kern Transportation Foundation to be along Golden State Avenue near M Street. A HSR station at Golden State would be a four-track at grade mainline station. The best site for the station would be south of the UP tracks between the Kern Canal and Chester Avenue as identified by the HSR EIS.

Details of plans to upgrade Golden State Avenue into a higher capacity expressway/freeway facility have not yet been finalized. If freeway plans were to eliminate access and or cover this site with an elevated freeway structure, another site might prove more attractive for a HSR station along the Golden State corridor.

Three site areas were examined to determine which would offer the best potential access and economic revitalization. A station site centered on Chester Avenue would concentrate too much traffic immediately in front of the depot building as well as having only limited space for the station and circulation. The M Street site could be problematic due to limited site depth and the high traffic speeds from the Niles off-ramp. A station located at the F Street appears to offer the greatest promise along this corridor in terms of access and economic development. Details of plans for an upgraded Golden State Freeway running elevated between the UP tracks and Golden State Avenue would have a major influence on a station development located south of the UP tracks. If the freeway plans preclude the opportunity to site an attractive station south of the tracks, it might be necessary to develop the HSR station on the north side of the UP tracks. A station located on the north side of the UP tracks would conflict with the established residential neighborhood on the north side (parking and traffic) and also would be perceived as very remote from the downtown core.

The success of the Golden State Station site would be dependent on potential environmental and community impacts. A station located south of the tracks could be developed with minimal adverse traffic and parking impacts on neighboring properties, but property acquisition would be difficult and may involve significant relocation costs.

Acquisition of the station site would require displacement of private and public owned business including those related to Restoration Village. The station does show potential related economic benefits to surrounding areas with connections to a variety of small businesses as well as various office and mixed used developments. The presence of an elevated freeway and Golden State Avenue between the HSR station and potential development areas would limit economic benefits. For stations located on the north side of the tracks, potential benefits would be further limited by the width of the UP and HSR rail corridor.

TRUXTUN STATION

The Truxtun Station site was defined by the Kern Transportation Foundation to be located within a half-mile of the current Amtrak station. It is west of Union Avenue and east of Chester Avenue along the BNSF corridor. The HSR EIS has identified the station site between S Street and Sonora Street as the most promising area, but has indicated a possible alternative with a north-south orientation along Union Avenue. The BNSF has a large freight yard located along west of the Truxtun site and has at-grade crossings at N Street and L Street. The Truxtun Station is located within walking distance of the downtown area including two hotels, the convention center, many government office buildings and Bakersfield's new Ice Center and new McMurtrey Aquatic Center

A HSR station could be developed for this area in a number of ways depending on decisions: regarding the Crosstown Centennial Freeway; regarding the post-HSR future of Amtrak's San Joaquin service; and regarding BNSF's interest improving its freight yard. The Truxtun Station design would be possible whether the HSR alignments follow along the UP corridor or the BNSF corridor. If the UP corridor is selected, then the Truxtun Station would be an off-line two track station and no additional right of way would be required aside from air rights over the BNSF Yard. If the BNSF line is selected, then the Truxtun Station would become a four track main line station mandating an elevated station.

Connections to other modal uses would be simplest at the Truxtun Station. Amtrak and Greyhound connections have existing facilities at or nearby the station site while Golden Empire Transit service presently serves the Downtown Transit Center via Truxtun and Q Streets. This proximity would facilitate passenger transfer connections, sharing of the Amtrak feeder bus terminal and possibly even the sharing of an expanded station.

For the Bakersfield HSR Terminal Analysis, three illustrative site concept plans were prepared for this site.

Concept A demonstrates the station north of the BNSF line if the Crosstown Centennial Freeway is constructed parallel to the BNSF alignment. This concept would require

access improvements by realigning the proposed freeway access ramps to a more north/south alignment and providing station driveways to/from the freeway frontage road. This will allow parking to be provided under the freeway structure. The north side of the station would provide the best pedestrian and transit access to the Downtown. Due to the Crosstown Centennial Freeway's location immediately south of the HSR alignment, most of the economic stimulus benefits associated with HSR would likely be oriented north of Truxtun Avenue.

Concept B shows the station if a Crosstown Centennial Freeway is not constructed in the BNSF corridor. There are existing plans that detail the construction of the Crosstown Centennial Freeway, but implementation is contingent on the environmental review, which could change the design or alignment. Without the elevated Centennial Freeway the area south of the elevated HSR tracks would have greater potential for HSR related redevelopment and economic benefit. The station depot and parking would be located on the south side of the BNSF tracks.

Concept C illustrates a station development plan if the Truxtun Station is an off-line station along the UP corridor and Amtrak San Joaquin service is discontinued. This would run HSR trains at-grade through the existing station and possibly coordinate with BNSF to expand their freight yard in return for additional right of way. A three-level parking structure would need to be constructed along the south side of the tracks along with a pedestrian overpass connecting it to the station depot.

The Truxtun site is very accessible from the Downtown. Completion of the Crosstown Centennial Freeway can further increase regional accessibility by highway to the station vicinity. The adjoining land uses hold the best economic potential around this station site with redevelopment projects and activities currently underway. There is minimal displacement of businesses and relatively simple right of way acquisition. This site offers the best opportunities for the station to serve as a catalyst for new economic downtown development.

RECOMMENDATION

While all three station site vicinities appear capable of supporting high speed rail service, the Truxtun site is recommended as the most attractive site for the Bakersfield Region. All three of the identified station site vicinities appear to be physically developable into a station to serve future high speed rail patrons.

Unknowns and Challenges Related to 7th Standard Road Site

The 7th Standard Road site vicinity is primarily favored by the Department of Airports. A high speed rail station is seen as an important element towards supporting the development of Meadows Field into a Los Angeles regional airport. Airport staff envisions 11 to 19 million annual air passengers potentially choosing Meadows Field in the future.

The Southern California Association of Governments is currently in the process of updating the regional airport plan with consideration for an expanded role for Meadows Field as well as for Palmdale and other airports. It is unknown if the SCAG study will

support a major role for Meadows Field and it is also unknown if the single main runway configuration at Meadows Field could be improved to support vastly more flights. Lastly, it is unknown if the airport's surrounding residents will favor a dramatic increase in air traffic.

It is clear that for a high speed rail connection to the airport to be successful transfers of passengers and baggage will need to be seamlessly convenient (perceived as a single terminal). The new airport passenger terminal that is about to be built is located on the opposite side of the airfield (east) from the HSR corridor (west). While it is true that an automated peplemover system could be used to bridge the distance, it would unlikely be perceived as providing a seamless transfer and a redundant system would need to be available for baggage and passengers when the peplemover system was out of order. Relocating the airport passenger terminal to the west side of the airfield could help minimize these connection weaknesses.

It is also clear that the 30,000 plus daily passengers envisioned for the future Meadows Field exceeds the total ridership that is forecast for the High Speed Rail system (10 million annual passengers). Thus, the airport's demand on HSR system capacity would be very substantial warranting an overlay of its own airporter trains between LA and Bakersfield and perhaps warranting a second Bakersfield station.

Downtown Station Sites

Both Downtown station sites are located along transportation corridors where new freeways are planned. Potential opportunities associated with addition of freeways to UP and BNSF transportation corridors include: masking of HSR noise and visual impacts; and coordination of right of way acquisition. Challenges for HSR associated with the new freeway projects include: limitation of station access; barrier effects on development and cross corridor mobility and vertical and horizontal physical conflicts between rail and highway systems. The planned Golden State freeway is understood to be on the south side of the UP tracks, separating the HSR corridor from the downtown core. The Centennial Freeway project is understood to be planned on the south side of the BNSF tracks near the Amtrak Station. As such, the Centennial Freeway would increase the cross corridor mobility barrier to the south of HSR, but would not separate HSR from the downtown core.

Patronage – Patronage studies for the high speed rail service do not differentiate between the downtown station sites. Because both downtown sites have roughly equal regional access, patronage by Bakersfield area residents should be roughly the same for intercity travel and even for commuter travel should it prove viable. The Truxtun site being close to governmental offices and the convention center would likely attract more non residents traveling to Bakersfield. While most patrons to the Bakersfield HSR station would be local residents, the Truxtun station site would likely attract slightly more patrons than the Golden State station site.

Economic and Land Use Benefits – Most of the economic benefits associated with HSR would accrue to the region, with station site location primarily affecting the distribution

of growth within the region. In essence, HSR would increase regional accessibility and thereby stimulate residential and business growth. The location of the station would attract regional commercial growth around the station site and away from less accessible locations. The extent of the distributional influences on growth would be partially determined by the amount of under utilized land around the station area. It is also true that the proximity of new freeways in the Golden State and Truxtun corridors would also influence economic development near the station sites.

The proximity of governmental offices and the convention center to the Truxtun site could provide synergy to a HSR station development and provide an undetermined boost to area economic development. The Truxtun site also appears less impacted by planned freeway development. Conversely, the development of an elevated freeway between Golden State Avenue and the UP tracks would leave little attractive area in the corridor for HSR station economic benefits, except north of the tracks. This site influence area would not be perceived as downtown by many residents and visitors.

Intermodal Connectivity – Golden Empire Transit could effectively service either downtown site, depending on the details of freeway plans. If Amtrak San Joaquin service remains, the Truxtun site would be the easiest to serve. Both downtown sites would need a linkage to the airport. With the planned new freeways, travel times to the airport would be slightly faster from the Golden State site, but costs would be about the same.

Implementation – Construction of HSR is planned in the next 7 to 16 years. Construction of the Centennial Freeway is further advanced than the Golden State Freeway and might possibly facilitate coordinated right of way acquisition with HSR in the BNSF/Truxtun corridor.

If an off line station is found to be needed at Truxtun and if early funding for CHSRA proves limiting, one HSR development strategy would be to defer the mainline section through Bakersfield and only build the off-line station trackage. All HSR trains would be required to stop at Bakersfield until funding for the mainline track could be obtained. Having all HSR trains stop at Bakersfield would add some travel time to express trains.

Recognizing that access is critically important to any public transport system, an off line station in Bakersfield should be considered to be an integral element of the CHSRA base system and therefore should be included in the overall funding for the base system.

Chapter 1

INTRODUCTION

BACKGROUND

The California High Speed Rail Authority (CHSRA) is one year into their EIR/EIS for the HSR system. The EIR/EIS process is not site specific in terms of station locations. In April of 2001 the Kern Transportation Foundation completed a screening and assessment of station sites in the metropolitan Bakersfield area. Three station site vicinities (one mile diameter circular areas) were identified as offering the most promise:

- A site at Truxtun Avenue and S Street/Union Avenue;
- A site at Golden State/M Street; and
- A site at 7th Standard Road West and SR 99.

PURPOSE, SCOPE AND PLANNING CONTEXT

Kern COG wants to make a recommendation to the CHSRA regarding its locally preferred station site for integration in the HSR system plan. The purpose of this study is therefore to help reach a locally preferred consensus station site to be forwarded to the CHSRA. To accomplish this objective, this Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Study (the "Bakersfield HSR Terminal Analysis") will provide a better understanding of potential traffic, air quality, environmental and cost impacts associated with the three station vicinities and build consensus regarding the preferred station site. One critical input to costs and implementation viability will be the operational implications on HSR service. The locally preferred station site needs to be presented to the CHSRA by August 2003 in order for it to be best reflected in the EIR/EIS. The Bakersfield HSR Terminal Analysis is not focused on determining the role of Meadows Field within the regional airport system. The Southern California Association of Governments has embarked on a regional airport system study, including Meadows Fields' role.

The Bakersfield HSR Terminal Analysis is also not intended to identify the best alignment for HSR. It just considers station site issues. Lastly, the Bakersfield HSR Terminal Analysis does not develop HSR alignment cost estimates, but it rather reports available estimates.

The three most promising station sites for Bakersfield were identified by an analysis of station options by the Kern Transportation Foundation in 2001. Seven sites were evaluated:

1. Comanche Drive/State Route 58;
2. Rosedale Highway/Allen Road;
3. Meadows Field Airport;
4. 7th Standard Road-West of State Route 99;
5. Golden State Avenue/M Street;

6. Truxtun Avenue/S Street; and
7. Truxtun/Union Avenue.

The Kern Transportation Foundation concluded that three site areas offered the greatest promise for a station site and merited further consideration – Airport Area, Golden State/M Street and Truxtun Avenue/S Street. The Kern Transportation Foundation merely identified station site areas using a one mile diameter circle to describe the site area for potential stations.

STATION ISSUES IDENTIFIED BY STAKEHOLDERS

The following station site-related issues were identified through extensive interviews with stakeholders including the members of the study review team (Kern Council of Governments, City of Bakersfield, the County of Kern, Golden Empire Transit and the Downtown Business Association) and participants in a series of meetings or telephone interviews with community/interest groups as follows:

- Greater Bakersfield Chamber of Commerce
- Hispanic Chamber of Commerce
- Smart Growth Coalition
- Kern Transportation Foundation
- Golden Empire Transit
- Project Clean Air
- Kern Regional Transit
- Golden Empire Division of American Institute of Architecture

Mobility, Access and Intermodal Connectivity

Impacts on existing transportation facilities, infrastructure and operations were deemed critical by all stakeholders. While the local and regional transit providers committed to providing service to whatever site was ultimately chosen, stakeholders recognized that there were differences with the costs to provide service to the various station sites. This study will provide guidance on these impacts.

Existing possibilities for intermodal connections, especially pedestrian access, are highest at the Truxtun Avenue site. Advocates of other sites point out that such connectivity can (relatively easily) be established as part of project design and development for any of the sites. However, although the Truxtun Avenue site wins points from advocates for being central to the downtown area, detractors would claim that this centrality is precisely what creates access problems and complicates the mobility picture. North/south access for transit was mentioned by the service providers as an issue in accessing the two downtown stations. Generally, however, stakeholders recognized that the 16-year HSR planning horizon was sufficient to provide time to develop adequate transit service to minimize auto trips in and out of terminal locations.

Cost

Cost is impacted by availability of critical infrastructure and/or the cost of providing utilities to the site. As with the mobility issues that can affect the site variously, those charged with utility

infrastructure and service provision are committed to serving any site ultimately chosen; however, they are concerned about the construction and ongoing operations and maintenance cost impacts of the decision. Several stakeholders cited site-specific redevelopment requirements and potentials, and the ability to defray costs through revenue sources such as redevelopment tax-increment financing as key in distinguishing sites from each other in a cost comparison. Impacts on property taxes were mentioned as a factor that should be considered.

In addition, costs for station amenities or track improvements above and beyond the (minimal) stations included in the CHSRA plan might need to be paid for locally. To the extent that different station sites may trigger the need for such additional expenditures, cost factors must be identified prior to decision-making. Stakeholders recognize that these costs depend on CHSRA decisions regarding alignment choice through the Bakersfield area.

Convenience for High Speed Rail Users

Stakeholders assume that the station site chosen will meet the design criteria established by the California High Speed Rail Authority. Here, again, multimodalism plays a role. Whether or not future passengers (both pass-through and locally originating) would prefer access to downtown amenities and land uses vs. a (minimally) quicker transfer to Meadows Field air service was a matter of long conjecture and strong contention among the stakeholders.

Impact on the Built Environment

Related to the overall vision for the future of Metropolitan Bakersfield, are the perceptions regarding how different sites will be affected by construction of a HSR terminal. Under this topic, the issues of land use compatibility and redevelopment potential pose competing benefits for the Golden State vs. Truxtun site, according to the most ardent stakeholders. That is, the argument for a northern locus of strong economic activity to replace and redevelop existing lower-value land uses at the Golden State site competes with the notion of “playing to existing strengths” by furthering development at the Truxtun Avenue site, where density and past and future redevelopment plans would seem to be most coherent with a HSR terminal. Cost plays a factor here, because to construct a station environment that adds rather than detracts to the existing built environment will require more funding than to simply provide for basic needs. However, some have pointed out that aesthetic and long-term vision-related design and construction costs will add similar cost factors to any site selected.

Potentially long-term project construction impacts should also be considered, but generally these were felt to be manageable, and perhaps even welcome as evidence of healthy economic activity.

Air Quality

Air quality concerns stem from the immediate emissions impacts related to travel to and from the terminal site, as well as to long-term growth-inducing impacts of the project. These are deemed to be factual considerations that must be evaluated based on the outcome of this study, or other impact-specific analyses.

Economic Development

Stakeholders generally agree that job generation and impacts on the local economy should be investigated, and should play a role in station site choice. Generally, the overall economic benefits of high speed rail access would flow from the project regardless of the station site selected. Site-specific benefits of economic redevelopment of the Golden State site competed with agglomeration economy advantages and jobs potential for those in low-income residential areas adjacent to the Truxtun Avenue site. However, the separate issue of the maintenance facility was seen as the primary generator of high-quality jobs.

Environmental Impacts

Noise and vibration were mentioned most frequently as the critical environmental impacts of the station operation; impacts were predicted by most stakeholders to be greater at the Truxtun Avenue site, due to nearby sensitive receptors, and less severe at the 7th Standard and Golden State sites. However, it was also noted that high speed rail service now runs into the heart of urbanized areas in Japan and Europe, with no apparent ill consequence.

Growth-inducement was a potential for all HSR development. However, costs (financial and urban-form related) of sprawl and impacts to agricultural land were most strongly identified with the 7th Standard site by most stakeholders. A minority of stakeholders pointed to the Centers concept, and the inevitability of development in the area of the 7th Standard site, thus downplaying such probable impacts associated with that site. Because of surrounding land uses, the Golden State site offers potential advantages of Brownfields redevelopment.

STATION SITE EVALUATION FRAMEWORK

Adopted by the Bakersfield City Council and Kern County Board of Supervisors in September 2002, the following criteria were employed by this Study in evaluating each of the three potential high speed rail terminal sites in Metropolitan Bakersfield for the *Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis*:

- ✓ Station design characteristics (station functions, platform and track way requirements, station amenities, handicapped accessibility, vehicular and pedestrian circulation; fare collection and site design);
- ✓ Right of way needs;
- ✓ Operational constraints (noise, lighting, etc.);
- ✓ Track alignment considerations;
- ✓ Technology and service requirements;
- ✓ Availability of adequate utilities at the site;
- ✓ Site support of patronage and revenue (supporting food services and other retail services);

- ✓ Site geology and engineering;
- ✓ Feasibility of site acquisition (amount of available land and government-held land);
- ✓ Ridership profiles and revenue forecasts;
- ✓ Physical constraints to station area development (existing topography, canals, buildings, etc.);
- ✓ Compatibility with adjacent land uses;
- ✓ Growth considerations (population / development);
- ✓ Inter-connectivity with other transportation modes (pedestrians, autos, public transportation, passenger trains and passenger airports);
- ✓ Impacts on existing transportation facilities (autos, public transportation, passenger trains and planes);
- ✓ Consistency with existing plans and policies;
- ✓ Job generation potential;
- ✓ Property tax impacts;
- ✓ Potential cost differential between California High Speed Rail Authority funding and local community funding and the early identification of funding mechanisms to be used to fund the local share of the project;
- ✓ Surface street transportation impacts;
- ✓ Redevelopment potential and property tax increments as they relate to redevelopment areas as compared to new development areas;
- ✓ Availability of FAA funding programs to connect a high speed rail station to an airport via rail without intermediate stops; and
- ✓ Use of the Vision 2020 Plan in reviewing urban sprawl implications.

These criteria can generally be organized into issues of concern to:

- HSR patrons;
- Transportation service providers;
- The community at-large; and

- Implementing agencies.

On-going engineering and environmental analysis being performed for the CHSRA will provide significantly more information on costs, which will be important to Bakersfield's station siting decision. This cost information will be incorporated in this station study as it becomes available. As the focus of the station siting analysis was not envisioned to be a comprehensive economic study, economic assessments were based on previously published material.

REPORT ORGANIZATION

This report is organized into five chapters following this introductory chapter:

- Chapter 2 – Key Features of the High Speed Rail Plan;
- Chapter 3 – Seventh Standard Airport Station Site;
- Chapter 4 – Golden State Station Site;
- Chapter 5 – Truxtun Station Site; and
- Chapter 6 – Summary.

The appendices to this report describes outreach effort findings with respect to key stakeholders and the community.

SUMMARY

- Three potential HSR station site vicinities (one-mile diameter circles) previously identified are the focus of this Study's assessment.
- The HSR Terminal Analysis Study evaluates these three station vicinities as to their station siting difficulties and promise. The Study is not intended to describe final station design concepts or to assess broader regional airport system issues.
- Assessment of the station siting merits is based on input from multiple interest groups.

Chapter 2

THE CALIFORNIA HIGH SPEED RAIL PLAN

Features of the High Speed Rail Plan are of obvious importance to the determination of the best station site in the Bakersfield Metropolitan area. Many features of the California High Speed Rail Plan, however, have yet to be defined. The formal description of the Plan is provided in the June 2000 Final Business Plan of the California High Speed Rail Authority (CHSRA) and additional information on the Plan is being developed as part of the ongoing Environmental Impact Study (EIS). This Bakersfield HSR Terminal Analysis is intended to provide input to the EIS in defining the locally preferred station site. It is important to understand that this plan will likely be modified during implementation of the Plan, but also that it will evolve over time after implementation to meet manifesting market demands. Features of the CHSRA Plan are described in this section of the report in order to provide general background for identifying the best station site in Metropolitan Bakersfield.

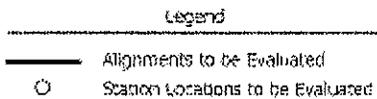
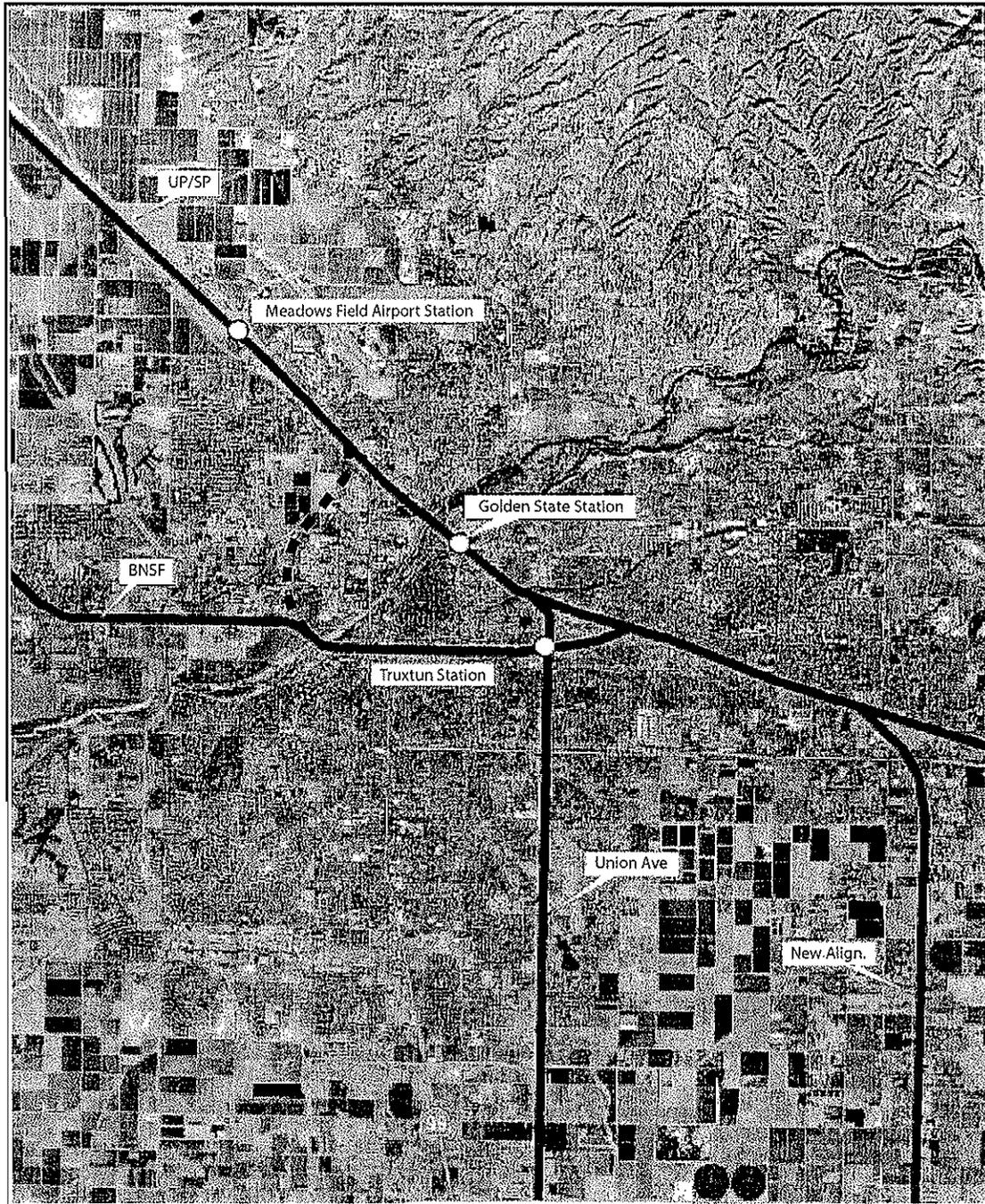
SYSTEM PLAN

Key features of the HSR system plan include:

- Service Routes;
- Station Stops;
- Relationship to San Joaquin Amtrak Service;
- Travel Times;
- Fare Schedule; and
- Schedule for System Development.

Service Routes

Three service routes are proposed by CHSRA. The Bakersfield Station would be served by two of these routes – San Diego to San Francisco and San Diego to Sacramento. The third route would link Sacramento to San Francisco via Merced. The EIS is investigating which of two rail corridors in the Valley (Union Pacific or Burlington Northern Santa Fe) would be the most viable to locate the high speed passenger rail service. It is also investigating whether it would be best to link Bakersfield to Los Angeles via the Grapevine or via Tehachapi. These alignment issues have important implications for the Bakersfield station decision. Figure 2-1 describes the potential approach/departure paths for HSR trains to/from the north and south. The alignment south along Union Avenue is understood to look the most problematic. According to the CHSRA any of these alignments could support the three sites being studied for Bakersfield.



Station Stops

Figure 2-2 describes the three statewide HSR rail lines and the proposed station locations. The nearest stations to Bakersfield would be in Tulare County (Visalia/Hanford) and in Santa Clarita. The only airport stations envisioned along the line are the San Francisco International Airport and the Ontario Airport.

Relationship to Amtrak San Joaquin Service

The CHSRA Plan assumes that the current San Joaquin Amtrak service will continue and will serve as a feeder to the high speed rail service. Some questions, however, arise about the viability of the San Joaquin service south of Stockton after HSR service has been established. More frequent and faster rail service would be provided by HSR at only a slightly higher fare than that provided by the San Joaquin's service. Depending on the alignment selected for HSR only the Wasco, Corcoran, Hanford and Madera San Joaquin stations would be not be served by HSR. These market areas by themselves might not support continuation of San Joaquin rail service. If the San Joaquin service were to be retained, a seamless connection between it and the HSR service would be required in order to allow the San Joaquin trains to effectively serve as feeders to the HSR. The seamless connection could only be effectively achieved by having both types of service stop at the same station (bus bridge would not work). If San Joaquin service were to be phased out, it would need to be coordinated with the phasing in of HSR service.

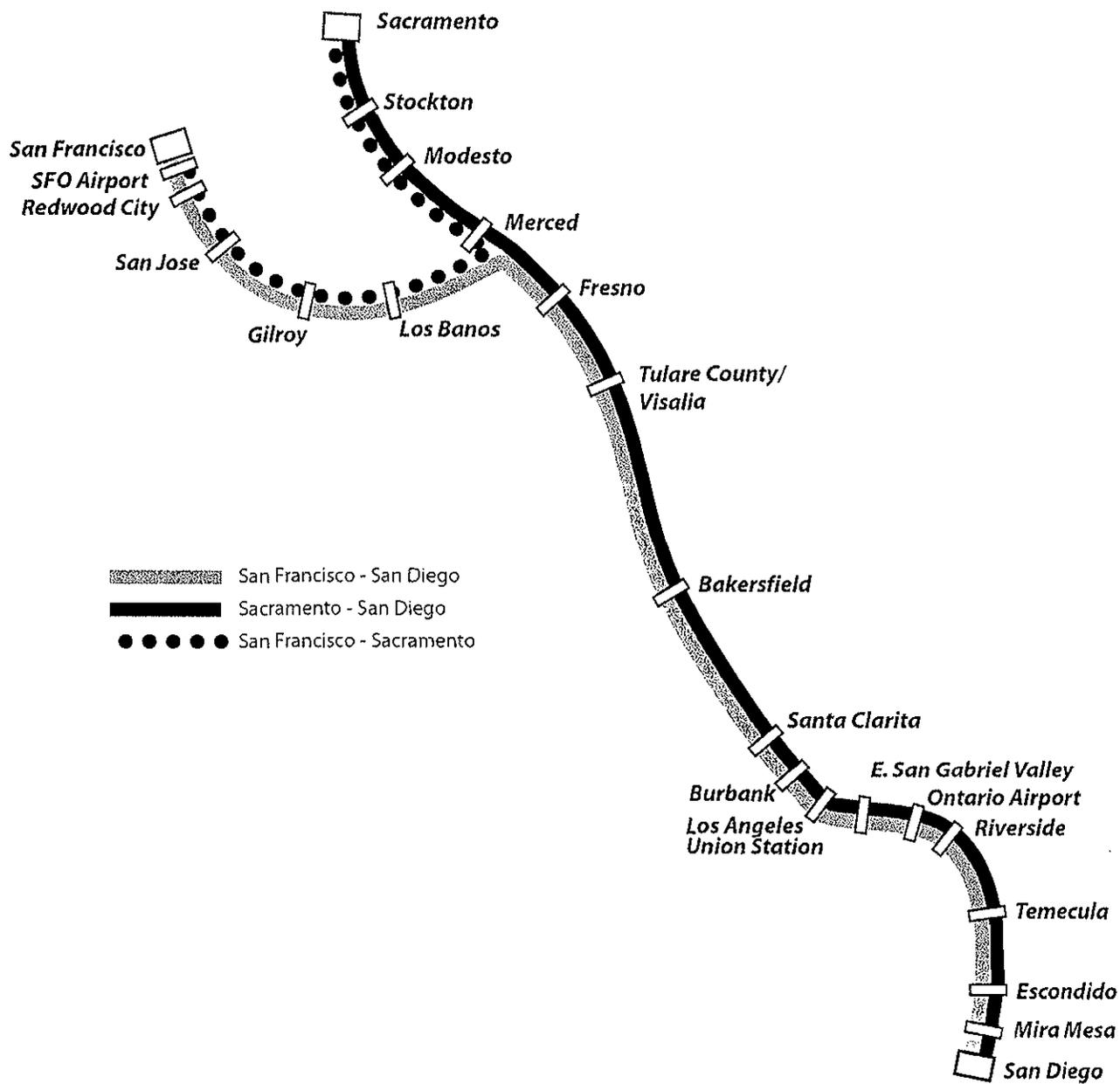
Travel Times

The CHSRA Plan envisions travel times from Bakersfield as shown below:

Destination	Current Amtrak Times	Estimated HSR times
San Francisco	405 minutes	117 minutes
Sacramento	315 minutes	103 minutes
Fresno	125 minutes	37 minutes
Downtown Los Angeles	140 minutes	50 minutes
San Diego	355 minutes	111 minutes

Fare Schedule

The 2000 Business Plan for CHSRA included proposed fares (1999 dollars) for the purposes of estimating revenues and patronage. Three types of fares were described – full fare, advance purchase and commuter. The commuter fares did not cover service to Bakersfield. Full fares from Bakersfield were as follows: \$36 to San Diego, \$32 to Ontario Airport, \$31 to Downtown Los Angeles, \$29 to Fresno, \$37 to SFO, \$38 to San Francisco and \$37 to Sacramento. Advance purchase prices were slightly more than half the full fare prices. It is possible that commuter fares might ultimately be offered for Bakersfield trips, as the travel times are definitely within acceptable commute distances. Provision of Bakersfield commute fares would significantly increase station patronage and station parking needs.



Schedule for System Development

The CHSRA Plan proposes a 16 year development period for HSR, with service beginning sometime around 2020. No phasing plan is provided, but it is likely that some parts of the system will come on line before others. Specifically, the ballot funding proposal for HSR builds the San Francisco to Los Angeles route first. This would mean that San Joaquin trains would continue to provide connections to Sacramento from Bakersfield.

OPERATIONS PLAN

Key features of the operations plan include:

- Strategy for Shared Use of Track;
- Express Trains and Local Service; and
- Physical Plan.

Strategy for Shared Use of Tracks

CHSRA has assumed that their trains will operate over exclusive trackage and therefore will not need to meet Federal Railroad Administration (FRA) crash impact standards. At present any rail equipment that shares tracks with conventional freight or Amtrak trains must meet FRA crash impact standards. The FRA might in the future modify its crash impact standards regarding high speed rail with improvements in traffic management technology. It is even possible that high speed train-sets might be developed in the future that meet FRA crash impact standards.

CHSRA's current plan is based on exclusive trackage for its operations. The exception is in the Bay Area and Southern California where high speed rail may share trackage with Caltrain and Metrolink, respectively.

Express Trains and Local Service

Five types of service are envisioned by the CHSRA Plan.

1. Express – stopping at one station between end of line termini
2. Semi-express – stopping at a limited number of stations
3. Local – stopping at every station
4. Suburban Express – stopping frequently within the major metropolitan regions, but running as an express train between major metropolitan areas
5. Regional – local trains that begin or end in the Central Valley (these mostly operate during commute hours)

The CHSRA Plan proposes that Bakersfield be served by Local, Semi-express and Suburban trains on both the San Diego to San Francisco route and the San Diego to Sacramento route. Virtually all southbound trains terminate in San Diego and virtually all northbound trains originate in San Diego. One Regional roundtrip train is proposed for both HSR lines serving Bakersfield. The operating plan for trains serving the Bakersfield Station is shown below:

**Table 2-2
PROPOSED HSR TRAIN ARRIVALS AT BAKERSFIELD STATION**

Northbound			Southbound		
Arrival	Destination	Class	Arrival	Origin	Class
6:08 am	San Francisco	Local	5:00 am	San Francisco	Regional
6:58 am	San Francisco	Suburb	6:00 am	Sacramento	Regional
7:19 am	San Francisco	Semi-X	7:31 am	San Francisco	Local
7:34 am	Sacramento	Semi-X	8:17 am	Sacramento	Suburb
8:13 am	Sacramento	Local	8:36 am	San Francisco	Semi-X
8:53 am	Sacramento	Suburb	8:56 am	San Francisco	Suburb
9:13 am	San Francisco	Local	9:05 am	Sacramento	Local
9:42 am	San Francisco	Semi-X	9:38 am	Sacramento	Semi-X
10:08 am	San Francisco	Local	9:56 am	San Francisco	Local
10:24 am	Sacramento	Semi-X	10:16 am	San Francisco	Semi-X
10:43 am	San Francisco	Suburb	10:56 am	San Francisco	Suburb
11:08 am	Sacramento	Local	11:13 am	Sacramento	Semi-X
11:59 am	San Francisco	Semi-X	11:31 am	San Francisco	Local
12:28 pm	Sacramento	Suburb	11:46 am	San Francisco	Suburb
1:18 pm	San Francisco	Local	12:05 pm	Sacramento	Local
1:29 pm	San Francisco	Semi-X	12:16 pm	San Francisco	Suburb
1:48 pm	San Francisco	Suburb	12:56 pm	San Francisco	Semi-X
2:09 pm	San Francisco	Semi-X	1:18 pm	Sacramento	Suburb
2:28 pm	Sacramento	Suburb	1:51 pm	San Francisco	Local
2:38 pm	San Francisco	Suburb	2:06 pm	San Francisco	Semi-X
3:08 pm	San Francisco	Local	2:56 pm	San Francisco	Suburb
3:59 pm	San Francisco	Semi-X	3:16 pm	San Francisco	Suburb
4:31 pm	Sacramento	Local	3:28 pm	Sacramento	Suburb
5:14 pm	San Francisco	Semi-X	3:46 pm	San Francisco	Local
5:34 pm	Sacramento	Semi-X	4:11 pm	San Francisco	Semi-X
6:23 pm	San Francisco	Regional	5:21 pm	San Francisco	Semi-X
6:34 pm	Sacramento	Semi-X	6:05 pm	Sacramento	Local
6:48 pm	San Francisco	Local	6:33 pm	Sacramento	Semi-X
7:08 pm	San Francisco	Local	7:08 pm	Sacramento	Semi-X
7:28 pm	Sacramento	Regional	7:21 pm	San Francisco	Local
8:02 pm	San Francisco	Semi-X	7:46 pm	San Francisco	Suburb
9:38 pm	San Francisco	Local	8:01 pm	San Francisco	Semi-X
10:08 pm	Sacramento	Local	8:51 pm	San Francisco	Local
			9:26 pm	San Francisco	Semi-X
			10:55 pm	Sacramento	Local
			11:06 pm	San Francisco	Local

In total, 69 of the 132 daily trains on the San Francisco and Sacramento services would stop at Bakersfield. Four trains would be regional services, 24 would be local services, 24 trains would be Semi-express services and 17 trains would be Suburban services. While this service plan provides a range of options for passengers, it also means that trains would not run on uniform headways (e.g. hourly). Coordinated schedules with GET bus service therefore would be

difficult. All trains stopping at Bakersfield would also stop at the San Francisco Airport and at the Ontario Airport.

Physical Plan

Elements of the HSR physical plan are being refined as part of the EIS process. Critical features regarding station planning include: track cross sections, station cross sections and transition track requirements between the mainline tracks and the station tracks.

Figure 2-3 describes the proposed cross section requirements for HSR tracks. A minimum 50 foot cross section is proposed for HSR corridor. When HSR parallels UP or BNSF tracks, a minimum total 100 foot cross section is generally required (50 feet for HSR and 50 feet for freight railroad). Minimum distance between HSR track centerlines is 15.4 feet.

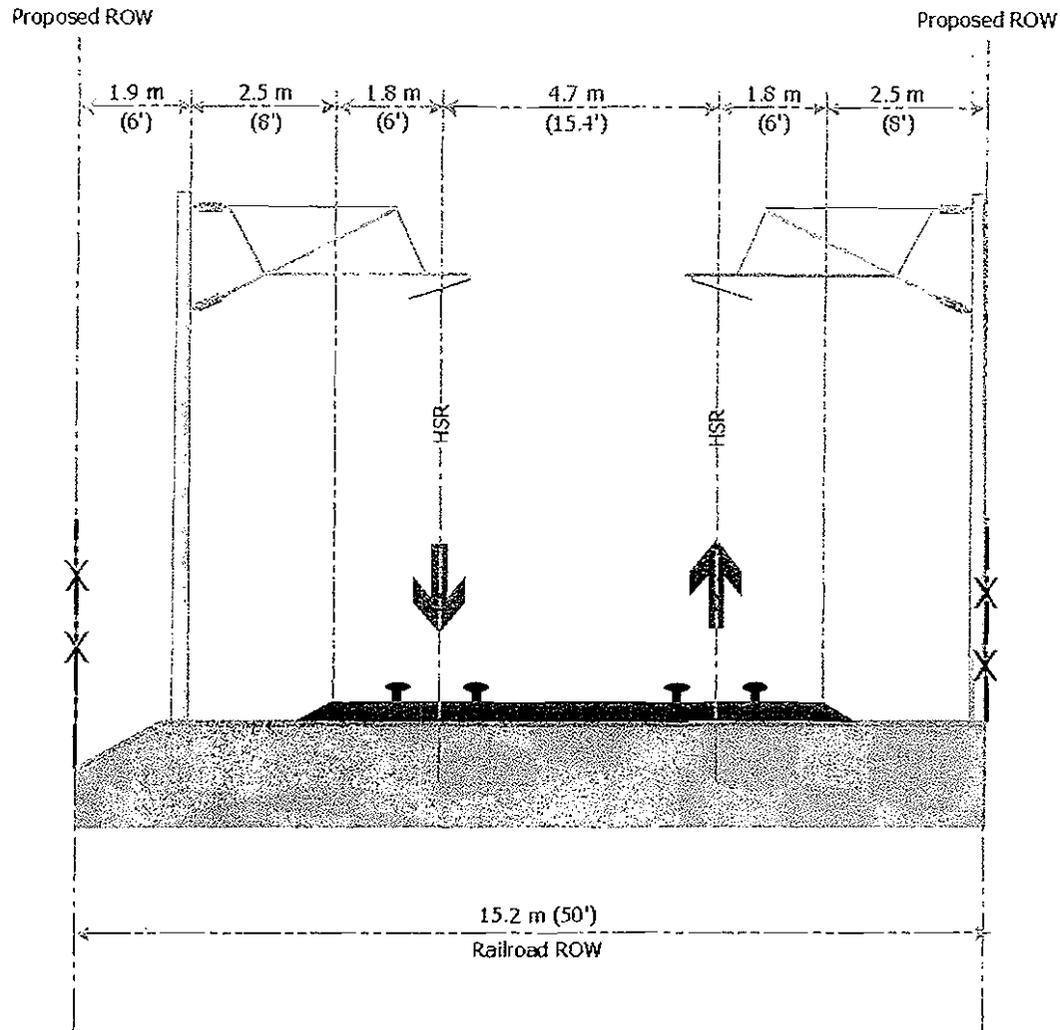
The CHSRA concept plans for the Bakersfield Station show at-grade ground level stations for both the Airport site (7th Standard Road) and for the Golden State Station site. An elevated station concept is proposed for the BNSF Truxtun Station site and a UP underpass level station concept is shown for the UP Union Avenue/Truxtun station site.

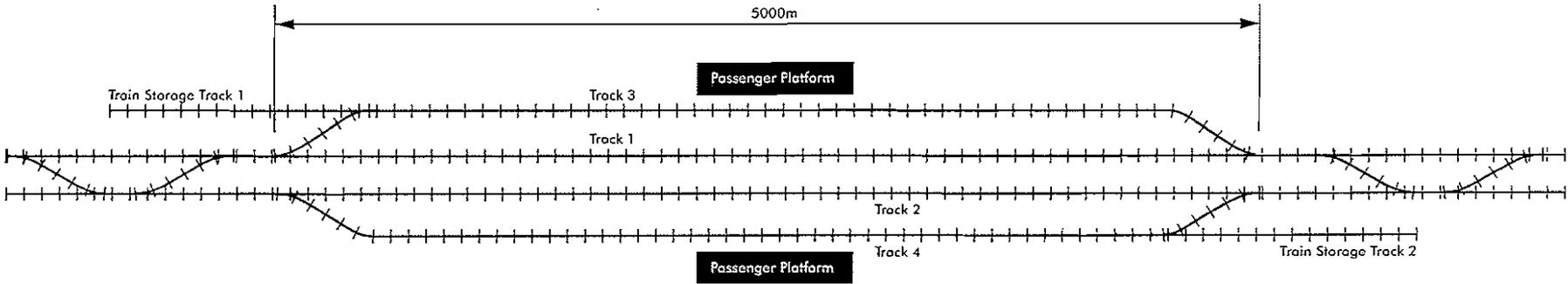
Cross section right of way requirements would vary by station site. As envisioned for the EIS, the Airport and the Golden State station site concepts would consist of a four track cross section, with the two mainline tracks serving express trains located in the center. The two outside tracks would serve trains stopping at the Bakersfield station. A 141 foot cross section is envisioned to accommodate HSR's four tracks and passenger platform. Station facilities would be in addition to this cross section. The BNSF Truxtun station might be either an off-line station (if UP alignment is used for main HSR service) or a combination station if the BNSF is used for HSR service. If this site is used as an off-line station stop, the elevated section would only need to accommodate two tracks and platforms. It is also possible that the Golden State station site could be an off-line station, if the BNSF tracks are used for the mainline HSR service.

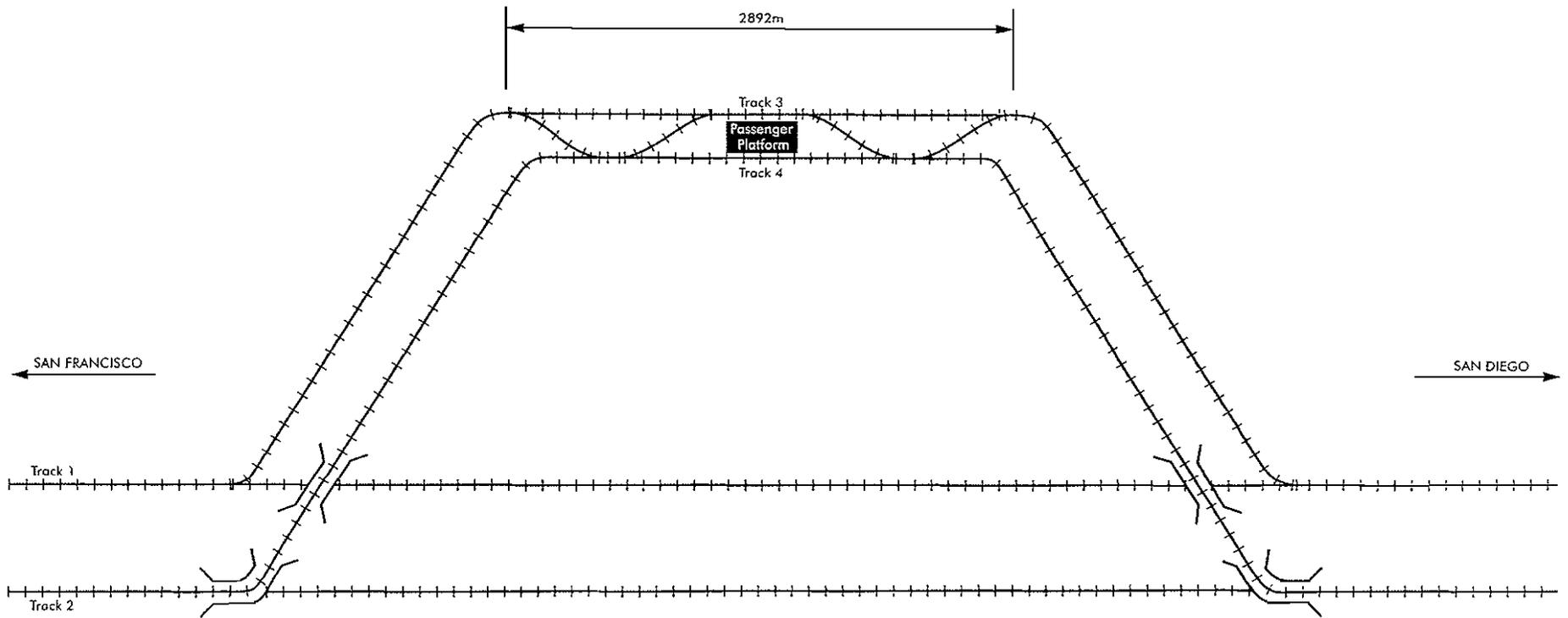
Station platforms are envisioned to be 1,300 feet in length and 30 feet in width each. High speed transitions from the mainline to the station tracks will be required for train deceleration and acceleration. These transition tracks are suggested to be 7,500 feet long extending from each end of the platform. Thus, the total four track station will be three miles in length. Figures 2-4 and 2-5 show the concepts for station track transitions for mainline stations and for off-line stations.

PATRONAGE FORECASTS

The numbers of passengers boarding and alighting at the Bakersfield station are important to programming the amount of required parking and also for understanding the station access capacity needs. The principal forecasts for patronage were prepared by Charles River Associates and published in January 2000. These forecasts were based on pre 9/11 airport security and dotcom era airfares and air service levels. The forecasts also did not consider potential commuter patronage from Bakersfield. Lastly, the potential patronage associated with development of Meadows Field into a satellite airport serving the Los Angeles area was not considered. Information regarding trip purpose and residential location of travelers were not specifically described in the forecast report. Residential location of passengers (Bakersfield versus other station-sheds) is important in sizing station parking requirements.







The Charles Rivers Associates patronage forecasts did not attempt to distinguish potential patronage differences associated with different station locations in Bakersfield. The primary market for HSR service is envisioned to be intercity travel rather than commuter or airport access travel. The intercity travel market includes travel by residents of the Bakersfield Region as well as travel by non-residents to attractions in the Bakersfield Region. Most of the Charles Rivers Associates patronage for the Bakersfield station is believed to be attributable to Bakersfield residents. Patronage by local residents for HSR intercity travel would not vary much by station location. Non-resident HSR travel to Bakersfield would likely be greatest to the Truxtun Station site, which is located conveniently to a number of intercity travel attractions. Neither the Golden State nor airport station sites are within walking distance of any current intercity travel attractions. The two downtown sites would better serve the potential commute market to Los Angeles should it materialize. The airport station site location is farther out of direction of travel to commute destinations, which are predominantly located to the south of Bakersfield. The airport site is the only station site that might effectively capture Los Angeles Region access travel to Meadows Field. The viability of the Meadows Field becoming a satellite airport to the Los Angeles Region has yet to be determined.

As part of the EIS process, the Charles Rivers Associates forecasts have been refined. The refined forecasts show an estimated 2,674 daily passenger boardings at the Bakersfield station along with an equal number of alightings. The peak hour forecast is for 388 boardings/alightings (7.2 % of total daily) at the Bakersfield Station. With 69 daily trains stopping at the Bakersfield Station, each train on average would serve 39 boarding and 39 alighting passengers. The current daily San Joaquin train departures average about 80 boardings per train, or about twice the average forecasts for each HSR train.

Parking and Traffic

The refined forecast estimate that 35% of the passengers would be driving and parking at the station and another 30% would be dropped off at the station. The remainder would come from transit, taxi or other modes. It was estimated that 1.9 passengers would arrive together and that the average duration of stay would be 1.5 days for the purposes of estimating parking. Application of these estimated relationships to the estimate of boarding passengers yielded an estimate of 739 long term passenger parking spaces (2,674 boardings at 35% parking divided by 1.9 passengers per car and staying 1.5 days) and 8 short term parking spaces. Fees for parking were assumed sufficient to cover cost of providing it. The EIS analysis indicates a slightly higher parking demand for the Airport station site (850 spaces).

The refined forecasts estimate a total of 492 cars arriving during the peak traffic hour. This is roughly equivalent to the traffic that might be generated by 500 single family homes. If a northbound and southbound train both arrived at the same time during the peak hour, approximately 250 vehicle trips might be generated in a 15 minute period.

Station Building

The HSR EIS analysis of station building needs suggested a need for an 18,900 square foot building to process passengers. This space allowance is estimated to be sufficient to accommodate passenger waiting, concourse connection to platforms, passenger ticketing,

baggage handling, restrooms and support facilities (e.g. food vendors telephones, mechanical and electrical, etc.). This space does not include accommodation for intercity bus passengers nor for rental car counters. The current Amtrak station reportedly is about 12,000 square feet in size.

BUSINESS PLAN

Many details of the HSR Business Plan need to be worked out. Of key interest to Bakersfield is any cost/revenue sharing strategy. The 2000 Business Plan clearly states that station parking facilities will be provided by the private sector, rather than by the Authority. The parking facilities would be constructed, operated and funded by private operators under agreements with CHSRA. No CHSRA profits are shown in the Business Plan for parking revenues. The Business Plan also states:

“The financial plan shall presume that the state will fund the base system fully and that no local funding participation shall be assumed in the base system. The authority shall consider entering into intergovernmental agreements with local agencies, should local agencies desire or request location, design and other station amenities over and above the design standards of the base system. The costs of location, design and other amenities over and above the base system shall be the responsibility of requesting local agencies.”

The Business Plan is unclear what constitutes the “base system”. Specifically, the Business Plan does not say if the net increase cost associated with off-line stations is or is not included in the base system cost. If the UP line is selected for the HSR approach into Bakersfield from the north, the net increase in costs (including right of way) for an off-line station at Truxtun could be easily calculated. If the BNSF line is selected for the northern approach into Bakersfield, the calculations for off-line stations at the Airport or at Golden State is more difficult to determine, particularly for the airport site. This is because a long new track link would need to be developed connecting the BNSF to the UP corridor. This new track connection costs might be offset by reduced costs associated with not building some track along the BNSF corridor close in to Bakersfield. Until the HSR EIS report is released defining the “base system” and its cost (including right of way assumptions), it will not be possible to segregate added local costs related to station location. It is possible likely that off-line station costs will not be included in the Base System costs, as the ballot measure \$9.95 billion funding package will be very tightly stretched.

At this time the differential cost to provide an off-line station can only be approximated using very crude order of magnitude cost relationships identified in prior CHSRA planning studies.. Some insight into capital costs is provided in the Draft High Speed Rail Corridor Evaluation Report - December 30, 1999. A three mile aerial structure through downtown Bakersfield was estimated to cost \$209 million, excluding \$55 million for the station. This track development cost translates into \$70 million per mile for a double track aerial alignment. At-grade double track segments were reported to cost around \$22 million per mile near Bakersfield.

SUMMARY

- All three Bakersfield station site candidates reportedly could be served by HSR.
- Stations would have 1,300 foot passenger platforms, about 18,900 square feet of building area, and 750 parking spaces. Mainline stations would have a 141 foot wide platform

area cross section and would have 1.5 mile acceleration/deceleration transition station tracks on both approach and departure sides of the station. Off-line stations would not require station area transition tracks and would have a cross section of 80 feet.

- A number of very important unknowns remain regarding the planned HSR system including: approach and departure corridors for Bakersfield; its potential Bakersfield commuter market; the long term relationship with Amtrak San Joaquin train service; and the inclusion of off-line stations along with their funding responsibility. The on going EIS and preliminary engineering studies will answer most of these key questions
- Costs associated with off-line stations have yet to be publicly defined, but would appear to be in excess of \$25 million per mile for double track HSR facilities.

Chapter 3

AIRPORT STATION SITE – SEVENTH STANDARD RD.

The primary vision underlying the location of the HSR rail station at 7th Standard Road near the airport is understood to be the development of Meadows Field Airport into a satellite airport serving the Los Angeles Region. In addition to its proximity to the airport, secondary strengths of this site are that it is located in a relatively open area that could cost effectively accommodate the projected parking demands for the HSR station and a location where station development would not require difficult and disruptive land acquisitions.

STATION LOCATION

The Kern Transportation Foundation (KTF) Study identified the potential site for a station at this location to be along the west side of the UP main line railroad tracks, just south of 7th Standard Road. The KTF Study did not identify a specific site, but rather identified a one mile diameter circular area centered at a point one mile west and a quarter mile south of the 7th Standard Road interchange. Trains would approach the station from the north via either the UP corridor or a new rail connection east to the BNSF corridor (perhaps right of way acquisition coordinated with development of a proposed freeway). The HSR tracks would be at-grade and thus 7th Standard Road would pass over the HSR tracks, the UP freight tracks and SR-99. The Golden State Avenue Frontage Road, which is located between SR-99 and the UP tracks, probably would need to be connected somehow to meet 7th Standard Road.

The on-going HSR EIS identifies the station site to be on the east side of SR-99, just south of 7th Standard Road. This HSR station would be at-grade with 7th Standard Road passing over it, necessitating reconstruction of the northbound SR-99 freeway ramps. The station site is shown to be just south of the 7th Standard Road overpass adjacent to SR-99.

Both of these potential station sites were assessed, understanding that the east side site is now the most favored by CHSRA.

West of UP Station Site

As outlined in Chapter 2 for the west of UP station site, a 141 foot wide right-of-way would be purchased adjacent to the UP tracks for a four-track station. Right-of-way needs for approaches to the station would reduce to 100 feet. The four-track cross section would run from about Snow Road on the south to a point 1.5 miles to the north of 7th Standard Road. The industrial uses at the SR-99 and 7th Standard Road interchange might be fully or partially displaced by this HSR right-of-way need.

The area west of the UP tracks and south of 7th Standard Road is bounded on the west by the Beardsley Canal and on the south by Snow Road. Snow Road has an at-grade crossing of the UP tracks. It is not clear how Snow Lane would cross the HSR right-of-way. One possibility would be for it to overpass the HSR and UP tracks and connect with Pegasus Drive east of SR-99. UP also has a short freight siding just north of Snow Lane. The east-west depth of the site is approximately 1,200 feet and the north-south distance between 7th Standard Road and Snow

Lane is about 6,500 feet. As such ample space would be available for station development and for adjacent development on the 180 acre site.

Access to the west of UP HSR station site would be primarily from SR-99 at the 7th Standard Road interchange. Most HSR passengers would be arriving from the south, where almost all of Bakersfield's metropolitan area population and businesses are located. Very little of the Bakersfield HSR market-shed is located north, east or west of the Airport Road station site.

The current SR-99 interchange is not built to modern Caltrans standards. Since the 7th Standard Road overpass of SR-99 probably will need to be rebuilt to span the HSR tracks, it is assumed that the southbound half of the interchange would be upgraded and possibly the northbound half. Traffic approaching the station from the south would exit at the 7th Standard Road ramp and turn left onto 7th Standard Road. The interchange intersection would need to be signalized in order to accommodate significantly more left turns from the off ramp. Traffic exiting the HSR station destined south would use a new ramp onto SR-99. As part of the interchange redesign, the Golden State Frontage Road north of 7th Standard Road would likely be eliminated and the section south of 7th Standard Road possibly cul-de-saced.

East of SR-99 Station Site

The area east of SR-99 and south of 7th Standard Road is relatively undeveloped. SR-65, which borders the site area along the east, appears to be access controlled, with no site driveways envisioned. The HSR station envelope for this site would need to accommodate a four-track mainline station, which needs 141 feet of right-of-way depth. A 1,300 foot passenger platform would be required.

Most patrons arriving by car will be arriving from the south on SR-99. Therefore, easy access to SR-99 south is required for this site.

The SR-65 access ramps to SR-99 provide an opportunity for high capacity and simple site access, if Caltrans would be willing to permit a station driveway along SR-65.

STATION PROGRAM

The amount of facilities, types of uses and spatial inter-relationships help to define the planning program for stations. The program for the Airport Station site would very much depend on its viability as an airport access portal.

Airport Access HSR Portal Station

HSR is proposed to connect with the San Francisco International Airport and to Ontario Airport. The viability of Meadows Field growing into a satellite airport serving Southern California somewhat hinges on the corridor chosen to link Bakersfield to Los Angeles – Grapevine or Tehachapi. Connection to a possible new airport in Palmdale has been discussed, if the HSR alignment between Bakersfield and Los Angeles is via the Tehachapi rather than by the Grapevine route. If HSR is constructed via the Tehachapi alignment it is very unlikely that Meadows Field could be developed into an effective satellite airport for the Los Angeles area. If HSR is constructed via the Grapevine alignment, the viability of Meadows Field as a satellite airport improves. Key questions then become the quality of the connection between the HSR



Figure 3-1
AIRPORT STATION SITE LOCATION



station and the airport passenger terminal and also the aviation/environmental capabilities of Meadows Field to grow to meet increased demands. The passenger connection strategy would also need to accommodate passenger baggage. Post 9/11 interlined baggage to/from off airport facilities has become a greater concern. With HSR serving short haul travel markets, the airport would primarily be catering to long distance trips, whose passengers tend to have more baggage.

The Southern California Association of Governments (SCAG) is understood to be embarking on a regional airport system study that would consider Meadows Field as a potential satellite airport for the Los Angeles Region. The viability of Meadows Field as a satellite airport is outside the scope of this station site feasibility study. Potential for development into a Central American gateway airport serving the San Joaquin Valley particularly appears to offer promise. The single runway configuration of Meadows Field would limit its attractiveness as a major hub. The SCAG Study will address this and other issues.

The residential development around the airport brings into question the acceptability of greatly increased commercial air traffic from the airport's neighbors. The most recent master plan for Meadows Field dates back to 1987. If Meadows Field can be developed into a major airport, substantial economic benefits would accrue to the City and the Region.

Location of the HSR station on the west side of the UP tracks would place it more than four miles from the current Meadows Field passenger terminal. It would be about a 10 to 15 minute shuttle bus trip between these two terminals. Since the passenger terminal is on the east side of the airport it would not be easy to directly connect the passenger terminal with the HSR station. In summary, it is doubtful that passengers would perceive the connection to be an easy and seamless transfer, particularly for a HSR station site located west of SR-99. Meadows Field plans currently propose development of a new passenger terminal building north of the present terminal, but still on the east side of the runways. This location would be slightly closer to the airport HSR station, but would not provide nearly the convenient connection that could be afforded by a new passenger terminal located on the west side of the runways.

Location of the HSR station on the east side of SR-99 would place it closer to the Meadows Field passenger terminal. Recognizing that the passenger terminal would need to be upgraded with jetways to support needs of large aircraft likely to use a satellite regional airport, the question opens to develop the upgraded terminal on the west side of the airport nearer to the HSR station.

Successful development of Meadows Field into a satellite airport serving the Los Angeles Region and the use of HSR as the primary means of access, would necessitate greater service capacity (trains) on the segment between Los Angeles and Bakersfield. Review of HSR base patronage forecasts indicate that passenger loads are about equal north and south of Bakersfield. Service capacity is designed based on these balanced loads. If Meadows Field role were increased to serve 10 million annual air passengers, this translates into 27,400 daily passengers. With a 2020 total systemwide forecast for about 23 million annual passengers using HSR between LA and Bakersfield (63,000 daily passengers), the airport demand clearly could not be accommodated with the base HSR service and would require an overlay of airporter train service.

Parking and Traffic

The EIS for the HSR project differentiates between the station sites serving Bakersfield. The program is to provide approximately 850 parking spaces for the Airport station site and 750 spaces for the other two station sites. With few constraints on space, surface parking is indicated. Approximately eight acres of land would be required to park 850 cars. Rental car parking would most likely remain at the Meadows Field Passenger Terminal complex. Should HSR allow Meadows Field to grow into a regional satellite airport, most of the new HSR passengers would be transferring from the train and thus the station parking needs should remain unchanged.

Bus Bays

The HSR EIS is envisioning one bus loading bay for the Airport station site. Recognizing that the current Amtrak Station has 15 bus bays and Greyhound's terminal has eight bays suggests consideration of providing more than one bus bay. Four bays are proposed for regional feeder bus service – Santa Barbara, Las Vegas, Victorville and Wasco/Corcoran. Two bus loading bays are also suggested for connection shuttles to Meadows Field's passenger terminal.

ILLUSTRATIVE STATION CONCEPTS

Illustrative station site concept plans were developed for both the West and the East station sites serving the Airport. It should be stressed, that the concepts are not the final site design concepts, but rather merely are intended to show how a station could be developed for these site candidates. The illustrative concept plan for the site located west of the UP tracks is discussed first, followed by the illustrative site concept plan for the site located east of SR-99.

Illustrative Site Plan - West Station

Figure 3-2 describes the HSR cross section envisioned by the EIS and Figure 3-3 presents an illustrative vicinity concept plan prepared by WSA. Figure 3-4 provides a more detailed concept for the station development itself. The key challenge in defining an illustrative site plan concept for the Airport Road site is anticipating how the SR-99 interchange will be configured.

West Station Access Plan

Presently, the Golden State Frontage Road intersects 7th Standard Road in between SR-99 and the UP tracks. Relatively little development along the frontage road depends solely upon the 7th Standard Road connection. The frontage road complicates provision of a high capacity and safety improved southbound interchange access to SR-99. This frontage road connection, however, is certainly desired by the properties along the frontage road.

Since 7th Standard Road will need to overpass the HSR tracks, is located about 1,000 feet to the west, it makes sense to reconstruct the entire overpass of SR-99. This overpass will eliminate the frontage road connection to 7th Standard Road. As shown in Figure 3-2, the primary access to the station site would be from a new signalized intersection located about 2,300 feet west of SR-99. The SR-99 southbound ramps would be reconfigured and linked to the extension of the current overpass of SR-99. Its intersection with 7th Standard Road would be located about midway between the current northbound ramp intersection and the proposed station site access

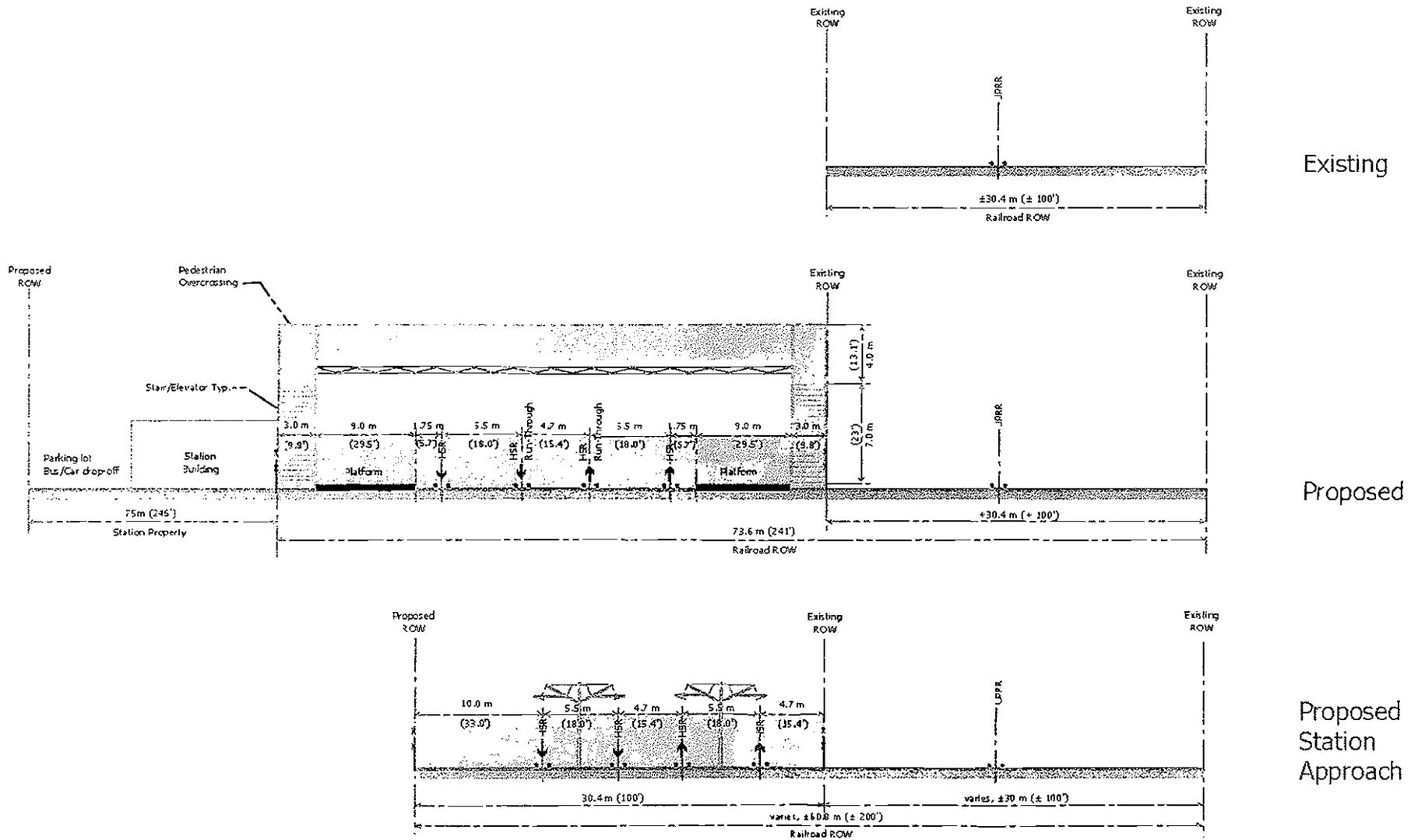


Figure 3-2
**BAKERSFIELD 4-TRACK AT-GRADE AIRPORT STATION
 UPRR ALIGNMENT**

386110\FIGURE 3-2 - 3/5/03

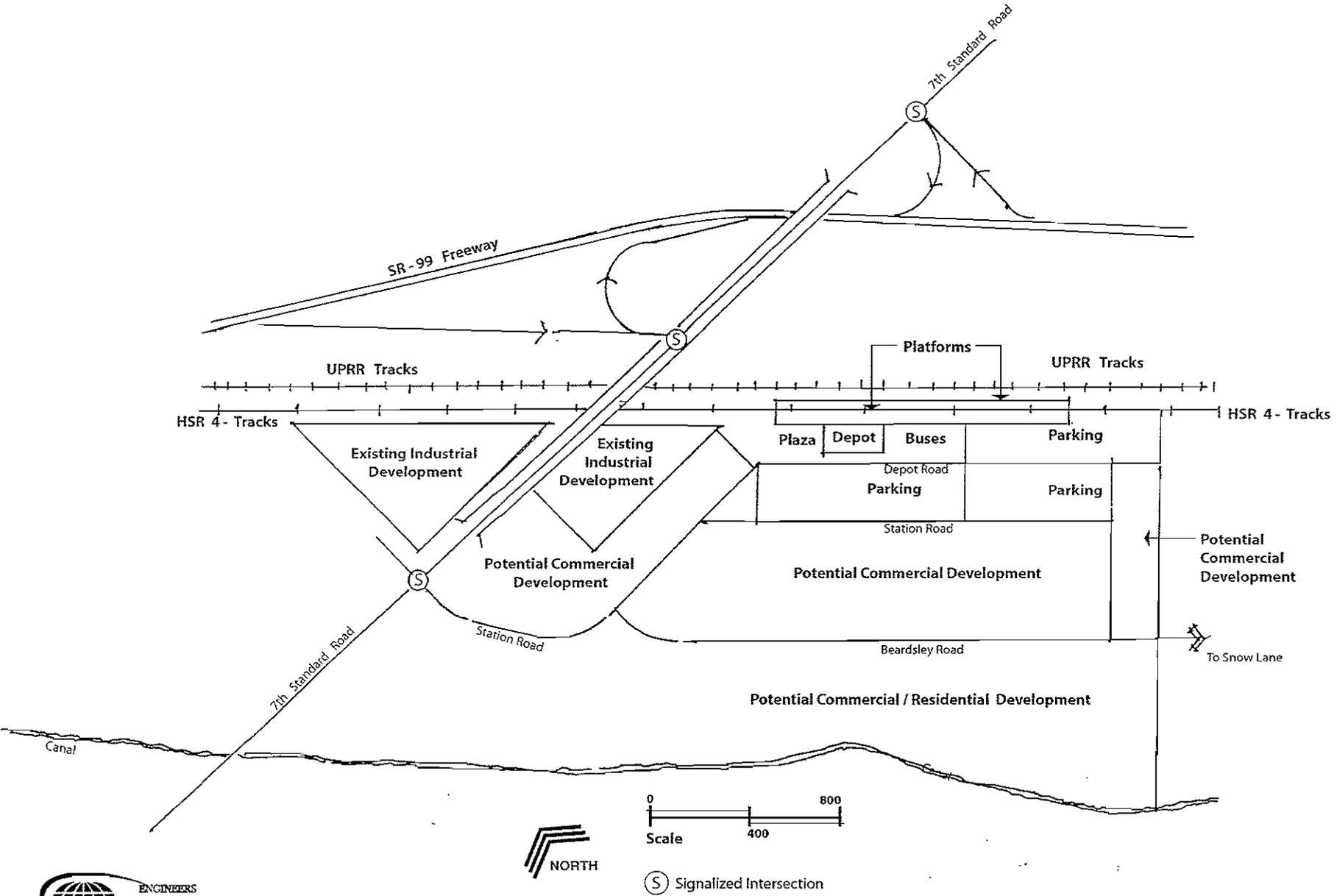
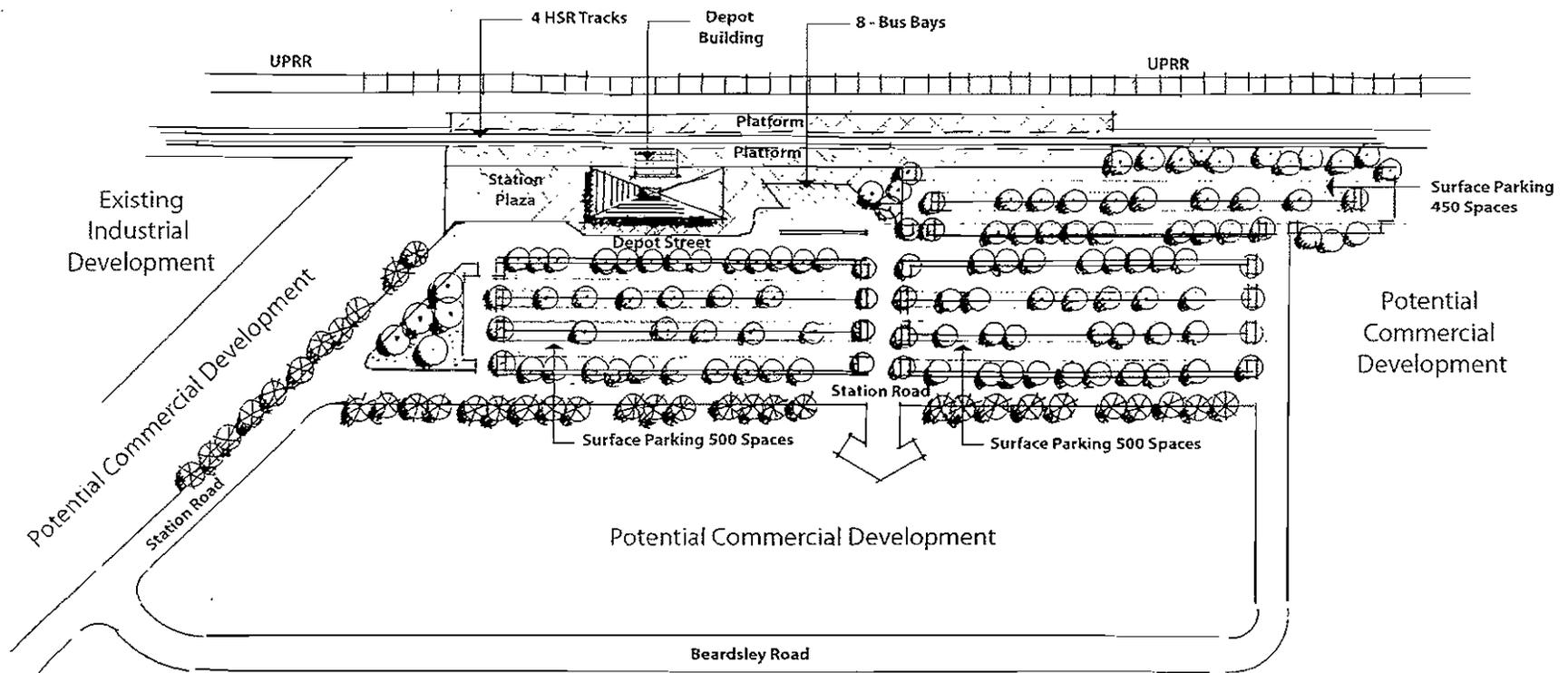
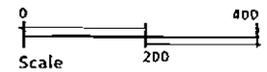
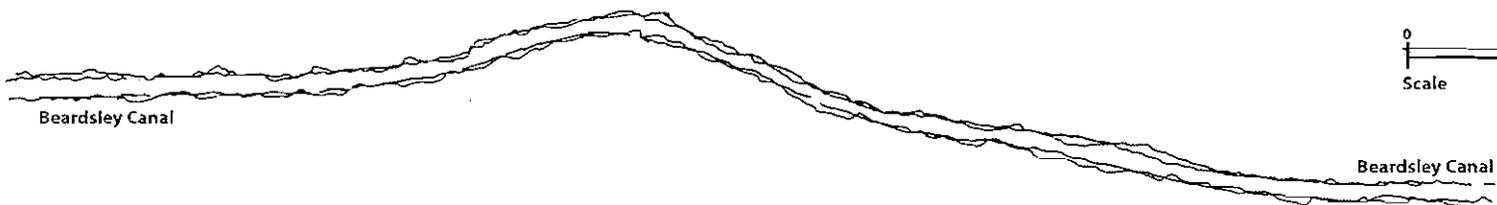


Figure 3-3
AIRPORT STATION SITE VICINITY MAP

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Potential Commercial / Residential Development



road. The uniform spacing of traffic signals approximately 1,400 feet apart would facilitate traffic progression signal timing.

The location of the station access road also avoids potential issues with respect to current industrial development. The station entry road would bend towards the station depot in order to simplify access. A second road (referenced as Beardsley Road) would branch away from the station access road to serve potential commercial development sites. This road would link with Snow Lane to the south in order to provide secondary access and emergency vehicle access.

West Station Trackside Features

The four track cross section is shown in Figure 3-2. Regardless of whether HSR operates in the UP or BNSF tracks in the Valley, the Airport Station would be a four-track facility with express trains using the center two tracks.

West Station Stationside Features

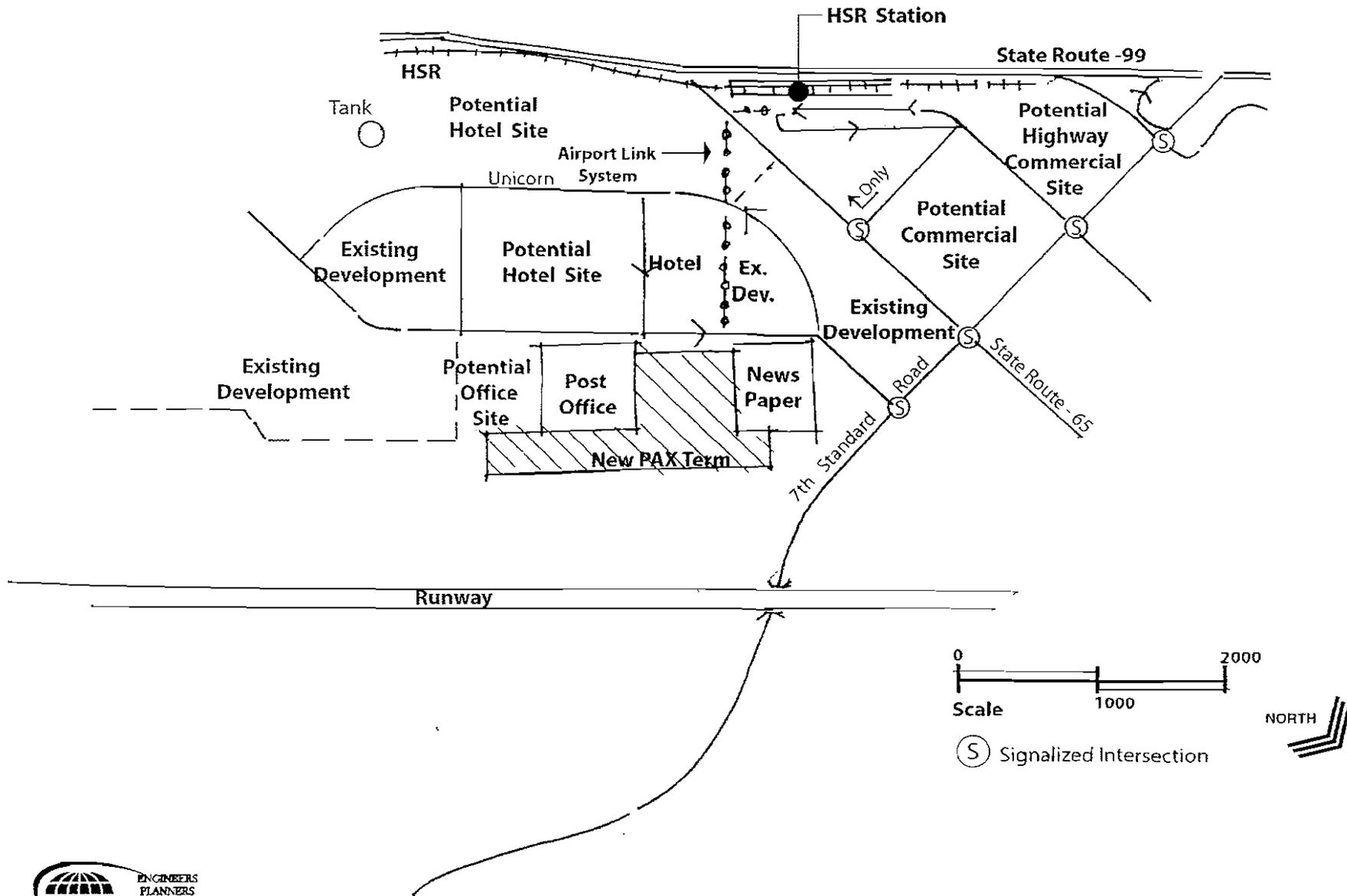
The station side concept plan proposes to locate the station depot building a little to the north of the platform center. This location near the end of the access road is intended to increase its visibility. Buses would be located immediately south of the station building. Three bays of parking would be provided just west of the depot building accommodating 1,000 surface parking spaces. Another 450 surface spaces would be provided south of the station depot building. Commercial development opportunities would be offered north, south and west of the station complex.

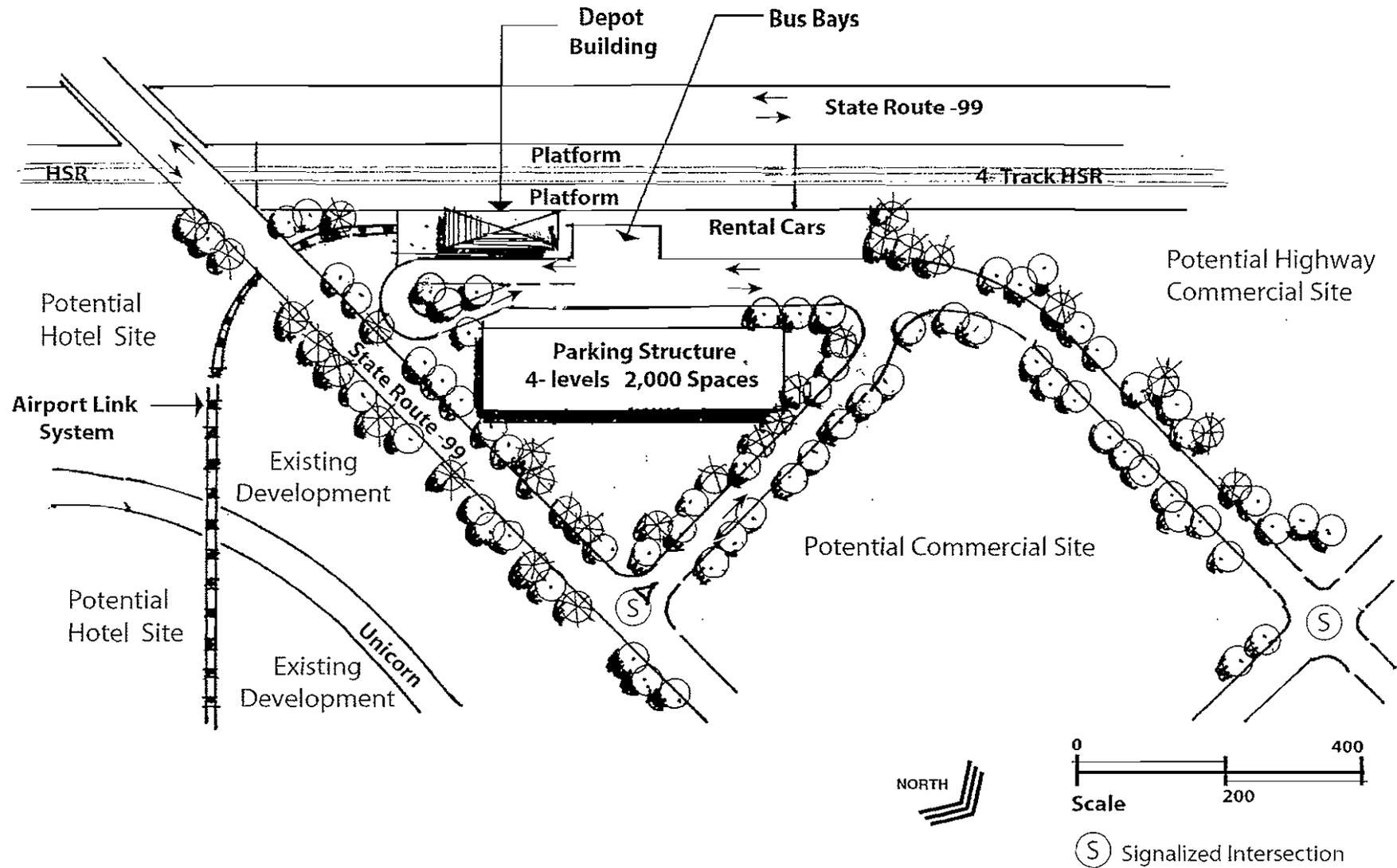
Illustrative Site Plan – East Station

Figure 3-5 describes how access might be reconfigured to serve a HSR station located on the east side of SR-99 and Figure 3-6 presents an illustrative concept plan showing how a station could be developed. The 7th Standard Road overcrossing of SR-99 would need to be extended to pass over the HSR tracks. The passenger terminal for Meadows Field would be relocated to the west side of the runway to provide a more “seamless” connection for HSR passengers accessing the airport. As noted previously, substantial upgrades would be required to the terminal in order to expand the airport’s role in the region and accommodate large commercial aircraft. A linkage system could be constructed to link the remaining 2,000 feet separating the two terminals. This linkage system could be an automated peplemover as found at many airports, a light rail system or less expensive funicular system horizontal elevator. Passengers would be able to make the connection in less than two minutes. The new Meadows Field passenger terminal might be constructed between the current US Postal Building and the Bakersfield Californian Newspaper building.

East Station Access Plan

Access to the HSR Station would be primarily from the south on SR-99. The SR-65 interchange would provide direct, simple and convenient access to the HSR station and to the new Meadows Field passenger terminal, as well. Traffic from the north would use the 7th Standard Road interchange and traffic from the east and west would access the HSR station from 7th Standard Road. The heavy exit movement from the station onto SR-99 southbound possibly might be designed as a right-turn only traffic movement.





East Station Trackside Features

The HSR station would be a four-track facility with a pedestrian over-crossing connection between platforms. A 141 foot right of way would be required for the station tracks.

East Station Stationside Features

As shown in Figure 3-6, the station building (depot) would near the southern end of the HSR platform. Bays for feeder buses would be located just to the north, with rental car parking provided north of it. A four level 2,000 space parking garage would be constructed opposite from the depot building. Alternatively some of the land shown for commercial development could be used for less expensive surface parking. It should be noted that air travelers as well as HSR passengers would use this parking and it would be priced accordingly. The market rate for daily parking at Meadows Field is about \$5.

MARKET PERSPECTIVE

Station accessibility, security and ease of parking are all important issues for potential HSR riders.

Station Access

A station located on the east side of SR-99 accessible from SR-65 would have very good access, whereas a station located on the west side of the UP tracks would be less direct. If direct access from SR-65 cannot be provided to the HSR station, the east side site location would a little less direct.

Security

Until commercial development occurs at these sites, they would be rather isolated. Neighboring activity provides passive security for stations and park and ride sites. Passive security is a term used to describe watchful eyes of concerned citizens/businesses around a site. They tend to report suspicious behavior to police and deter problematic loitering. Nearby businesses can also offer safe refuge to worried passengers. When the station area successfully develops, security should become good.

Ease of Parking

The Airport station site has ample area to provide parking needs for HSR patrons. The projected parking needs could be met with surface parking and should needs far outstrip manifesting demands, some surface spaces could be intensified into parking structures. The site west of the UP tracks offers less attraction to commercial developers than the east of SR-99 site, and therefore parking would most likely be provided by surface lots. Ample space also exists on the east side of SR-99, however, if the airport connection proves viable more intense utilization of site acreage might prove desirable. Typically, real estate needs to be worth a million dollars per acre before structured parking becomes economically attractive.

SERVICE PROVIDERS

Golden Empire Transit (GET), Amtrak, Greyhound and the freight railroads all have a key interest in the location of the HSR station site.

Golden Empire Transit

GET currently does not provide public transit service to the area. Route 1 serves the Olive Drive area west of SR-99 and Route 3 serves the airport terminal. Should the HSR station develop on the Airport site or should development extend to the station site area, GET would serve the market. If a new route is not established, extension of Route 3 would prove the most effective, as it is a radial route connecting HSR to the airport and to Downtown. Route 1 is a cross-town bus route. The headways on Route 3, however, are only hourly and more frequent service would also need to be provided. The running time for an express shuttle between the current Amtrak Station and the Airport HSR Station is estimated to be 20 minutes. It would take two shuttle buses to operate 20 minute headways on this service, costing about \$500,000 annually.

Amtrak San Joaquin Service

It would not be possible for the Amtrak San Joaquin trains to serve the Airport station site and the current Downtown San Joaquin station site. The San Joaquin trains would likely continue to serve the Downtown station, leaving a gap for those that wish to transfer between train services. If the San Joaquin train service proves not to be viable after HSR service is implemented, this problem becomes moot.

Greyhound Intercity Bus Service

Proximity to the SR-99 freeway ramps would be attractive to Greyhound. Greyhound, however, also seeks to be located in Downtown areas with good pedestrian, transit and taxi services.

UP and BNSF Operations

Neither railroad is understood to want the HSR service complicating their operations and would rather it be on the other rail operator's corridor. HSR in the UP corridor serving the Airport station site, however, would eliminate two at-grade traffic crossings for UP (7th Standard Road and Snow Lane) if the site were located west of the UP tracks. The site location east of SR-99 would not require grade separation of the UP tracks.

GOOD NEIGHBOR PERSPECTIVE

It is important for rail stations to fit well into their surrounding neighborhoods. As the Airport Station has few current neighbors, its parking and traffic needs can easily be designed to minimize any potential future problems with neighbors. Best land uses for this station site would be office and hotel. If a commuter market were to prove viable for HSR, multi-family housing would be a good adjacent station land use.

Station Location

The 7th Standard Road/West of State Route 99 Station is located west of the Union Pacific tracks and just south of the 7th Standard Road. The station site located east of SR-99 is located within an area being developed into light industrial and office park uses. These two sites are west of the County owned Meadows Field Airport. Additional intermodal connections to and from the airport area may be necessary through new transit routes and airport shuttles. Access to Metropolitan Bakersfield from the station site can be provided by State Route 99 or surrounding

streets. The area around the station site is either vacant or has plans for redevelopment. New facilities are in the process of initial planning.

Compatibility with Land Use

Existing

The Airport/7th Standard Station site is part of Kern County's jurisdiction. The current zoning designation for the station site is medium industrial (M-2) with specific conditional uses that may be subject to special development standards. Just south of the site is designated Exclusively Agricultural which limits the use to primarily agricultural and other activities compatible with agricultural uses. This site is located in a primarily undeveloped area and may need conditional use permits if the station is developed.

Proposed

The proposed land use surrounding the Airport/7th Station site is Service Industrial as described in Metropolitan Bakersfield's 2010 General Plan. There are also areas of Suburban Residential (less than 4 D.U. per net acre) just south of the Beardsley Canal. East of the site is a Public Transportation Corridor which proposes an expansion of Meadows Field Airport. Approximately one mile to the west and southwest of the station site are planned areas of Rural Residential as well as Intensive Agriculture land uses.

Land use opportunities for this station would occur primarily to the northeast where a connection can be made to the airport. Areas adjacent to the station site can be developed as commercial office uses with supportive residential uses to the south.

Redevelopment Potential

The Airport/7th Standard station site is located within the County of Kern's jurisdiction and is not included under the City of Bakersfield's redevelopment areas. The site does share similar land development plans as detailed in the Meadows Field Master Plan Update (1987).

The Meadows Field Master Plan Update identifies and recommends the highest and best use of Airport property including expanding future airport development, building new terminals, and implementing new commercial and industrial uses. The updated report notes that future land use and zoning changes should serve as a tool for both reserving specific lands for future development and avoid committing land areas to long-term uses inconsistent with the long-range requirements identified on the Master and Land Use Plan.

As part of the Master Plan, an economic land use study was performed. The study recommends Airport commercial/industrial areas should be competitive by using real estate marketing techniques for an aggressive, organized, and formal promotional program. The study also notes that areas should not be subdivided until prospective tenants are identified in a marketing program. New development concepts identified in the study include opportunities in commercial and industrial uses, airline maintenance, corporate hangars and offices, light manufacturing, recreational facilities, and other aviation support functions. The development goals set forth by the Master Plan Update can supplement and support an adjoining high speed rail station.

Consistency with Existing Plans and Policies

This station site is consistent with the Meadows Field Master Plan Update developed for Kern County as well as the Greater Bakersfield's 2020 Vision Plan, City and County General Plans. The airport site would support the long-term plan for airport infrastructure and the community support for a new international gateway. Some of the related strategies described in the various agency plans include:

- Support an international gateway with a modern airport to connect Bakersfield to major cities in California through a high-speed rail system.
- Create additional revenue sources to increase priority for state and federal transportation funding.
- Encourage joint metropolitan transit policies/goal consensus between the City, County and the public.
- Provide a long-term plan for airport infrastructure.
- Educate communities on topics such as cargo opportunities, international gateways and flight availability.
- Encourage large businesses and corporations to invest in Bakersfield's Airport.
- Expand telecommunications and other infrastructures to support new and existing industries.
- Research and development partnership with industry and universities, and
- To the extent practical, ensure that operations conducted at the County airports be compatible with the Community's environment.

Traffic and Parking

If the HSR station develops as an isolated facility, traffic and parking impacts would not occur. However, if the HSR station develops as an integrated land use parking abuses might occur on adjacent free parking sites. This abuse should be relatively easy to control. Remote parking for the airport at the HSR site could be controlled by charging similar parking fees.

Operational Constraints

At present there are no "sensitive receptors" like schools, and residential uses near the Airport Station site. Thus, noise and glare impacts associated with HSR and the station would be minimal and would not therefore impose any constraints on the operation of the station or HSR. Indirect noise impacts associated with expanded airport operations, however, could become a problem limiting expanded airport operations.

Growth Inducements

The Airport 7th Standard site is in a more remote area than the other alternative stations, but does encourage concentrated uses. The site is located on medium industrial and has potential commercial uses associated with the Meadows Field Airport. Urban sprawl issues may be controlled, if development is restricted through conditional use requirements.

Job Generation Potential

The job potentials at this station site would be associated with the expansion of the Meadows Field Airport. The existing airport is served by two major commuter airlines with departures and arrivals to three of the West Coast's largest hubs including San Francisco, Phoenix, and Los Angeles. A HSR station linked with Meadows Field Airport would encourage future aviation demand and stimulate local employment potentials. HSR and airline passengers will be attracted by the connection to major cities in California as well as potential international transfers. Having a connecting HSR station and airport would not only promote intra-regional business growth, but it can also create a new employment pool for existing businesses. A report by the Great American Station Foundation estimated that between 200 and 1,000 new jobs typically are created as a result of establishing a conventional train station.

Property Tax Impacts

A study of economic impacts relating to conventional rail stations prepared by the Great American Station Foundation concluded that development of a rail station would lead to an increase in property values of between \$15 and \$150 million.

Obviously establishment of Meadows Field as a major gateway airport would significantly increase property values in the vicinity and region. The degree of success as a gateway airport will largely determine the increased level of property values and associated tax revenue increases.

DEVELOPMENT AND OPERATIONS PERSPECTIVE

Parcels, Ownership and Size

The assessor's parcel number (APN), ownership and parcel sizes for both the West Station and the East Station sites are identified in Table 3-1. The parcels are indicated on the map in Figure 3-7.

Displacements

If HSR is constructed on the west side of the UP tracks several industrial uses will be displaced. Reconfiguration of the Golden State Frontage Road and its connections to 7th Standard Road could also disadvantage several property owners. Development of HSR along the east side of SR-99 would displace several businesses and could conflict with the property owners plans for a business park.

Development Constraints

West of SR-99 development of a station would be influenced by the presence of the Beardsley Canal also overhead electric power utility line. Development of a station on the east side of SR-99 would be influenced by possible access limitations to SR-65, and the presence of overhead electric utility lines.

Funding

Funding for the airport improvements (new terminal, etc.) would likely come from Airport Improvement Program (AIP) funds or airport revenues. The same is true of the access linkage

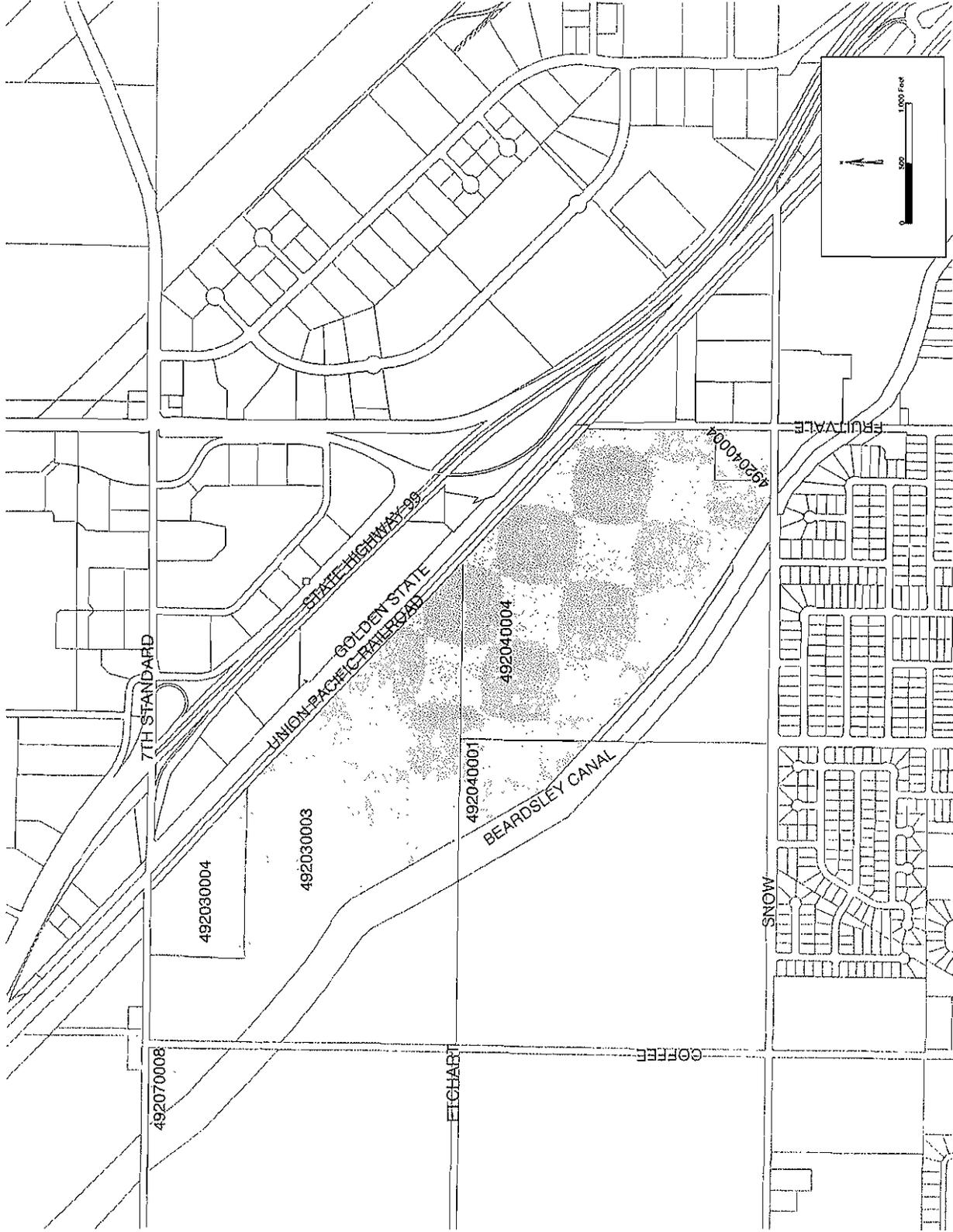


Figure 3-7
PARCEL MAP - 7TH STANDARD SITE

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improvement. The latter might be fundable using air passenger surcharge fees. AIP funds would only cover capital cost, not operating costs.

Geology

The Alquist-Priolo Earthquake Fault Zoning Maps for the City and County of Bakersfield show that the Airport site is not located on an area that is considered a potentially active fault. The entire Bakersfield area is considered seismically active and could experience severe ground shaking and surface readjustment in the event of a maximum magnitude earthquake. Implementation of General Plan policies, the Uniform Building Code and Safety Element policies would mitigate potential significant impacts to people and structures to a level of less than significant. (City of Bakersfield. General Plan Update DEIR SCH #1989070302. 2002. PP. 4.6-8-19.)

Utilities

The area west of SR-99 is presently being developed and has utility services. For the Airport West Site, utility information is as follows:

- Sewer – no existing sewer capacity, but there is a 30-inch line at the intersection of Snow and Coffee Road. This is the closest connection point to the site.
- Gas – existing gas service capacity is approximately 86,000 scfh, with a maximum capacity of 86,000 scfh.
- Electricity – there are two circuits available to provide service to the site.
- No details available at present for telephone, water or cable service.

For the Airport East Site, at the present details are not available for sewer, gas, electric, telephone, water or cable service.

Railroad

If the UP corridor is selected for HSR service, the Airport Station site would be along the mainline and no additional station access trackage would need to be provided. If the BNSF corridor were selected for HSR service, it could be connected to the UP corridor just to the north of 7th Standard Road with the same amount of net HSR track as if the UP corridor were selected. A HSR station located at the Airport site would involve little if any extra station access track cost.

SUMMARY

- Development of a HSR station at the airport site is envisioned to facilitate Meadows Field becoming an international gateway airport.
- The airport HSR station would be a four track mainline station.
- HSR stations might possibly be developed on either side of SR-99. Location of the station on the east side would offer greater promise for seamless connection to Meadows Field.
- Many unknowns are associated with the viability of Meadows Field becoming a more active airport including the Southern California Association of Governments regional

airport plans relating to Meadows Field and to Palmdale. If HSR is constructed on the Tehachapi route it would pass by Palmdale on its way to Bakersfield.

- Expansion of HSR's role to include primary access to a significantly sized satellite airport would necessitate more service capacity (trains) on the segment between Bakersfield and Los Angeles.

**Table 3-1
AIRPORT SITE
ASSESSOR PARCEL NUMBER, OWNERSHIP, VALUE**

West Station Site							
APN	Area (Sq. Ft.)	Perimeter (Ft.)	Name Asse.	Address	Land Val	Impr Val	Net Val
492030003	4210523.03	11236.92	BIDART BROS	34741 7TH STANDARD RD BAKERSFIELD CA 93312-9435	\$167,500.00	\$16,510.00	\$184,000.00
492030004	796726.88	3980.50	BIDART JOHN A TRUSTEE	34741 7TH STANDARD RD BAKERSFIELD CA 93312-9435	\$ 63,100.00	\$425,800.00	\$488,900.00
492040001	537960.91	3364.51	BIDART BROS	34741 7TH STANDARD RD BAKERSFIELD CA 93312-9435	\$264,200.00	\$158,500.00	\$422,600.00
492040003	195133.18	1768.98	PACIFIC GAS & ELECTRIC CO	P O BOX 770000 SAN FRANCISCO CA 94177	\$ -	\$ -	\$ -
492040004	4652101.16	8816.46	BIDART BROS	34741 7TH STANDARD RD BAKERSFIELD CA 93312-9435	\$203,300.00	\$214,200.00	\$417,500.00
492070008	241623.90	2302.59	BIDART BROS	34741 7TH STANDARD RD BAKERSFIELD CA 93312-9435	\$302,600.00	\$205,000.00	\$507,600.00
492030003	4210523.03	11236.92	BIDART BROS	34741 7TH STANDARD RD BAKERSFIELD CA 93312-9435	\$167,500.00	\$ 16,510.00	\$184,000.00
East Station Site							
APN	Area (Sq. Ft.)	Perimeter (Ft.)	Name Asse.	Address	Land Val	Impr Val	Net Val
0	191300	2888			0.00	0.00	0.00
482130006	99255	1275	K R M FINANCIAL CORP	17011 BEACH BL STE 520HUNTINGTON BCH CA 92647	3757.00	0.00	3757.00
482140001	283552	2155	K R M FINANCIAL CORP	17011 BEACH BL STE 520HUNTINGTON BCH CA 92647	10460.00	0.00	10460.00

Chapter 4

GOLDEN STATE STATION SITE

The HSR Station site for this station vicinity was defined by the Kern Transportation Foundation to be along Golden State Avenue near M Street. The vicinity area defined for this station extended roughly from H Street to Q Street. The overall area along Golden State Avenue between the Kern Canal and Q Street is currently fully developed and has few major destinations for HSR passengers. Plans have been discussed to construct a new elevated freeway parallel to Golden State Avenue between the railroad tracks and Golden State Avenue. While details of the freeway project have yet to be defined, the project will likely affect access and impact site development opportunities. Road crossings of the UP mainline tracks in this area are located at Chester Avenue (underpass), at 30th Street (at-grade) and at Q Street (at-grade). The HSR tracks would be located on the south side of the UP tracks.

STATION LOCATION

A site located south of the UP tracks between the Kern Canal and Chester Street has been subsequently identified by the HSR EIS as the most promising. As part of this station planning effort for Kern COG, WSA reviewed the EIS suggestion regarding the best site location for the Golden State Avenue Corridor. We concur with the EIS finding that the most promising station site in the vicinity of M Street is the location identified by the EIS (Figure 4-1). Further definition of plans for the new freeway, however, might suggest another site for station development in the Golden State Avenue Corridor. Transportation factors critical to the location of this station include:

- Railroad right of way needs,
- Developable site depth for station, and
- Site access issues.

HSR Right of Way Envelope

This station most likely would be located along the mainline HSR service and thus would be a four track station (two mainline tracks and two station tracks). The cross section for the HSR corridor would require acquisition of 100 feet of right of way through this area (141 feet near the station itself to include platforms) in order to provide the four HSR tracks, if UP would not share its current right of way. If the station were located adjacent to the Canal, the required three mile deceleration/acceleration tracks would run from just south of Olive Drive to just west of Union Avenue. If the station were located between M and Q Streets, the four track cross section would run between just north of the Canal to just west of Haley Street. The simplest segment to add four tracks would appear to be the northern station site vicinity nearest to the Kern Canal. This is the location identified by the HSR EIS.

If the mainline HSR service uses the BNSF corridor, an off-line station could be developed on this site, requiring only about half the HSR right of way needed for the four track station. Off-line trains would transition over to the UP tracks along the track connection corridor existing west of town. It is also possible that the HSR corridor transition from BNSF to UP corridor

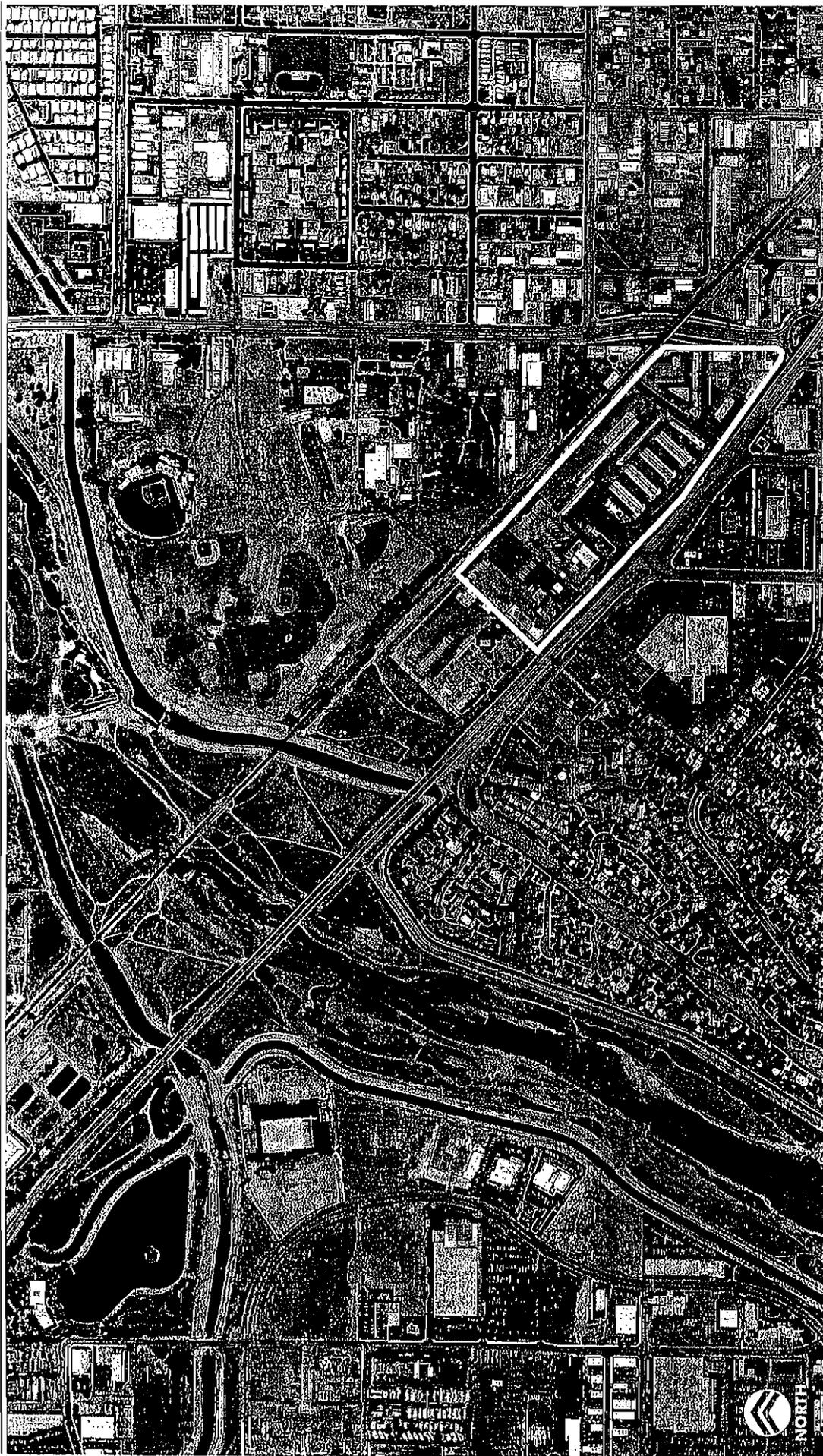


Figure 4-1
GOLDEN STATE STATION SITE LOCATION
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could occur north of 7th Standard Road, and a four track mainline station would be required at the Golden State station site.

Development Site Depth

The northern site vicinity has the greatest width for station development (600 feet) between Golden State Avenue and the UP tracks. East of Chester Avenue the right of way between Golden State Avenue and UP tracks narrows to about 450 feet. As noted above, 141 feet of the right of way between the UP tracks and Golden State Avenue would be consumed by the HSR right of way needs. The UP might be willing to share some of its right of way, but HSR would need more than half the UP right of way. For planning purposes a worse case right of way scenario was employed with the HSR needing to provide for its full cross section right of way needs.

Site Access

Access to a station at the EIS station location is less than desired. The F Street intersection to Golden State Avenue provides only limited capacity. Garces Circle at Chester Avenue also appears to have limited reserve capacity for station access. Access to a station site located on or south of M Street, however, also would be difficult due to the Niles Street high speed entry on to Golden State Avenue. With construction of the proposed freeway, any site south of the UP tracks would be under the freeway and would need to be integrated with access ramps for the freeway.

These issues all suggest that the best site for a station for this vicinity would be to locate it near the Kern Canal as identified by the EIS. Location of a station on this site would require the relocation of the Pensinger's RV, Restoration Village and other current uses. It might be possible to retain the GET bus facility by shifting bus parking north of the current GET site. The four track right of way requirements for this station vicinity probably would take all the other properties even if the station were located closer to M Street. A station located at the northern end of F Street has promise to economically strengthen the F Street corridor between Golden State Avenue and Truxtun Avenue.

Other Sites Considered

Two other sites were reviewed and found to be less promising than the F Street site. One option had the station centered on Chester Street, while the second option had the station site centered on M Street.

The Chester Street site option would have concentrated too much traffic immediately in front of the depot building. The development depth between the UP and Golden State Avenue is about 500 feet. With HSR requiring 141 feet for its four tracks and platforms and about 350 feet needed for transitioning vertical grades in order to pass Chester Street beneath the railroad tracks, scant space remained for the station and its circulation.

The Downtown Business Association is understood to be interested in a station at M Street. The M Street site proves problematic due to the limited site depth, and the high speed Niles on ramp. M Street itself would need to be truncated at the railroad in order to avoid costly grade separation. The site development depth at M Street is only about 450 feet between Golden State

Avenue and the UP. The HSR tracks and platforms would consume 141 feet with the station building (including curb loading sidewalk) consuming another 100 feet. This leaves only 200 feet for circulation roadways and station driveway approach throat to Golden State Avenue. It is possible that the Niles Street high speed ramp could be signalized and the station access could then be developed off of M and O Streets. M Street, however, is not a major transportation spine for the downtown and thus locating the station at the northern end of M Street would not be as accessible as at Chester or Q Street locations. Appendix D of this report provides a description of how a HSR station could be developed at M Street and Golden State Avenue

While the HSR tracks are planned to be located on the south side of the UP, it might be possible to locate the HSR station on the north side of UP. This approach would require all passengers to change elevations to cross over/under the UP tracks to reach the HSR platforms.

STATION PROGRAM

The definition of a viable site plan for this station site begins with determination of how many parking spaces will be required, the number of bus bays, the depot building size and overall circulation pattern.

Parking

The EIS suggests that 747 parking spaces should be provided to serve the forecasted 2,674 daily boardings. Without more detailed information on the development of this estimate it would seem to be a valid planning number. If a market were to develop for commuter travel from Bakersfield, the parking needs could be substantially higher, depending on the pricing for parking. Parking costs tend to be considered more important by commuter patrons than by occasional patrons. For planning purposes 800 to 1,000 spaces are proposed for this station site. If rental cars are accommodated on-site an additional 200 spaces are suggested for their needs. As the CHSRA Business Plan states that provision of parking and any associated revenues would be local responsibilities, provision of more than the base estimate would not increase cost to local jurisdictions.

Bus Bays

The present Amtrak Station currently has 15 bus bays for loading passengers. These include buses to LA and San Diego that would not be required with initiation of HSR service. For planning purposes bays for four intercity feeder buses are suggested, along with six shuttle bus bays, and perhaps as many as eight Greyhound bus bays. The need for the latter should be confirmed in later planning efforts. The Business Plan appears to provide for only one bus bay and thus, provision of more than one bay might add to local station costs.

Station Access

Analysis of the EIS patronage forecasts show:

1. Only 15% of its patrons are estimated to arrive by bus and another 10 % by shuttle. This would seem to be a low percentage for bus arrival as the new HSR station would be served by buses to Santa Barbara, Las Vegas and Victorville and possibly Wasco/Corcoran. Shuttle bus connections to CSUB, Truxtun Avenue government offices, key off-site park and ride sites, and hotels seems inevitable.

2. 10% use of taxis, which seems high.
3. 388 of the daily 5,348 station daily boardings and alightings (7.2%) would occur during the peak hour of station activity. Again the EIS estimates do not assume significant amount of commute use of HSR services.
4. Peak hour traffic generation of 492 vehicle trips arriving at the station. Applying the EIS estimates of mode of access profiles to the 388 peak hour passenger trips yields a much lower traffic generation number – 155 arriving vehicle trips. The EIS figure of about 500 peak hour arriving trips is suggested as a conservative planning number.

Access to the station is proposed from the Golden State Avenue F Street signalized intersection. With displacement of other uses by the HSR station, current traffic related to GET, Renovation Village and other uses would be eliminated and the EIS projected 500 peak hour vehicle trips related to the station should become viable for this intersection with minor operational changes.

While the average number of passenger boardings for HSR trains at Bakersfield will be about half the current San Joaquin train average, a much higher percent of the HSR patrons will be local (not arriving by feeder buses). As such, the traffic generated by a HSR train arrival will be higher than for current San Joaquin trains. There is also a greater possibility that two trains will arrive at the same time, due to the more frequent schedule of trains.

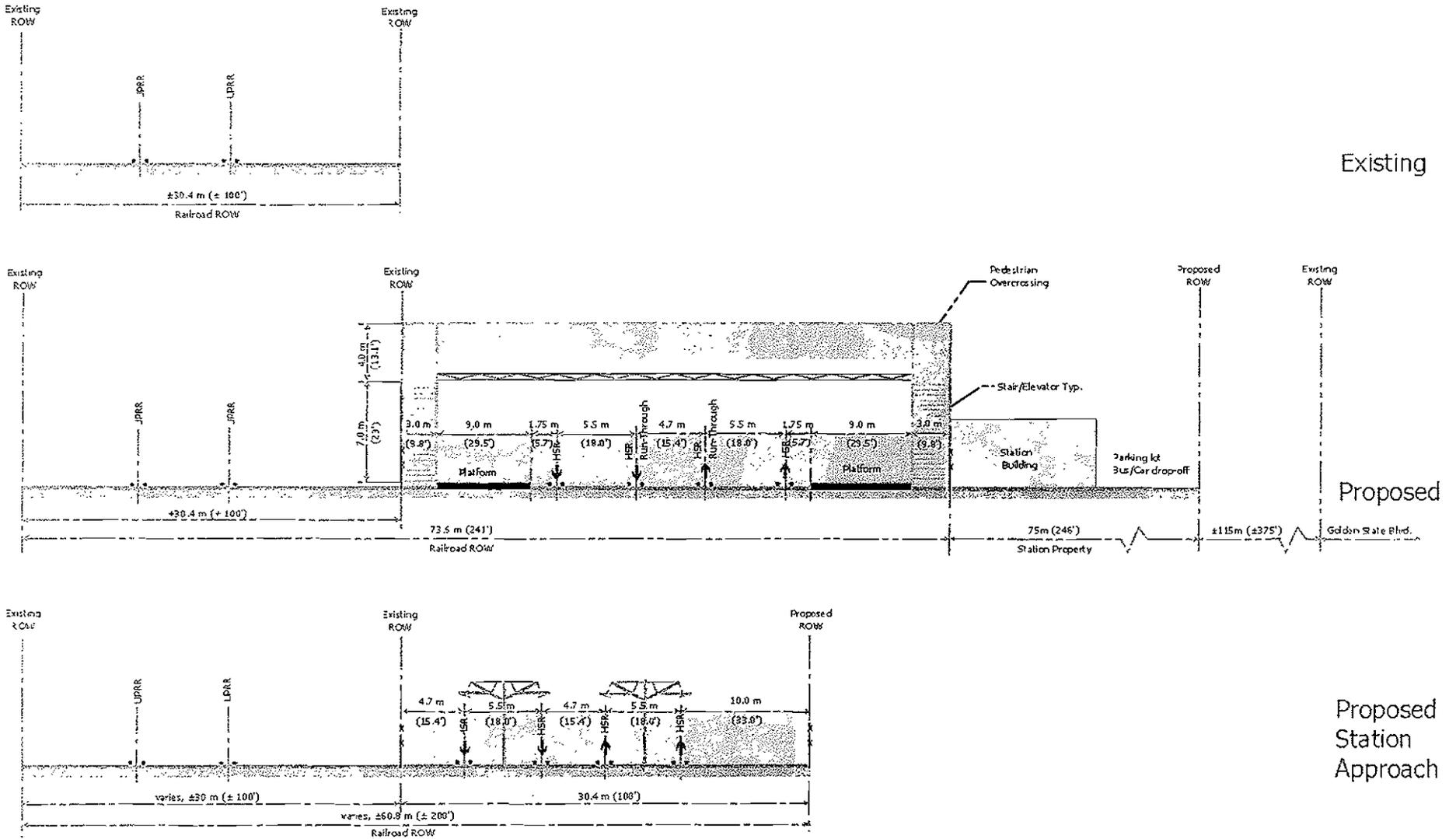
ILLUSTRATIVE SITE CONCEPT

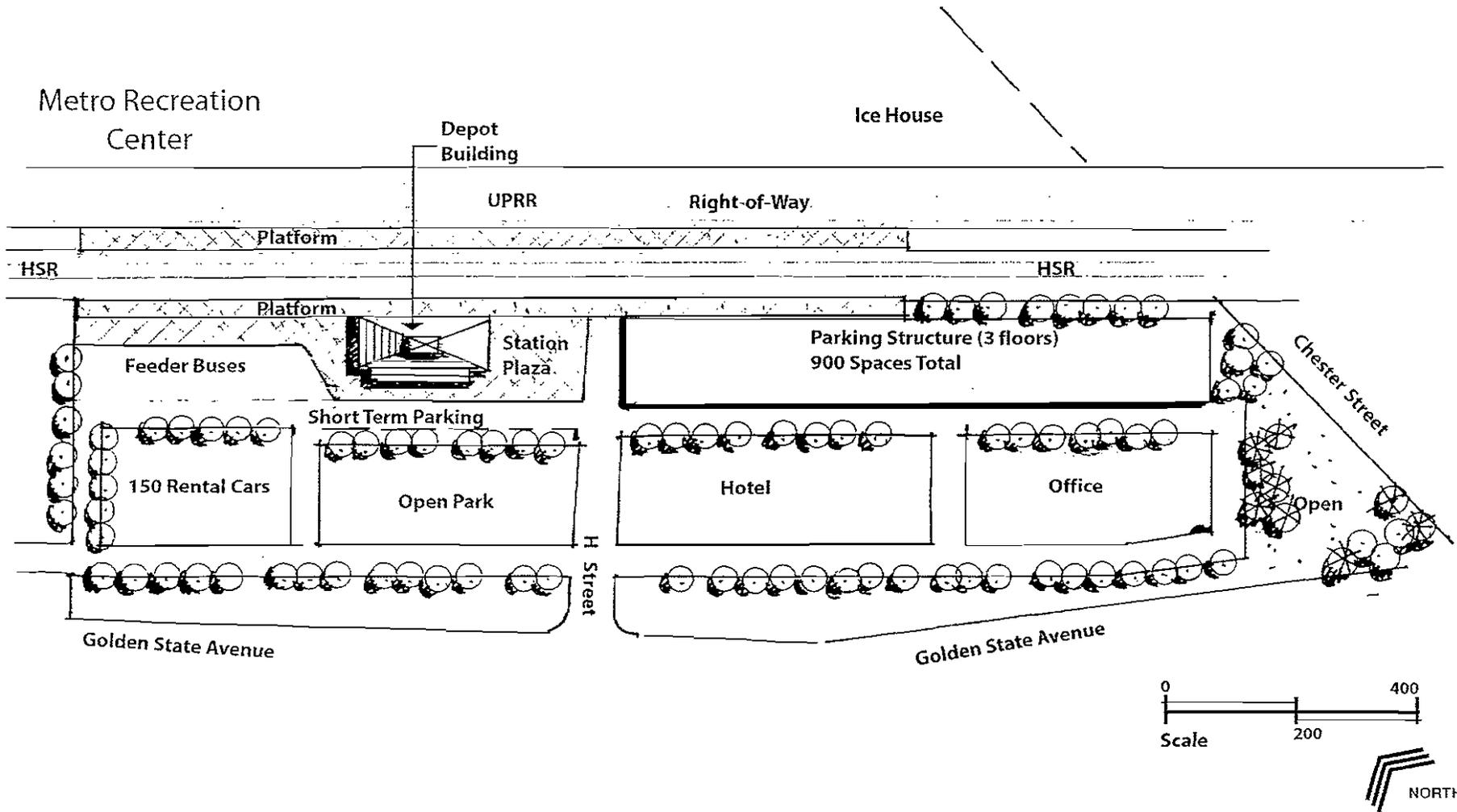
Figure 4-2 describes the station cross section envisioned by the HSR EIS and Figure 4-3 presents an illustrative concept plan prepared by WSA for the site. It should be stressed that this site concept plan is merely intended to show how the site might be developed for a station and the concept is not intended to describe the final site plan. Further discussion is indicated to determine the best station site location along the Golden State Corridor, particularly considering coordinating the station siting with the planning for the new freeway.

Trackside Features

The HSR station profile shows the HSR four track station is to be located immediately along the south side of the UP right of way. The HSR cross section includes a 9.8 foot buffer area between rail rights of way, a 29.5 foot wide HSR northbound platform, 62.8 envelop for the four tracks, a 29.5 foot southbound HSR platform and a 9.8 foot buffer area connecting to the station building. The total width for the 1,300 foot platforms and track area would be 241 feet. The station building would be in addition to this platform area cross section.

If HSR main line service operates on the BNSF corridor, only the station tracks might be required at the Golden State site. The site concept that is shown in Figure 4-3 would function as an off-line station as well as for a mainline station, with the exception being a slightly narrower HSR right of way.





Stationside Features

The illustrative station concept for this site utilizes the area south of the GET facility for the station. The right of way “take” adjacent to the GET facility would be about 130 feet and would necessitate relocation of some bus parking to the area between the current facility and the Canal. The platform would extend from a point just south of the GET site 1,300 feet to approximately where H Street intercepts the UP right of way. The station building (depot) would be located approximately 600 feet south of the GET site, slightly off the midpoint of the platforms. A two bay parking garage would be developed on the eastern portion of the site, adjacent to the platform. The garage would be three levels high and would accommodate 900 cars. A pedestrian bridge could connect over to the Ice House development and to 34th Street. Buses would enter the site and circulate counterclockwise past the depot and parkers would be segregated towards the south side of the site. The area between the depot and the Golden State Frontage Road access driveway to GET could be left open for a public park. This would enhance the station’s visibility. The area between the parking garage and Golden State Avenue would be open to hotel or other commercial development. This commercial site would be buffered from the HSR noise by the parking garage.

MARKET PERSPECTIVE

Station accessibility, security, and ease of parking are all important issues for potential HSR riders.

Station Access

As mentioned above, access to the station would probably be limited to the F Street intersection at Golden State Avenue. Most Bakersfield area residents would approach the station from Golden State Avenue. Traffic from the SR-99 South Corridor would not have very direct access to the station at this site, nor would traffic from SR-58 Corridor. Access from the north would be precluded by the Metro Recreation Area Park and by the Canal. Pedestrian access would also depend on access via this intersection. Walking distance (1.1 miles) to government offices located on Truxtun Avenue would not be considered reasonable by most pedestrians. A simple shuttle operating along F Street, however, could prove effective.

The HSR EIS projects a peak hour peak direction volume of about 500 vehicles per hour (vph) to be generated by the station. If the distribution were 40 percent to/from the northeast, 50 percent from the southwest and ten percent from F Street, this would translate into 200 left turns into the site from the northeast, 250 right turns into the site from the south west and 50 inbound cars coming straight across Golden State Avenue on F Street. The inbound left turn movement and the outbound left turn movement at F Street would become critical capacity movements, even netting out the current traffic being generated by uses on the station parcels. One potential access enhancement strategy would be to delete the F Street to Golden State Avenue eastbound on ramp and route left turn inbound traffic into the station via an indirect left turn via right turn onto Eye Street, then right turn onto 30th Street and right turn onto F Street. Left turns from both directions off of Golden State Avenue onto F/H Streets would be prohibited.

Security

The single entry/exit into the station site might facilitate enhanced security for the station area and its parking facilities.

Parking Accommodation

Depending on the extent of the property acquisition it would be possible to provide the projected 800 to 1,000 parking spaces at-grade in a surface lot. Approximately, 320,000 to 400,000 square feet would be required for this surface parking. The site provides more than 700,000 square feet of development area, even without displacement of the GET facility. A three story parking garage is proposed for this site, rather than surface parking in order to maximize joint site development and economic benefits. Bottomline is that patrons should be able to find ample parking at a station developed on this site. It should be noted that parking fees would not provide as much profit for structured parking as it would for surface parking.

SERVICE PROVIDERS PERSPECTIVE

Golden Empire Transit, Amtrak and Greyhound are the major service providers in the region. The UP and BNSF positions would also be very important.

Golden Empire Transit Service

The adjacency of the Golden Empire Transit (GET) administrative/maintenance/storage facility to the station site would indicate that GET could conveniently service a HSR station at this site. Only GET's Route 12 currently serves the site. Route 12 functions as a shuttle connecting the station site area with GET's Downtown Transit Center, Greyhound's Terminal and then operates out to the Veteran's Clinic via 21st and 24th Streets. It operates on 30 minute headways Monday through Saturday. A shuttle connection to Meadows Field would cost approximately \$500,000 annually to provide.

Amtrak San Joaquin Service

Amtrak operates the State sponsored passenger rail service (San Joaquin) and its associated system of feeder buses. Six roundtrips daily are provided to/from Bakersfield's station at Truxtun and S Street. Trains serve the station from BNSF's tracks passing through its busy freight yard. Approximately 1,000 daily passengers board and alight at Bakersfield (500 of each). An estimated 75% are connecting to Amtrak feeder buses, with the remaining 25% having an origin or destination in Bakersfield. Scenarios for Amtrak include: running a "bus bridge" between the new HSR station and its Truxtun station; rerouting trains via the track connection east of town to the Golden State HSR station on UP's mainline tracks or discontinuing service to Bakersfield – ceding the market to HSR. It is very unlikely the bus bridge would be successful. Those passengers traveling from Wasco and Corcoran, probably would prefer to board a bus in those communities rather than ride a train to board a bus. Rerouting trains onto the UP tracks would be physically feasible, but would require permission to use the UP tracks and the development of platforms and train storage tailtracks. Additional right of way would be required to provide these new Amtrak rail station facilities. Most likely Amtrak's San Joaquin service would atrophy and ultimately be discontinued.

Greyhound Intercity Bus Service

The Greyhound Bus Line terminal is located on 18th between F Street and H Street. If a low cost terminal facility were offered to them at the HSR station site, they might be willing to relocate. Otherwise the current terminal is more centrally located and they would likely stay. The Business Plan for HSR does not provide funding to incorporate Greyhound into the new station. It only provides for a base level station. Greyhound serves many of the same destinations as HSR, but at lower fare and therefore would not compete directly with HSR.

UP and BNSF Operations

Both the UP and BNSF view their facilities as business assets. Their core business is hauling freight and they tolerate passenger rail service only to the extent that it will not detract from their freight rail operations. Where public monies can be obtained to improve their freight operations, the railroads are very interested. In addition to freight operations, these railroads also tend to seek safety improvements. At-grade traffic crossings of their tracks are a major problem and the railroads want to grade separate or close as many as possible.

With respect to the Golden State HSR station site, the railroads will want elimination of the 30th Street/M Street crossing and also the Q Street at-grade crossing as part of the HSR grade separations.

GOOD NEIGHBOR PERSPECTIVE

A HSR station at the Golden State location could be developed with minimal adverse traffic and parking impacts on neighboring properties. Office, hotel and perhaps multi-family housing would be good adjacent land uses. Single family residences generally are not good land uses near stations, and multi-family housing is most successful when it is located away from the tracks.

Station Location

The Golden State Avenue site is designated in an M-1 Light Manufacturing Zone. It is south of the Metro Recreation Center and includes the Kern County Museum, Pioneer Village, and Sam Lynn Ballpark. It is also just south of the Kern Canal and south of the Union Pacific tracks. It has good access to Metropolitan Bakersfield and is in close proximity to the urban core. This site is also adjacent to the existing headquarters of GET with public assistance housing further south along Golden State Avenue.

Compatibility with Land Use

Existing

The City of Bakersfield land use plan shows the proposed Golden State Ave Station is located in a Light Manufacturing Zone (M-1). Just north of the station site is a large recreation area that includes the Metro Recreation Center and historic baseball fields. There are small areas zoned for commercial uses further east of the park. This area is currently used for office space. To the south and east are areas of General Manufacturing that parallels the SR 99 and the Union Pacific line. Commercial uses are immediately south of the station site with retail stores such as Smart & Final and Dollar Tree as well as office spaces. Just southwest of the station site is zoned for Limited Multiple Family Dwelling with Single Unit Family Dwelling to the west.

Proposed

The City's General 2010 Plan does not show any significant land use changes near the station site. The plan does indicate one change to the light industrial area just east of the Metro Recreation Center to General Commercial uses.

Redevelopment Potential

The Golden State Avenue station site is within the Old Town Kern Redevelopment area. This area has recently received a Sustainable Communities Grant which will include demographic and marketing assessment and analysis, a community visioning charette, as well as developing a strategic action plan. The City anticipates that this approach will set a good framework for revitalization, renewed community interest and sustainable development in this historic area of Bakersfield.

The Old Town Kern Redevelopment area has some large vacant spaces such as the Montgomery Wards building at Golden State and F Street. It is made up of a variety of small businesses. To the north of this building are a recently opened Smart & Final and a Dollar Tree. Directly to the east is a three-story office building that serves various office users and north of this building is the Department of Motor Vehicles (DMV).

North of existing Union Pacific line is the Metro Recreation Center. This center is adjacent to the Kern River and includes a County Museum and children's museum. There is an existing campaign to develop a cultural museum master plan that will incorporate the museums, a new performing arts center and Metro Park.

Consistency with Existing Plans and Policies

The Golden State Ave Station has similar land use characteristics as the Downtown station alternative and therefore has the same consistencies with existing plans and policies. Although commercial and residential densities are not as concentrated as the Downtown station alternative, this station site is within a key transportation corridor between the existing Union Pacific line and State Highway 204. This station site would support the following strategies:

- Encourage completion of Route 58;
- Recognize the link between land use and transportation;
- Provide for more compact developments, less sprawl and higher density developments;
- Develop incentives for higher density development around transportation areas;
- Develop a cultural/museum master plan incorporating museums, new performing arts center, and Metro Park;
- Attract new types of businesses consistent with the 2020 Vision Plan;
- Attract investment capital in particular sectors; and
- Build on existing economic base.

Traffic and Parking

Charging for parking at the station will encourage parkers to find free nearby parking. The Golden State site is relatively contained and abuse of adjacent free parking resources should be minimal and easily managed. Similarly, station traffic would not adversely impact residential areas, as the station site is isolated from residential areas.

Operational Constraints

Noise and glare associated with HSR and the station itself should not pose any problems for properties located on the north side of the UP tracks. The UP freight operations already impact these properties and HSR impacts would be masked by the UP impacts. Similarly, properties located south of Golden State Avenue would not be substantially impacted by HSR, as the traffic noise from Golden State Avenue would mask HSR impacts. Restoration Village and the nearby motel are the only "sensitive receptors" located near HSR that would be adversely impacted if they remained at their present locations.

Growth Inducements

The Golden State Station also has high potential to encourage infill development. With the Metropolitan Bakersfield central business district just south of the station site, this is a promising area for concentrated residential and commercial uses. The station site also has natural boundaries and existing infrastructures that prevent new development from impeding onto exclusive agricultural land. Growth inducing impacts would not be as significant as those associated with the Airport Station Site.

Job Generation Potential

The job potentials at this station site would be similar to the Downtown station alternative. A high speed rail station can promote private sector jobs for Metropolitan Bakersfield by connecting affordable commercial redevelopment and new development opportunities to large companies. The HSR network promotes intra-regional business growth and provides new and equitable opportunities for existing communities. Most of the economic development and job stimulus impacts would be oriented towards the south, because the UP tracks and the Park are located to the north. The extent of the beneficial impacts will be determined by the HSR patronage and by the details of plans to upgrade Golden State Avenue into a freeway/expressway facility. Most of the beneficial impacts would accrue to the area closest to the station, but benefits could extend southward along both Chester and F Street into central Bakersfield.

Property Tax Impacts

A 1995 study of the economic impacts associated with a Truxtun station site for HSR concluded that within the following 20 years of construction that about \$23.5 to \$27.4 million of new development linked to HSR would occur. Adjusting for inflation this added value would amount to \$35 million in 2003 dollars.

DEVELOPMENT AND OPERATIONS PERSPECTIVE

Parcels, Ownership and Size

The assessor's parcel number (APN), ownership and parcel sizes are identified in Table 4-1. The parcels are shown on the map on Figure 4-4.

Displacements

Acquisition of the parcels identified on Figure 4-4 would require displacement of private and public owned business. Discussions regarding relocation would be required. Displacement related to Restoration Village would be the most difficult. It should be noted, however, that Restoration Village is not likely a compatible use adjacent to HSR and might need to be relocated regardless of station site selection. If the HSR station were located closer to M Street on the north side of the rail tracks significant good neighbor conflicts (traffic and parking) would occur with the established residential area. Development of the Golden State Freeway through this corridor would likely require similar displacements.

Development Constraints

The station site is constrained by a number of development barriers. These include: the UP main line tracks and the adjacent Metro Center Recreation public park; the Kern Canal, Golden State Avenue/Freeway; and the important Chester Avenue railroad underpass. The proposed elevated Golden State Freeway would also need to be coordinated with the HSR station.

Geology

The Alquist-Priolo Earthquake Fault Zoning Maps for the City and County of Bakersfield show that the Golden State Station site is not located on an area that is considered a potentially active fault. The entire Bakersfield area is considered seismically active and could experience severe ground shaking and surface readjustment in the event of a maximum magnitude earthquake. Implementation of General Plan policies, the Uniform Building Code and Safety Element policies would mitigate potential significant impacts to people and structures to a level of less than significant. (City of Bakersfield. General Plan Update DEIR SCH #1989070302. 2002. PP. 4.6-8 - 19.)

Utilities

The site is presently developed and is served by utilities. Utility information is as follows:

- Sewer - several 12-inch lines throughout the various parcels.
- Electricity – one circuit is available to provide service to the site.
- No details available at present for telephone, gas, water or cable service.

Railroad

If the UP corridor is selected for HSR service, the Golden State station site would be along the HSR main line and no access trackage would need to be constructed, other than the station sidings. However, if the BNSF corridor is selected for HSR main line service, an off-line access connection would need to be constructed. Rather than the two three-mile mainline station sidings needed for the UP corridor (total of six track miles), approximately 20 track miles of off-line track would need to be provided for the BNSF corridor HSR service. Thus, approximately

Chapter 5

TRUXTUN STATION SITE

The Truxtun station site was defined by the Kern Transportation Foundation to be located within a half-mile of the current Amtrak station (from just east of Union Avenue to Chester Avenue on the BNSF corridor). The CHSRA EIS has subsequently identified a site between S Street and Sonora Street as the most promising station site (Figure 5-1). The EIS also mentions a possible north-south station orientation for a potential HSR alignment running along Union Avenue. This north-south Union Avenue alignment is not perceived to be very attractive. The railroad right of way narrows to only 84 feet through the Truxtun station site vicinity and crosses Union Avenue on a double track over-crossing. BNSF has its large freight yard located west of the station site between F Street and the Kern River. Only two at-grade crossings of the BNSF railroad are located between the Kern River and Union Avenue – at N Street and L Street. East of Union Avenue there are numerous at-grade crossing of the railroad tracks. The Truxtun station site is located within walking distance of two hotels, the convention center and many government office buildings. The area south of the railroad tracks presents an opportunity for new downtown oriented development. An elevated freeway is planned for the BNSF corridor through Downtown.

STATION LOCATION

The factors that have the strongest influence on the location for a HSR station for this area include:

- Selected Valley corridor for HSR (UP or BNSF);
- Development of the Crosstown Centennial Freeway;
- Post HSR operations of the Amtrak San Joaquin service; and
- Availability of property.

HSR Route Decisions

The barrier effect of the HSR alignment would be much greater with high speed through trains than it would with lower speed trains, all of which stop at the Bakersfield station. If the mainline route for HSR through the Valley is along the UP corridor, the Truxtun Station will be an off-line two track station. No additional right of way would be required aside from air rights over the BNSF Yard. If the BNSF corridor is selected, than the Truxtun Station becomes a four track main line station mandating an elevated four track station. Not only would the station cross section be narrower for the off-line station, but the noise and other impacts would be reduced.

Crosstown Centennial Freeway

Construction of the Crosstown Centennial Freeway paralleling the HSR alignment would improve regional access to the station and to Downtown, but it would also accentuate the barrier impact of the elevated HSR track separating Downtown from the area immediately to its south. HSR oriented land uses. The location of the Crosstown Centennial Freeway ramps would tend to concentrate local access onto Q Street. Figures 5-2 and 5-3 respectively show a preliminary

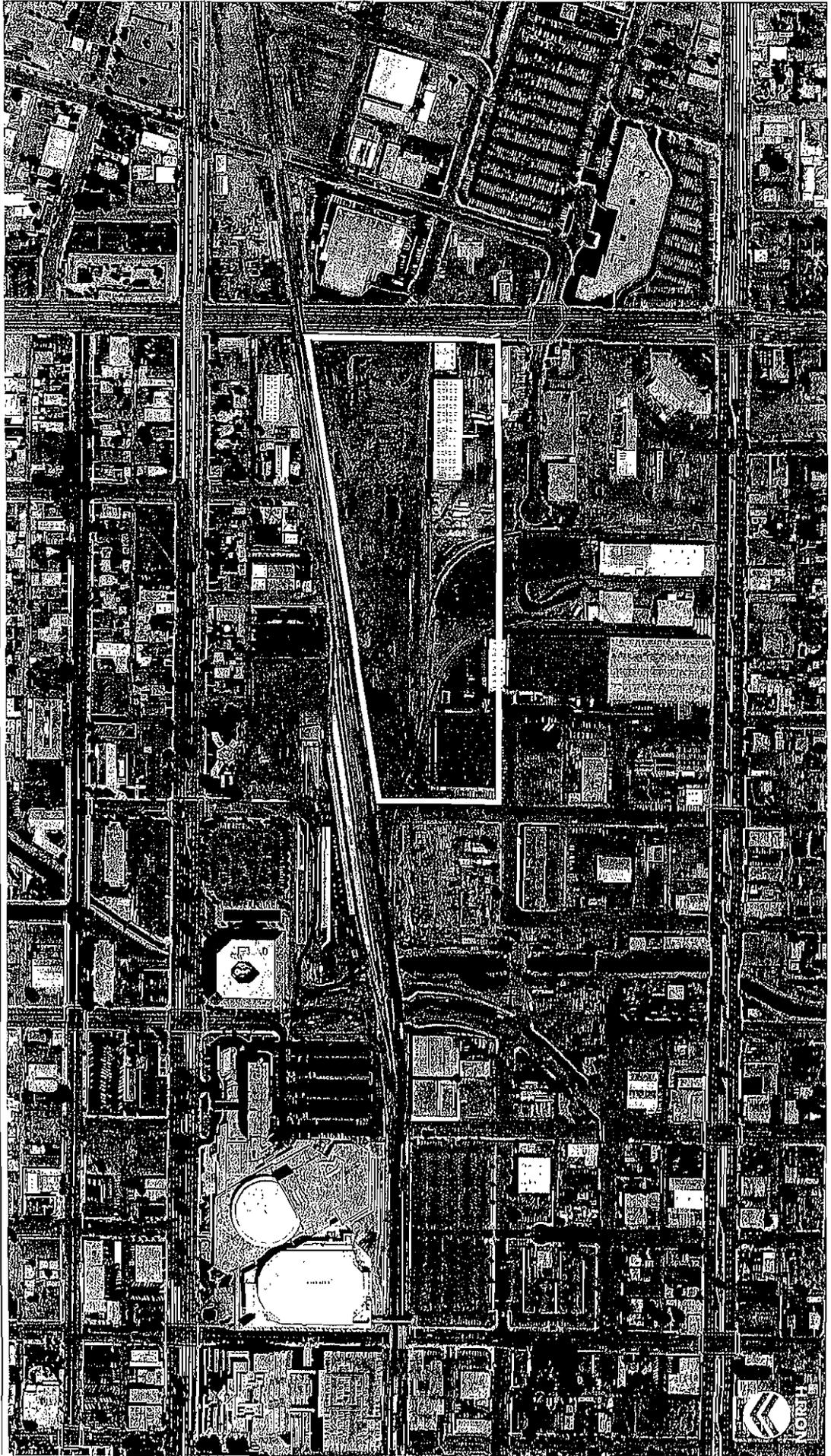
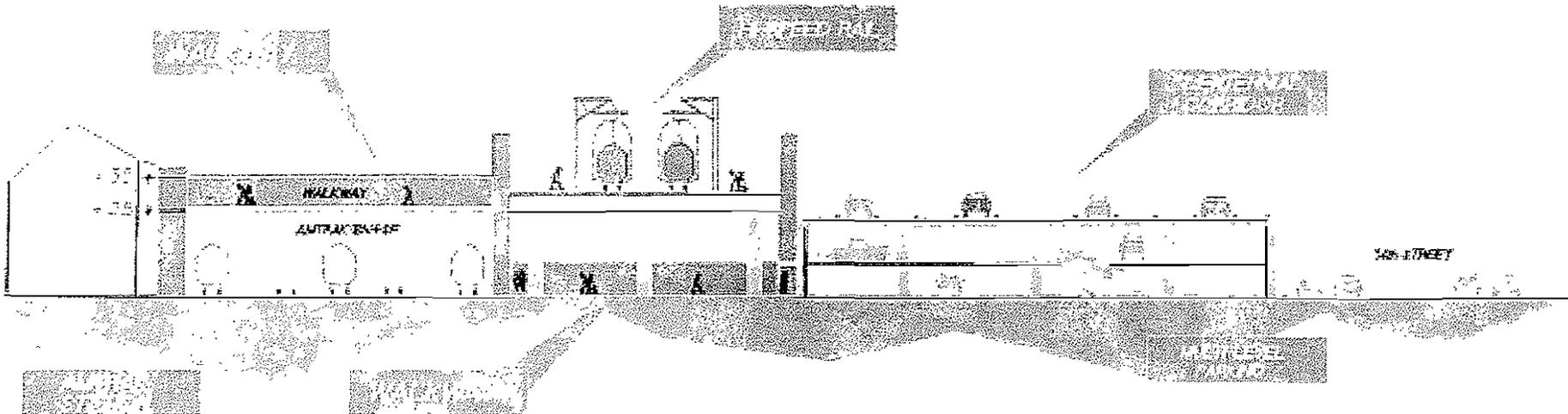


Figure 5-1
TRUXTON STATION SITE LOCATION

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alignment for the new Crosstown Centennial Freeway and a cross section for the freeway relative to rail facilities. West of Bakersfield High School the Freeway would be located along the north side of BNSF's tracks. Just to the east of the High School the Freeway would cross over to the south side of BNSF tracks and then cross back to the north side east of Amtrak's Station. A two direction freeway access roadway would be constructed along 14th Street with signalized intersections at Chester Avenue and at Q Street. The elevated freeway would have approximately a 150 foot wide cross section. Two freeway elevations have been defined, one at 30 feet above ground and the second at 53 feet above ground. The freeway is anticipated to serve up to 160,000 daily vehicle trips (as a point for comparison the State Route 99 Freeway near California Avenue presently carries about 120,000 daily vehicle trips).

HSR and the Crosstown Centennial Freeway will need to be constructed at different elevations, as the freeway snakes across the BNSF and HSR alignment. If HSR serves the Truxtun Station site on an elevated structure, the freeway desirably should be the higher elevation, with HSR running between it and the BNSF Yard. Access ramp plans for Chester Avenue and for Q Street would need to be modified to avoid elevation conflicts with HSR. The need for four vertically separated transportation facilities in the corridor (BNSF, HSR, Freeway, and Access Ramps) probably would push the height of the freeway up to 75 feet above ground level, with the ramps located at an elevation between the freeway and HSR. Location of HSR 75 feet above ground level would further complicate vertical circulation for passengers and their baggage to platform levels. These freeway/rail alignment conflicts requiring higher level construction would increase construction costs.

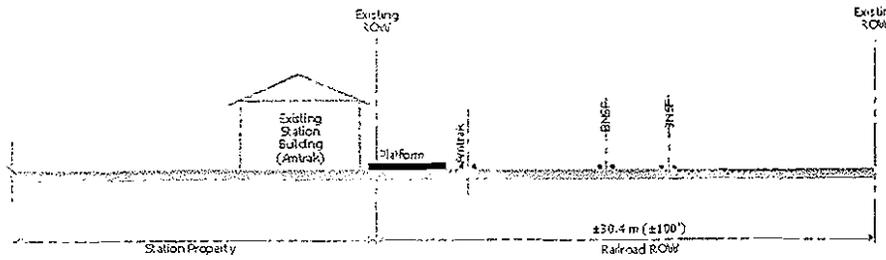
San Joaquin Service

A principal benefit of this site is its proximity to the San Joaquin Amtrak station. This proximity would facilitate passenger transfer connections, sharing of the Amtrak feeder bus terminal and possibly even the sharing of an expanded station. These are all important strengths. If the San Joaquin service becomes infeasible after HSR begins, most of these potential benefits disappear. Discontinuance of San Joaquin service south of Fresno, however, offers the opportunity to utilize the BNSF Yard's north side track approach for HSR operating at-grade into the current Amtrak station. BNSF would need to be reimbursed with expanded yard and approach track capacity. This might be less expensive than provision of a totally elevated HSR system. The at-grade option would not be viable, if 200 mph through trains operated on the BNSF tracks.

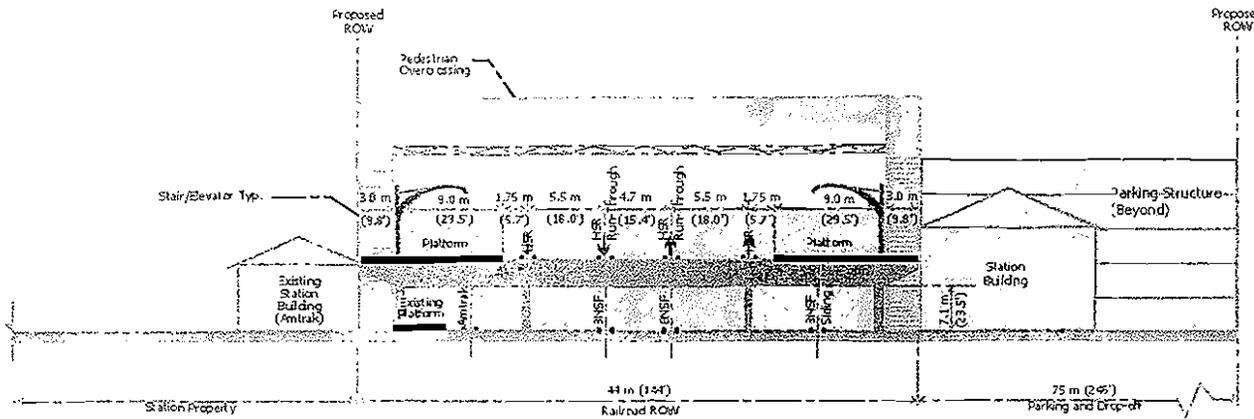
Available Property

A significant amount of property exists south of the railroad tracks for redevelopment. This potential could be increased further by right of way acquisitions for the Crosstown Centennial Freeway or as part of a partnering arrangement with the BNSF. One could in fact envision property acquired for the Crosstown Centennial Freeway, being used to expand BNSF's railyard and facilitation of the HSR construction.

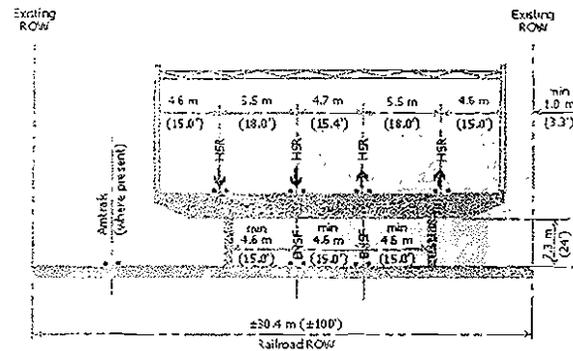
Figure 5-4 describes the station cross section envisioned by the EIS for the BNSF corridor. Its four track HSR cross section would be reduced to a two track cross section if the Truxtun station were an off-line station. It is important to note that the elevated cross section for the station (144 feet) is wider than the current 84 foot BNSF right of way. Figure 5-5 shows the envisioned cross



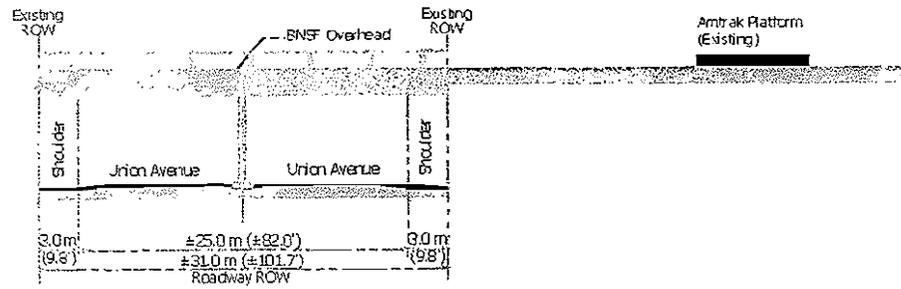
Existing



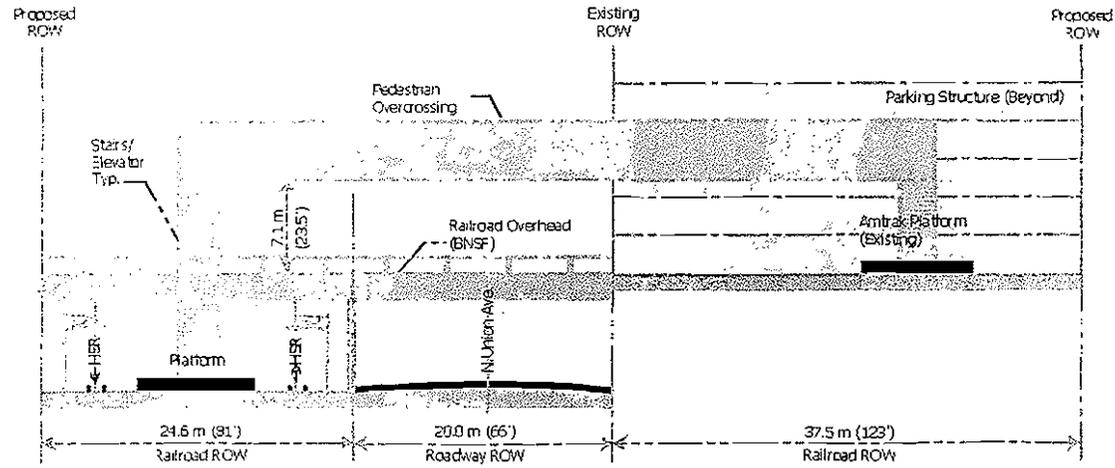
Proposed



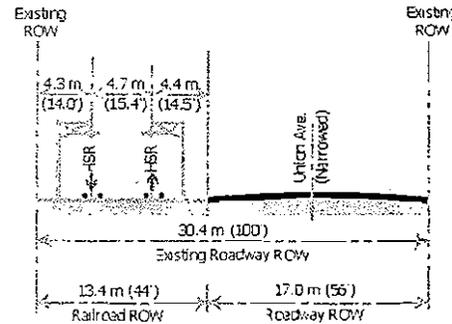
Proposed
Station
Approach



Existing



Proposed



Proposed Station Approach

section for a north-south Union Avenue station. As mentioned, the Union Avenue alignment is not understood to be very promising for HSR.

STATION PROGRAM

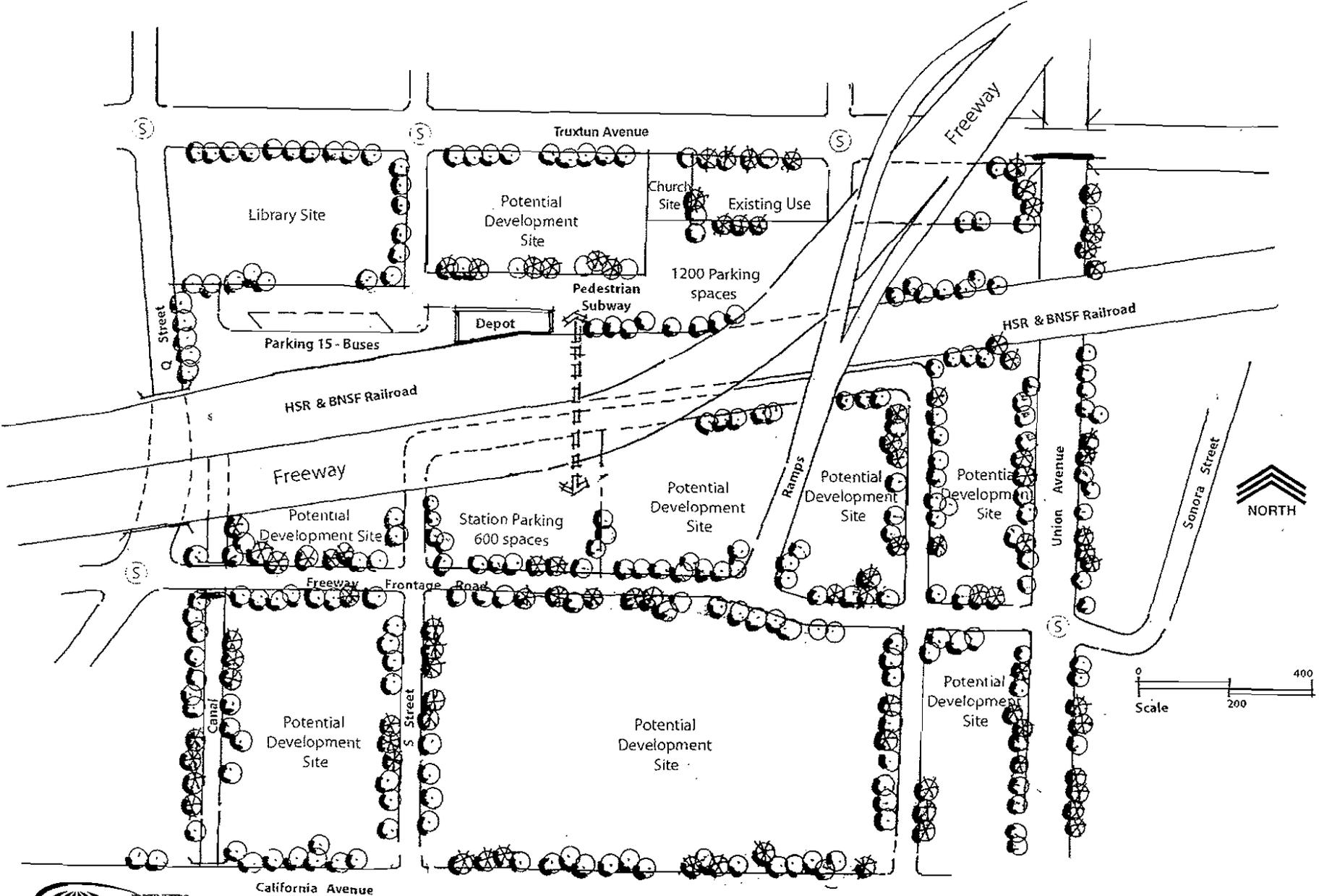
As reported earlier, the program for this station site is the same as was described for the Golden State station site. The EIS is proposing 750 parking spaces and one bus bay. Patronage forecast for Bakersfield's station do not include any consideration for commuter use. Nor does the parking forecast include consideration of rental car operations at the HSR station. Plans for HSR stations assume that parking and other uses similar to rental car facilities would be the responsibility of local jurisdictions, not of the HSR system. For planning purposes, 800 to 1,000 parking spaces are suggested along with 200 spaces for rental cars. This is a similar figure to that proposed for the Golden State station site. Consolidation of Greyhound into this terminal is proposed in order to fully utilize available bus bays and provide a consolidated public transport terminal for Bakersfield.

ILLUSTRATIVE SITE CONCEPT

Three illustrative site concept plans were prepared for this site. As noted previously, the illustrative site plans are merely intended to show how a site might be develop, and is not intended as the final site plan. Concept A illustrates how the station might look if the Crosstown Centennial Freeway is constructed parallel to the BNSF alignment. Concept B shows how a station might be developed if the Crosstown Centennial Freeway is not constructed in the BNSF corridor. Concept C illustrates a station development plan, if the Truxtun Station is developed as an off-line station and Amtrak San Joaquin service is discontinued. This concept would run HSR trains at-grade through the station and would coordinate with BNSF expansion of track right of way. Either Concepts A or B would also function, if the Truxtun Station were an off-line two track HSR station. In summary, Concepts A and B are both elevated HSR stations either as a four track mainline station or two track off-line stations and Concept C is a two track off-line at-grade station.

Concept A – Crosstown Centennial Freeway Station

With the construction of the Crosstown Centennial Freeway as shown in Figure 5-2, its Q Street access ramps would severely limit access to the area south of the Amtrak station. Station access to Q Street between the freeway frontage road and the railroad tracks is unlikely. Thus, the area south of the Amtrak Station would not have access from the west (Q Street), from the north (BNSF), from the south and most of the east (freeway ramps). Station area access could be improved by realigning the freeway access ramps to a more north/south alignment (Figure 5-6) and providing station driveways to/from the freeway frontage road. Details of the elevations need to be coordinated with the freeway planning efforts. A station then could be developed for this area and parking could be provided under the freeway structure. The passenger station could be placed under the freeway, but would probably be better located at the site of the present Amtrak Station Depot. This north side location would provide the best pedestrian and transit access to Downtown. Concept A, however, would provide little economic benefit to the area between the freeway and California Avenue. The station itself would be separated from the potential southern development area by the 141 foot elevated HSR facilities and the 150 foot wide elevated freeway. Together these elevated transportation facilities would divide the north and south of tracks development downtown by an uninviting area almost a football field length.



**Figure 5-6
ILLUSTRATIVE TRUXTUN STATION - CONCEPT A**

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Most probably the area between the freeway and California Avenue would develop as a freeway oriented use, rather than a HSR oriented use.

Concept B – No Crosstown Freeway Station

If the Crosstown Centennial Freeway were not to be constructed parallel to the BNSF alignment, the area south of the elevated HSR tracks would have greater potential for HSR related redevelopment and economic benefit. Figure 5-7 describes how this station might be developed with a stronger south side emphasis. Station parking would be located in a structure south of the HSR tracks and the HSR station depot would be located on the south side of the tracks. A pedestrian underpass would connect the HSR station with the current Amtrak station and its feeder bus terminal. The three level parking structure would help to buffer the railroad corridor from commercial and residential developments south of the tracks. Access to the HSR station would be from California Avenue via S Street and U Street.

Concept C – UP Mainline with Off-line Station at Truxtun

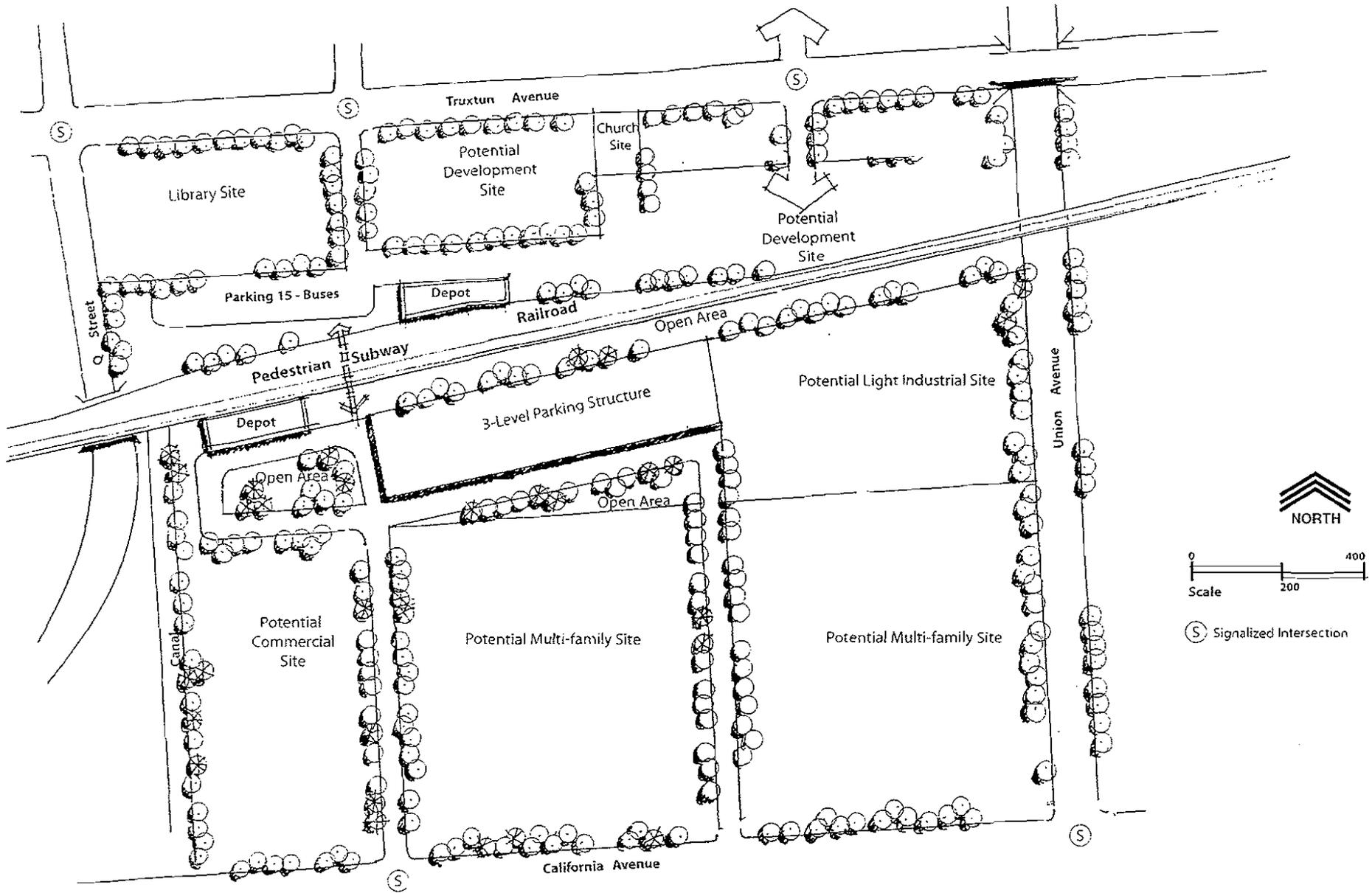
If the mainline HSR service operates along the UP corridor and the Truxtun Station were developed solely as an off-line station, it might be possible to develop it as an at-grade HSR station. This would depend on the fate of the San Joaquin service. If the San Joaquin service was discontinued south of Fresno and replaced by HSR service, the station area BNSF right of way currently used by San Joaquin trains could be developed for at grade HSR service to this off-line station. High speeds would not be required for the off-line station area tracks. Some additional right of way would be required in order to eliminate the need to share track with BNSF trains. This might be accomplished in partnership with BNSF, if they have an interest in expanding their freight yard. Observations indicate that the BNSF Yard is very busy. Figure 5-8 illustrates how an at-grade station might be developed. Obviously, the success of joint development south of the tracks would depend on decisions to construct the Crosstown Centennial Freeway parallel to HSR. A three-level parking structure would be constructed on the south side of the tracks along with commercial and residential development. A pedestrian overpass would be constructed over the HSR and BNSF tracks connecting to the Depot Building located on the north side of the tracks. The Depot building would be an expansion of the current Amtrak Station. The current Amtrak feeder bus terminal would be reused as shown in Figure 5-8. This scheme could involve no elevated transportation structures (railroad or freeway) through downtown. It is also possible that this at-grade HSR station concept could be developed with an elevated Crosstown Centennial Freeway.

MARKET PERSPECTIVE

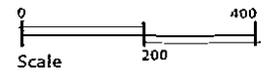
Station accessibility, security and ease of parking are all important issues for potential HSR patrons.

Station Access

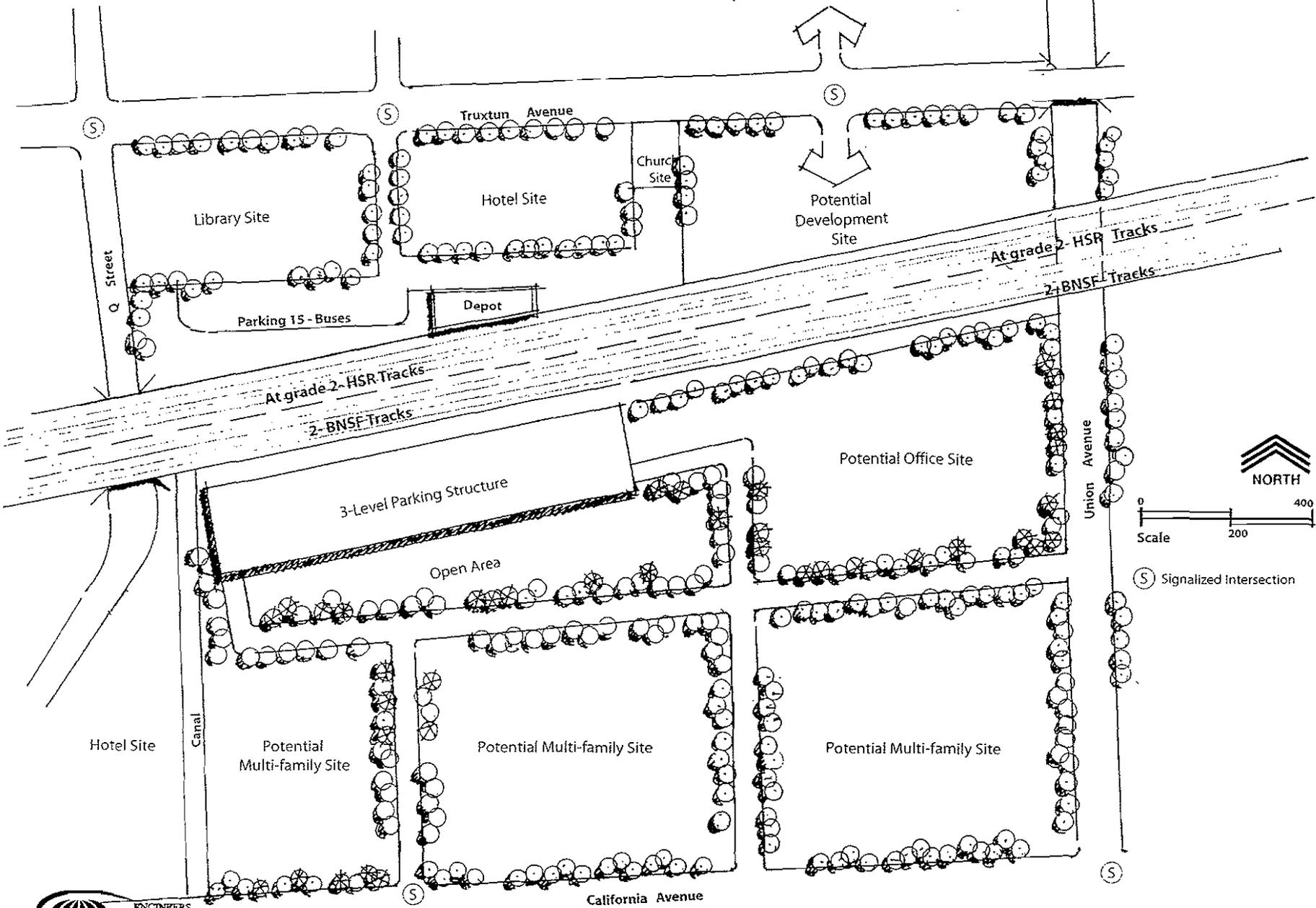
The Truxtun station site is very accessible from the Downtown and benefits from a regional transportation system that is focused on the Downtown. Completion of the Crosstown Centennial Freeway would further increase regional accessibility by highway to the station vicinity. Crosstown Centennial Freeway plans show downtown access via a two-way frontage road aligned roughly along 14th Street. Freeway access ramps would be at Chester and at Q



NORTH



Ⓢ Signaled Intersection



Street. Without the Crosstown Centennial Freeway, traffic access to the southern HSR parking would be to/from California Street. Pedestrian and bus access is excellent to Downtown. With the exception of the Crosstown Centennial Freeway Concept A, the Truxtun station site concepts have two access points to California Street, which should be adequate. Concept A has the Crosstown Centennial Freeway to augment its two access points to California Street.

Security

The security issues would include the pedestrian crossings of the railroad and the security of the parking area. Concepts A and B, which are both elevated HSR concepts, employ a pedestrian underpass for the connection. Pedestrian underpasses are generally preferred by pedestrians (only 12 to 15 foot elevation change versus 50 to 55 foot elevation change for overpasses), but they can prove to be a security problem. Careful design is needed to minimize crime and vandalism. All three station concept plans provide compact parking structures.

Ease of Parking

To patrons, ease of parking also means cost of parking. All three concepts provide the required number of patron parking spaces. Concept A would provide these on a surface lot that would probably have a lower parking fee than the parking structures. Concept A could also provide parking to support parking demands Downtown. Concept A proposes to provide 1,800 surface parking spaces compared to 1,250 structured spaces for concept B and 1,500 structured spaces for Concept C. Breakeven parking fees for surface lots are about \$2 per day per space versus \$5 for structured parking. Obviously, the lower fees for surface parking would be more attractive than the fees needed to cover cost for parking structures. Viewed from another perspective, the City or parking provider could make more profit from the surface lot than from a parking structure.

SERVICE PROVIDER PERSPECTIVE

Golden Empire Transit (GET), Greyhound, Amtrak and the railroads would have differing perspectives on the development of a station on the Truxtun site.

Golden Empire Transit

Being located in the downtown area, the Truxtun Avenue HSR station site would be easy to serve. Route 9 at present directly links the site to the Downtown Transit Center via Truxtun and Q Streets. Route 9 operates every 30 minutes on Saturdays and weekdays. A direct connection is missing, however, to the airport and a new shuttle link would need to be established in order to make this connection. It should be noted that bringing Route 9 into stations with bus terminals south of the tracks would be more difficult than serving the station bus terminal on the north side of the tracks. All three station concept plans retain the feeder bus terminal on the north side of the railroad tracks.

Amtrak San Joaquin Service

Concepts A and B both retain the San Joaquin connection on the lower level, while Concept C is predicated on the curtailment of San Joaquin service south of Fresno. Concepts B and C expand the current Amtrak station building, while Concept A proposes a separate HSR Depot Building on the south side of the tracks. The most seamless connection and most efficient station operating scenario would be for HSR and Amtrak to share the same station building. The

elevated HSR concepts (A and B) and the at-grade Concept C would all involve very disruptive construction period impacts on Amtrak operations.

Greyhound Intercity Bus Service

The direct HSR connection to Los Angeles will eliminate the need for some of the current feeder bus loading bays at the Amtrak Station. The proximity to downtown and the potential availability of bus bays, might interest Greyhound to relocate into the HSR station complex. Relocation of the Greyhound operations to the Truxtun Station would not be very difficult, as it is very near their current terminal (18th Street and F Street).

UP and BNSF Operations

It is difficult to predict UP's view of this station site, if HSR is selected to operate along the UP corridor through the Valley. Neither the UP north BNSF would likely want their corridor selected for the Valley HSR operation. UP would want grade separation of their tracks through Bakersfield. The BNSF would not likely want HSR operating over or adjacent to their important Bakersfield Yard. If the BNSF has a strong interest in expanding its yard, it might be interested in working with the CHSRA and the City. If the at-grade Concept C is selected, BNSF would want current at-grade crossings eliminated.

GOOD NEIGHBOR PERSPECTIVE

Station Location

The Downtown Truxtun/ S Street Station site is southeast of the existing Amtrak station and between S Street and Union Avenue. A few blocks to the east are the Convention Center and Holiday Inn Select Hotel. Farther east includes the Downtown area with City and County offices, additional hotels, restaurants, shopping and other community facilities. Access to and from this station alternative is ideal since it is immediately adjacent to the existing Amtrak station and rail corridors.

Compatibility with Land Use

Existing

The City of Bakersfield's zoning designations (2002) identifies numerous land uses within 1.5 miles of the Downtown/Truxtun and S Street Station as shown in Figure 5-9. The existing land uses surrounding the site are a mix of industrial, commercial and single family residential. The station site is located in a general manufacturing industrial zone (M-2) with light manufacturing facilities directly to the south and east. Commercial uses are both north and west of the station site which includes hotels, retail, office space and civic center uses. Farther south of the station site are three blocks of single-family homes leading to a limited multiple family dwelling zone. This station site has the most diversified land uses with several redevelopment areas planned for future growth.

Proposed

The City's General Plan (2010) does not show any significant land use changes near the station site. The General Plan shows a concentration of mixed-use/major office commercial use immediately north and west of the project site. Further west beyond the mixed-use area is designated office commercial which leads to high then low residential densities.

The land use opportunities for this station would occur adjacent to the west where mixed-use options may be appropriate. This area would add to the intensification of uses to insure transit supportive capabilities. The sites identified near the station would be predominately commercial, civic/cultural, and office uses, with residential areas being supportive as secondary uses. This station should experience higher ridership as the land use intensifies and mixed-use project increase.

Redevelopment Potential

The station site is located in the City's designated Old Town Kern Redevelopment Area with the Downtown Redevelopment area in close proximity to the west and the Southeast Bakersfield Redevelopment area directly north. The station has access to many proposed and existing facilities including apartments, hotels, restaurants, and shopping areas.

The Downtown Redevelopment project encompasses 16 square blocks in the central business district. The station site is less than 1.5 miles from the Civic Center, City Hall, major county administration buildings, the public library, Convention Center, and Holiday Inn Select. A few miles to the west there is a major employment center with two major shopping malls (Valley Plaza Shopping Center 3 miles south; East Hills Mall 3 miles northeast).

Some of the more recent redevelopment projects involve mixed-use developments. The Padre Hotel is being restored and enhanced with new retail uses throughout the ground floor and 100 apartment units on the above floors. The streetscape design along Wall Street Alley has recently been completed where the street is closed for special events. Chester Avenue Streetscape has been expanded and includes more than 150 large trees, new cast-iron tree grates, decorative street lights, corner bollards and new trash receptacles.

This station site has the greatest potential for redevelopment activities with all three of the City designated redevelopment areas within a few miles. New offices are being constructed on vacant parcels just bordering the Amtrak station and there are historical buildings that offer prospective low cost restoration opportunities. The greatest opportunities appear to be north of Truxtun Avenue, since the area between Truxtun and the BNSF tracks is already well developed and the area south of the BNSF tracks will be largely screened by the Crosstown Centennial Freeway.

Consistency with Existing Plans and Policies

The Downtown station site emphasizes the mixed-use development policies of the various agencies. A new Downtown HSR station can act as an economic stimulus by increasing demand for infill development. Factors such as restoring existing facilities by offering lower construction costs and subsidized costs through transit-oriented developments can support growth around a downtown station. This station site would also encourage new downtown businesses and promote mixed-use after-work activities.

Some of the General plan and community strategies that support a Downtown station include:

- Expand the downtown street light design and streetscape design, and incorporate benches, garbage cans, tables and chairs.

- Develop River Street to become a center for community activities and outdoor activities.
- Encourage the use of trees and flowers, lighting, street furniture, art signage, and flags. Use surface material that enriches the paving options on streets, sidewalks, and curbing.
- Recognize historic buildings, sites and neighborhoods. Provide history of historic building/sites to be placed in a visible area.
- Develop historic walking and trolley tours.
- Redevelop individual city blocks by using mixed-use to get funding for housing. Use transit villages to obtain additional funds. Place them near Amtrak or GET stations and they will qualify as “transit oriented developments.”
- Develop land use policies that encourage in-fill development while discouraging urban sprawl and leapfrog development into prime agricultural lands.
- Encourage and provide business development and entrepreneurial opportunities. By identifying needs of small business and existing family business development and entrepreneurial opportunities. Create business development initiatives centered around industry cluster groups.

Growth Inducements

This station site has high potential to stimulate infill developments. With recent concentrations of redevelopment near the site, there are plans to build more intensified development with a mixture of housing, retail and commercial uses. Within the Downtown district, there are historic buildings sites as well as potential areas of mix use that will qualify as transit oriented developments. This will create demand for infill development to connect existing facilities with greenbelts and publicizing lower costs through existing infrastructure. Growth inducing impacts would not be as significant as those associated with the Airport Station Site.

Job Generation Potential

A high speed rail hub in the downtown area would have the equivalent economic impact of a medium-sized airport located in the heart of a central business district. The high speed rail will bring more people and private sector jobs to downtown Bakersfield in almost every industry from restaurants to wholesale trades. A high speed rail terminal can become the focal points for commercial redevelopment and promote substantial new development in surrounding areas. A high speed rail network pulls together the regional economy and promotes intra-regional business growth. The development of improved rail service can provide a significant boost to travel and tourism by encouraging weekend leisure trips by families from smaller towns to the major cities and vice versa.

Parking and Traffic

All three station site concept plans provide for station access from the south (California Avenue or the new Crosstown Centennial Freeway). Traffic intrusion into established neighborhoods would not be a potential source of complaints, as there are no housing units presently located in this area. Some potential for parking abuse, however, would be associated with any of the three concepts. HSR patrons would seek to park free in adjacent downtown parking facilities, rather than pay \$3 to \$5 daily for parking in the HSR parking structure. A parking management plan

and enforcement program would be needed to address this potential problem.

Property Tax Impacts

The 1996 Economic Impact and Benefit/Cost of High Speed Rail for California found the following based on an analysis of the Truxtun site:

- A HSR station at the downtown site would add to the synergy created by the convention center and the new Amtrak Station;
- New office development could possibly shift from the southwest quadrant to the downtown as businesses desire to have convenient access to a variety of transportation modes;
- Demand for lodging facilities may also result, along with hospitality related uses, such as retail and dining establishments; and
- Between 2000 and 2020, approximately 30 to 35 percent of the projected value of new development within one-half mile of a proposed downtown Bakersfield HSR station is estimated to be attributed to high speed rail. This amounts to about \$23.5 to \$27.4 million (1995 dollars).

Recognizing that a substantial amount of the current development along Truxtun Avenue is public and does not pay property taxes, increased value of these public buildings would not add to property tax revenues.

DEVELOPMENT AND OPERATIONS PERSPECTIVE

Parcels, Ownership and Size

The assessor's parcel number (APN), ownership and parcel sizes are identified in Tables 5-1 and 5-2. The parcels are show on the map in Figures 5-9 and 5-10.

Displacements

Development of a HSR station on this site would involve acquisition of the industrial parcels south of the tracks and perhaps some acquisitions along the BNSF right of way needed to widen the corridor and facilitate construction. Right of way acquisitions possibly could be partnered with the Crosstown Centennial Freeway project or with the BNSF.

Development Constraints

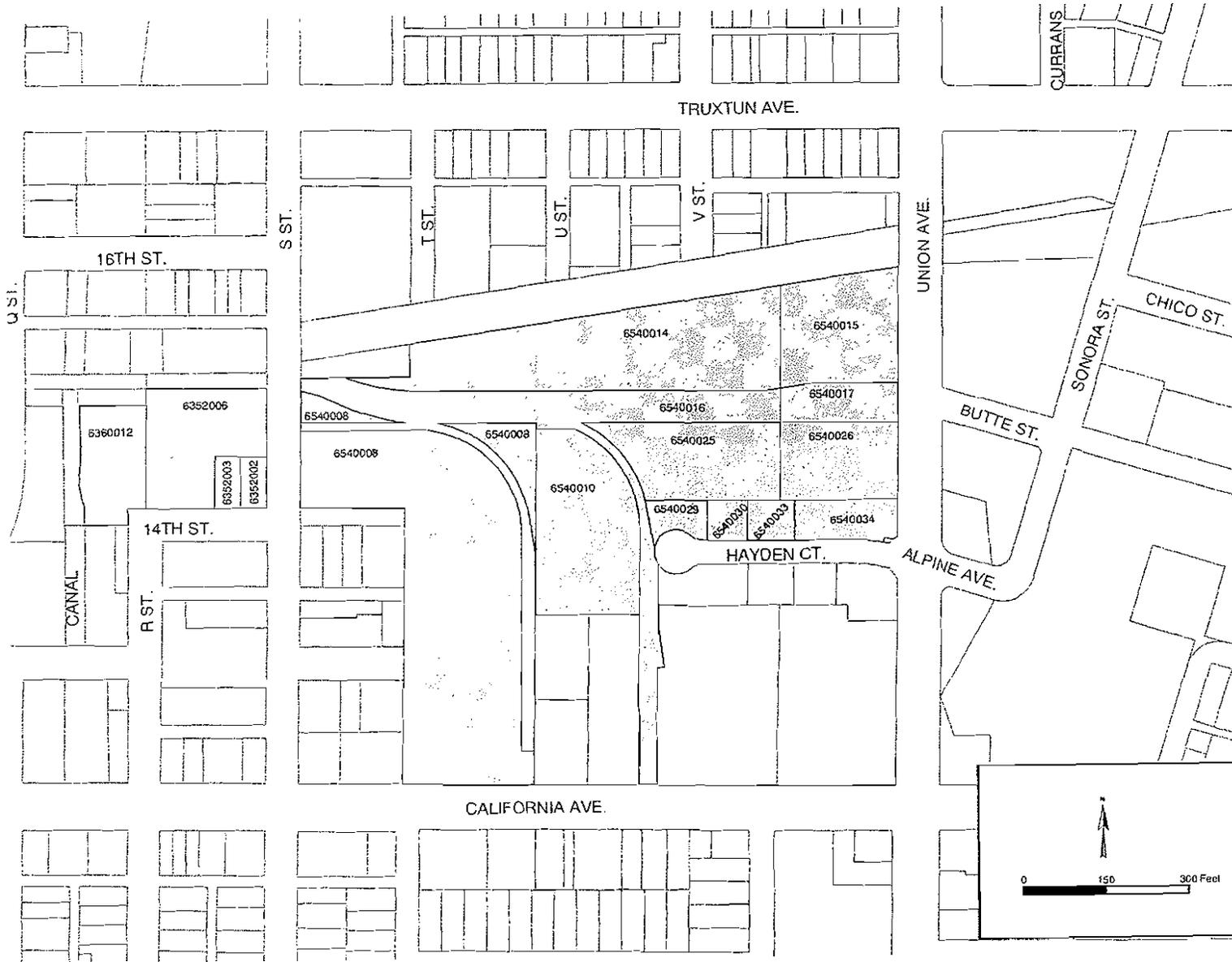
The key physical constraints affecting development of a HSR station at this site are the BNSF tracks and in the future will likely include the Crosstown Centennial Freeway.

Geology

The Alquist-Priolo Earthquake Fault Zoning Maps for the City and County of Bakersfield show that the Truxtun site is not located on an area that is considered a potentially active fault. The entire Bakersfield area is considered seismically active and could experience severe ground shaking and surface readjustment in the event of a maximum magnitude earthquake.



Figure 5-9
PARCEL MAP - EAST OF AMTRAK STATION
386110/PASTE/PT - 3/27/03



Implementation of General Plan policies, the Uniform Building Code and Safety Element policies would mitigate potential significant impacts to people and structures to a level of less than significant. (City of Bakersfield. General Plan Update DEIR SCH #1989070302. 2002. PP. 4.6-8 - 19.)

Utilities

The site is presently developed and is served by utilities. Utility information is as follows:

- Sewer – a 14-inch line runs parallel to Union Avenue and an 8-inch line that runs just south of Truxton Avenue.
- Electricity – there are two circuits available to provide service to the site.
- No details available at present for telephone, gas, water or cable service.

Railroad

If the UP corridor is selected for HSR service, the Truxtun site would function as a two track off-line station. However, if the BNSF line is selected for HSR service, the Truxtun site would function as a mainline four track station. Neither railroad would likely want their mainline corridor selected for HSR, unless sizeable compensation was provided. With Truxtun developed as a four track mainline station (BNSF HSR), about six miles of station siding track would need to be constructed (three miles of track in each direction). Station tracks would extend from just east of Oak Street to the junction with UP mainline tracks near Haley Street on the west. With Truxtun developed as a two track off-line station, about 20 miles of station access tracks would need to be constructed (ten miles in each direction). With the Truxtun site developed as a double tracked at-grade off-line station, 20 miles of track would need to be constructed – mostly at-grade.

The BNSF will likely push for yard improvements and the elimination of at-grade traffic crossings for any station concept at Truxtun.

SUMMARY

- Several ways are possible to develop a HSR station on this site.
- A HSR station at this site would facilitate coordination with Amtrak San Joaquin service and with Greyhound Bus services.
- Right of way acquisition appears relatively simple and displacement of businesses would be minimal.
- Proximity to Downtown offers the greatest pedestrian and transit access opportunities of any of the sites.
- Opportunities for HSR station to serve as a catalyst for economic development downtown is probably greatest at this site.

**Table 5-1
AMTRAK TRUXTUN SITE
ASSESSOR PARCEL NUMBER, OWNERSHIP, VALUE**

APN	Area (Sq. Ft.)	Perimeter (Ft.)	Land Val	Impr Val	PERPROP Val	EXMPT Val	Net Val
6352002	8589.23	393.12	TBD	TBD	TBD	TBD	TBD
6352003	8566.33	393.00	TBD	TBD	TBD	TBD	TBD
6352006	75316.61	1216.63	TBD	TBD	TBD	TBD	TBD
6360012	48473.09	934.35	TBD	TBD	TBD	TBD	TBD
6540008	9692.77	629.44	TBD	TBD	TBD	TBD	TBD
6540008	21154.42	1037.48	TBD	TBD	TBD	TBD	TBD
6540008	307583.31	2866.77	TBD	TBD	TBD	TBD	TBD
6540010	111158.36	1363.73	TBD	TBD	TBD	TBD	TBD
6540014	183691.09	2563.52	TBD	TBD	TBD	TBD	TBD
6540015	80462.85	1148.66	TBD	TBD	TBD	TBD	TBD
6540016	165877.20	7017.45	TBD	TBD	TBD	TBD	TBD
6540017	28719.88	779.24	TBD	TBD	TBD	TBD	TBD
6540025	78643.79	1302.77	TBD	TBD	TBD	TBD	TBD
6540026	58644.88	988.73	TBD	TBD	TBD	TBD	TBD
6540029	13183.34	546.78	TBD	TBD	TBD	TBD	TBD
6540030	10158.38	403.16	TBD	TBD	TBD	TBD	TBD
6540033	11983.84	439.41	TBD	TBD	TBD	TBD	TBD
6540034	26448.82	729.72	TBD	TBD	TBD	TBD	TBD
6352002	8589.23	393.12	TBD	TBD	TBD	TBD	TBD
6352003	8566.33	393.00	TBD	TBD	TBD	TBD	TBD
6352006	75316.61	1216.63	TBD	TBD	TBD	TBD	TBD

**Table 5-2
TRUXTUN EAST OF AMTRAK SITE
ASSESSOR PARCEL NUMBER, OWNERSHIP, VALUE**

APN	Area (Sq. Ft.)	Perimeter (Ft.)	Name Asse	Address	Land Val	Impr Val	PERPRO Val	EXMPT Val	Net Val
16150007	28501.54	659.45	SEVEN-UP/RC BOTTLING CO	3220 E 26TH ST VERNON CA 90058	\$ 102,800.00	\$ 242,500.00	\$ -	\$ -	\$ 345,300.00
16150008	27025.26	688.44	DE ALBA ALFONSO	324 OAK ST # R BAKERSFIELD CA 93304	\$ 98,840.00	\$ 100,200.00	\$ -	\$ -	\$ 199,100.00
16150012	29984.82	792.52	SEVEN-UP/RC BOTTLING CO	3220 E 26TH ST VERNON CA 90058	\$ 100,900.00	\$ 16,940.00	\$ -	\$ -	\$ 117,800.00
16150013	1805.48	489.49	RUDOLPH BERTRAM F JR	P O BOX 2302 CARMEL CA 93921	\$ 64.00	\$ -	\$ -	\$ -	\$ 64.00
16150014	43352.00	927.31	FRANCHISE REALTY INTRST CORP	4600 MING AV BAKERSFIELD CA 93309	\$ 203,200.00	\$ 457,600.00	\$ -	\$ -	\$ 660,800.00
16150016	33973.34	777.40	DE ALBA ALFONSO	324 OAK ST # R BAKERSFIELD CA 93304	\$ 124,800.00	\$ -	\$ -	\$ -	\$ 124,800.00
16150017	50775.07	1006.32	OROZ MANUEL A & RACHEL J	131 E 19TH ST BAKERSFIELD CA 93305	\$ 163,500.00	\$ 157,500.00	\$ -	\$ -	\$ 321,000.00
16260002	16002.43	520.53	SCHIMNOWSKI DON & CAROLYN	127 E 18TH ST BAKERSFIELD CA 93305	\$ 25,250.00	\$ -	\$ -	\$ -	\$ 25,250.00
16260003	12123.74	467.79	SCHIMNOWSKI DONALD J & CAROLYN	205 E 18TH ST BAKERSFIELD CA 93305	\$ 23,250.00	\$ 164,300.00	\$ -	\$ -	\$ 187,500.00
16260004	2245.75	291.29			\$ -	\$ -	\$ -	\$ -	\$ -
16260005	1902.17	195.10			\$ -	\$ -	\$ -	\$ -	\$ -
16260006	1985.62	207.76			\$ -	\$ -	\$ -	\$ -	\$ -
16260007	4550.34	283.07			\$ -	\$ -	\$ -	\$ -	\$ -
16260008	5257.91	312.67			\$ -	\$ -	\$ -	\$ -	\$ -
16260009	6070.72	344.22			\$ -	\$ -	\$ -	\$ -	\$ -
16260011	3918.68	254.94	FIRST CHURCH RELIGIOUS SCIENCE	222 EUREKA ST BAKERSFIELD CA 93305-5622	\$ 9,320.00	\$ 43,960.00	\$ -	\$ 53,280.00	\$ -
16260012	11348.91	450.42	FIRST CHURCH RELIGIOUS SCIENCE	222 EUREKA BAKERSFIELD CA 93305	\$ 13,250.00	\$ 78,780.00	\$ -	\$ 92,040.00	\$ -
16260013	18744.91	549.60	HUTH FAMILY TRUST C	P O BOX 692 BAKERSFIELD CA 93240	\$ 12,440.00	\$ 158,200.00	\$ -	\$ -	\$ 170,600.00
16260014	7457.05	397.87	SCHIMNOWSKI DONALD J & CAROLYN	127 E 18TH ST BAKERSFIELD CA 93305	\$ 14,390.00	\$ 3,873.00	\$ -	\$ -	\$ 18,270.00
16260015	3449.75	343.93	SCHIMNOWSKI DONALD J & CAROLYN	127 E 18TH ST BAKERSFIELD CA 93305	\$ 7,307.00	\$ 2,102.00	\$ -	\$ -	\$ 9,409.00
16260016	5769.19	342.58	SCHIMNOWSKI DONALD J & CAROLYN	127 E 18TH ST BAKERSFIELD CA 93305	\$ 10,850.00	\$ 1,327.00	\$ -	\$ -	\$ 12,180.00
16260017	1667.78	253.26	CITY OF BAKERSFIELD	UNKNOWN CA	\$ -	\$ -	\$ -	\$ -	\$ -
16260018	5153.49	291.04			\$ -	\$ -	\$ -	\$ -	\$ -

**Table 5-2
TRUXTUN EAST OF AMTRAK SITE
ASSESSOR PARCEL NUMBER, OWNERSHIP, VALUE**

APN	Area (Sq. Ft.)	Perimeter (Ft.)	Name Asse	Address	Land Val	Impr Val	PERPRO Val	EXMPT Val	Net Val
16260019	1553.15	192.60	FIRST CHURCH RELIGIOUS SCIENCE	222 EUREKA ST BAKERSFIELD CA 93305-5622	\$ 2,689.00	\$ -	\$ -	\$ 2,689.00	\$ -
16260020	20668.47	576.82	MUNOZ REVOCABLE LIVING TR	4600 PANORAMA DR BAKERSFIELD CA 93306-1352	\$ 172,800.00	\$ 115,200.00	\$ -	\$ -	\$ 288,000.00
16260021	9524.64	437.08	BALTAZAR RIGOBERTO N & ESMERALDA	123 E 18TH ST BAKERSFIELD CA 93301-2913	\$ 51,000.00	\$ 99,960.00	\$ 32,500.00	\$ -	\$ 183,500.00
16270001	90579.67	1207.63	PATEL BHARAT P & SHOBHANA	1622 UNION AV BAKERSFIELD CA 93301	\$ 150,000.00	\$ 104,000.00	\$ 14,010.00	\$ -	\$ 268,000.00
16270002	8872.98	418.26	BISHOP ISAIAH & HAZEL M	3211 WEST 78TH PL LOS ANGELES CA 90043	\$ 18,070.00	\$ 36,140.00	\$ -	\$ -	\$ 54,220.00
16270003	10958.46	429.88	SHORT KAY F ET AL	9501 MEADOWLEAF CT BAKERSFIELD CA 93311	\$ 7,398.00	\$ 11,490.00	\$ -	\$ -	\$ 18,890.00
16270004	8508.57	378.07	HALBROOK ELWOOD R & LINDA L	219 EUREKA ST BAKERSFIELD CA 93305-5621	\$ 6,299.00	\$ 13,180.00	\$ -	\$ 7,000.00	\$ 12,480.00
16270005	5612.00	327.90	HEISEY FAMILY TR	223 EUREKA ST BAKERSFIELD CA 93305-5621	\$ 4,804.00	\$ 14,330.00	\$ -	\$ 7,000.00	\$ 12,130.00
16270006	6274.24	349.90	SALGADO CHARLES L & ARLETTE	4520 JOANNE AV BAKERSFIELD CA 93309	\$ 14,180.00	\$ 63,830.00	\$ -	\$ -	\$ 78,010.00
16270007	7202.67	382.53	LOPEZ KENNETH F	222 E TRUXTUN AV BAKERSFIELD CA 93305	\$ 25,000.00	\$ 15,000.00	\$ 5,450.00	\$ -	\$ 45,450.00
16270008	18187.40	540.96	SALGADO CHARLES L & ARLETTE	P O BOX 1527 BAKERSFIELD CA 93385	\$ 5,947.00	\$ 2,123.00	\$ -	\$ -	\$ 8,070.00
16360001	88323.02	1342.22			\$ -	\$ -	\$ -	\$ -	\$ -
16360005	122164.47	1416.31	4M INVESTMENTS	P O BOX 3289 BAKERSFIELD CA 93385	\$ 209,000.00	\$ 789,000.00	\$ -	\$ -	\$ 998,000.00
16360006	13680.73	914.80			\$ -	\$ -	\$ -	\$ -	\$ -
16360008	39486.64	1029.28	ATCHISON TOPEKA & SANTA FE RR	5200 E SHEILA ST LOS ANGELES CA 90040	\$ -	\$ -	\$ -	\$ -	\$ -
16460003	50673.65	1052.72	CARPENTER DAVID & BOBBYE TRS	2801 EL BERRENDO AV BAKERSFIELD CA 93304	\$ 43,160.00	\$ 52,520.00	\$ -	\$ -	\$ 95,680.00
16460004	18197.07	554.01	COMMENCO CORPORATION	9111 E DOUGLAS ST BOX 970 WICHITA KS 67201-0970	\$ 122,300.00	\$ 352,600.00	\$ -	\$ -	\$ 474,800.00
16150007	26501.54	659.45	SEVEN-UP/RC BOTTLING CO	3220 E 26TH ST VERNON CA 90058	\$ 102,800.00	\$ 242,500.00	\$ -	\$ -	\$ 345,300.00
16150008	27025.26	688.44	DE ALBA ALFONSO	324 OAK ST # R BAKERSFIELD CA 93304	\$ 98,840.00	\$ 100,200.00	\$ -	\$ -	\$ 199,100.00

- Numerous unknowns would influence the development of a HSR station at this location including: future of Amtrak San Joaquin train service, construction of Crosstown Centennial Freeway and BNSF visions for the future of its downtown freight yard.
- If the UP corridor is selected for HSR service, an expensive off-line station access track system might be required to connect this station.

Chapter 6

SUMMARY

KEY ISSUES/UNKNOWNNS

A number of unknowns will have important bearing on selection of the best HSR station site for Bakersfield.

- Alignment (BNSF versus UP north of Bakersfield and Grapevine versus Tehachapi south of Bakersfield) selected for HSR service in the Valley;
- The post-HSR future for the Amtrak San Joaquin service;
- CHSRA’s definition of the “Base System” – will it include off-line station access track costs?
- Willingness of UP and BNSF to share their rights of way as well as other rail upgrade investment coordination;
- Decisions regarding the Crosstown Centennial and the Golden State freeways;
- The Southern California Association of Government’s feasibility finding regarding Meadows Field’s role as a satellite regional airport serving the Los Angeles Region;
- The difficulty and cost of property acquisition and relocation efforts as well as how these relate to freeway development efforts; and
- Findings from the systemwide HSR EIS.

HSR PATRON ATTRACTIVENESS

There are three major potential markets for HSR in Bakersfield: commuter, airport access and intercity rail travel. Only one of these markets has been analyzed and that was for market and airline service conditions prior to 9/11. Intercity rail travelers who are residents of the region will seek a station with low cost parking. Residents of other areas visiting Bakersfield most probably would prefer a center city location within walking distance of their destinations. Most commuters would prefer a station site located towards Los Angeles and with free or very low cost parking. Airport access patrons will be seeking a seamless transfer link between the HSR station and the airport passenger terminal.

SERVICE PROVIDERS

The on-going HSR EIS and engineering studies will identify preferences for the system. This EIS is scheduled to be complete in August and completion date for the engineering studies is undefined. Golden Empire Transit could serve any of the three sites. Provision of a new airport shuttle service connecting to the HSR would be least expensive for the site nearest the airport. The annual cost for one GET bus operating 365 days a year 16 hours a day is about \$300,000. It

is likely that Greyhound would prefer the Truxtun station site, as it might be able to relocate to this facility. Both the UP and the BNSF will not want HSR and they will have an important influence on the total and local cost for HSR.

STATION SITE CONCLUSIONS

- All three of the station site vicinities could be developed into a HSR station;
- According to CHSRA all three of the station sites could be served by HSR trains.

Airport Station

- Feasibility of Meadows Field becoming a satellite regional airport will not be determined until SCAG completes its upcoming regional airport feasibility study update;
- Selection of the Tehachapi route for HSR between Los Angeles and Bakersfield would appear to complicate the vision of Meadows Field becoming a satellite regional airport, since this route would pass by Palmdale before reaching Meadows Field;
- Successful development of Meadows Field into a satellite regional airport will require a seamless connection between HSR and the airport passenger terminal;
- The environmental impacts for this site would primarily related to expansion of the airport (noise etc);
- The cost of right of way would depend on coordination with airport expansion efforts and with plans to upgrade state highways in the site area;
- This HSR station site would probably involve the least land acquisition difficulties; and
- The airport site would be out of direction for commuters should this prove to be a viable HSR market.

Golden State Station

- Best site for a station near Golden State Avenue and M Street appears to be near F Street;
- Proposed elevated freeway might limit station driveway access and could impact the attractiveness for waiting passengers and station area development;
- Probably the least cost station, if the UP corridor is selected for HSR service;
- The environmental impacts for this site would depend substantially on the plans for the Golden State Freeway. The freeway potentially could mask impacts associated with HSR and a station at this location. If the station's orientation is towards the north, then adverse impacts could occur to the residential neighborhood located north of the tracks;

- The cost of right of way would depend on cost sharing with the proposed elevated freeway project as well as needs associated with HSR main line right of way and environmental impact mitigation needs;
- If the BNSF corridor is selected for HSR service, this site would be less attractive; and
- Property acquisition would be difficult and would involve significant relocation costs.

Truxtun Station

- A HSR station could be developed for this area in a number of ways depending on decisions regarding the Crosstown Centennial Freeway, on the post-HSR future of Amtrak's San Joaquin service and BNSF's interest improving its freight yard;
- Property acquisition appears to be easier for this site than for Golden State, but more difficult than for the airport site. Right of way acquisition related to planned freeway developments in all three station site corridors would significantly impacts costs and efforts for the HSR station project (probably mutually beneficial);
- Amtrak and Greyhound connections to HSR would be simplest;
- Due to the Crosstown Centennial Freeway's location immediately south of the HSR alignment, most of the economic stimulus benefits associated with HSR would likely be oriented north of Truxtun Avenue;
- The environmental impacts for this site would be largely mask by the planned freeway.
- Right of way costs would depend on cost sharing agreements with the Centennial Freeway project;
- Probably the most convenient location for business people traveling to Bakersfield; and
- If the UP alignment is selected for HSR, the Truxtun site would be an off-line station and might possibly require local funding participation for the added costs.

EVALUATION ASSESSMENT

As noted in Chapter 1 of this report, a set of evaluation criteria were adopted by the Bakersfield City Council and the Kern County Board of Supervisors to help judge the best site for a HSR station in the Bakersfield Region. Table 6-1 summarizes the study findings in terms of these criteria. Due to a number of important variables and unknowns, simple assessments were not possible for many of the criteria. For example, plans to construct freeways in all three station site corridors complicated assessment of land use and environmental impacts as well as understanding of alignment and site development envelopes available for station development.

**Table 6-1
STATION EVALUATION SUMMARY**

Station Evaluation Criteria	STATION SITE ALTERNATIVES		
	Airport Station	Golden Station	Truxtun Station
Station design characteristics	Accommodates Desired Program	Accommodates Desired Program	Accommodates Desired Program
Right of way needs	Related to freeway improvement efforts	Related to freeway coordination	Related to freeway coordination
Operational constraints	None	None	None
Track alignment considerations	4 track mainline station	4 track mainline station	Possible 4 track mainline station , but could be 2 track off-line station
Technology and service requirements	none	none	none
Availability of adequate utilities at the site	Site utilities being developed for Ind. Park	Site is presently served by utilities	Site is presently served by utilities
Site support of patronage and revenue objectives	Good if airport expands	Good, except as might be limited by elevated freeway	Good, except as might be limited by freeway
Site geology and engineering	Not on active fault	Not on active fault	Not on active fault
Feasibility of site acquisition	Appears simple	Coordinated with Freeway R/W Needs	Coordinated with Freeway R/W Needs
Ridership profiles and revenue forecasts	Potential for airport access patronage to be determined	Good for resident intercity and commuter markets	Good for resident and non-resident intercity and for commuter markets
Physical constraints to station area development	Improvements to SR-99 Freeway	Coordination with elevated freeway	Coordination with elevated freeway
Compatibility with adjacent land uses	Consistent	Consistent	Consistent

Table 6-1 STATION EVALUATION SUMMARY			
Station Evaluation Criteria	STATION SITE ALTERNATIVES		
	Airport Station	Golden Station	Truxtun Station
Growth considerations	Related to airport expansion	Potential limited by elevated freeway	Potential directed north due to freeway
Inter-connectivity with other transportation modes	Good for the airport, difficult for Amtrak San Joaquin Service should it remain. Pedestrian access poor.	Difficult for Amtrak San Joaquin Service should it remain. Good for others except pedestrians	Good for all modes
Impacts on existing transportation facilities	Major Implications for Airport Interface	Needs link to airport	Needs link to airport
Consistency with existing plans and policies	Good except for unknowns associated with airport expansion	Good	Good
Job generation potential	Related to airport expansion potential	Good	High
Property tax impacts/Local Project Costs	Tax impact difficult to predict, local cost risk would be low	Tax impact difficult to predict, local cost risk would be low	Tax impact difficult to predict, some risk for local cost related to off line station
Surface street transportation impacts	Minimal	Minimal	Minimal
Redevelopment potential and property tax increments	Not in established redevelopment area	In a redevelopment area, except for the residential neighborhood north of tracks	Covered by several redevelopment areas
Availability of FAA funding programs to connect HSR station to an airport	Possible, but likely provided by passenger fees	None	None
Use of the Vision	Consistent with	Consistent with	Consistent with TOD

**Table 6-1
STATION EVALUATION SUMMARY**

Station Evaluation Criteria	STATION SITE ALTERNATIVES		
	Airport Station	Golden Station	Truxtun Station
2020 Plan for urban sprawl implications	airport growth policies	downtown development policies	land use and pedestrian promotion policies

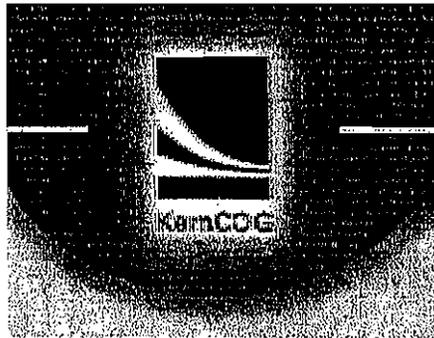
APPENDICES

Appendix A

STAKEHOLDER INTERVIEW SUMMARY

Metropolitan Bakersfield HIGH SPEED RAIL TERMINAL IMPACT ANALYSIS

Stakeholder Interview Summary
January 2003



Prepared for Kern COG by:

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Project Consensus & Outreach Subconsultant to Wilbur Smith Associates

I. Introduction

In November 2002, the Kern County of Governments (Kern COG) initiated this study to evaluate three potential sites for a future High Speed Rail (HSR) terminal in the Greater Metropolitan Bakersfield area. A critical goal of the study is to build a local consensus on a final recommendation to the California High Speed Rail Authority (CHSRA) by spring of 2003, in advance of a potential CHSRA decision on the site. Consensus building is a major element of the study because each of the three sites is moderately or strongly supported by one of three major local stakeholders: the City of Bakersfield, the County of Kern (including the Department of Airports) and the Downtown Business Association. The three sites under consideration are:

- Truxtun Avenue and S/Union Street (near the Amtrak station)
- Golden State/M Street (may be at Golden State from M to F Street)
- 7th Standard Road West (2 miles from Meadows Field Airport)

As a first step toward building consensus, the consultant team interviewed members of each of those agencies or organizations, in an effort to understand the history of developments to this point, and each group's current views and issues of most importance. This initial subtask was designed primarily as a listening exercise, and is presented in a straightforward manner in this report, with minimal additional material.

Note that community groups (as distinct from stakeholders) have also begun to be interviewed. Contacts will be made with the following organizations, and to the extent possible, interviews will be conducted with key representatives of each organization, either in person, via telephone or a combination of telephone contact and email. The groups currently listed are as follows:

Greater Bakersfield Chamber of Commerce
 Hispanic Chamber of Commerce
 Smart Growth Coalition
 Kern Transportation Foundation
 Golden Empire Transit (completed 12/10/02)
 Project Clean Air (completed 12/10/02)
 Kern Regional Transit (completed 12/18/02)
 Sierra Club
 Golden Empire Division of American Institute of Architecture
 American Public Works Association
 Potential Additional Organizations Suggested by Stakeholders:
 Kern County and nearby Economic Development Corporations

II. Methodology for Conducting Interviews

On November 26, 2002, the Kern COG project manager and Executive Director approved the following set of questions to be used as a guide for stakeholder discussions:

Group Discussion Guide Topics

- What is your vision of how Metropolitan Bakersfield should develop?
- How have you come to see [name of site] as the most appropriate HSR terminal for the City of Bakersfield?
- What are the most important criteria for evaluating a terminal site?

- What potential environmental impacts do you see as important with respect to your currently preferred site? Do you see any mitigations (if applicable)?
- What do you see as the strengths as weaknesses of your perspective with respect to the terminal site?
- In what ways is your perspective flexible?
- In your view, what multiple goals should be achieved in siting the HSR terminal?
- How do you see the different needs of the CHSRA, potential rail passengers (both local and pass-through) and the community in which the terminal is ultimately located?
- How do you see the integration of rail and other transportation modes in the greater Bakersfield area?
- Which portions of the Kern Transportation Foundation evaluation do you agree with/disagree with, and why? (Facilitator will bring copy of summary matrix for discussion)
- What would you like to let us know that we haven't asked?
- Who do we absolutely need to talk to (either in addition, or in more depth)?
- What would you like to know from the groups we will be interviewing next (Facilitator will bring list of community groups)?

The stakeholder meetings took place mid-December 2002, in an informal interview format as indicated below:

- Deborah Redman, interviewer
- Approximately 4-6 people per group
- Site determined by respective contact for each group
- 1.5-2.0 hours per group

Interviews with the three stakeholder groups were held as follows (listed chronologically):

1. Downtown Business Association

Meeting Held at UC Merced Building
December 10, 2002 5-7 PM

Attendees at Downtown Business Association (DBA) Stakeholder Interview

Name	Title/Position
Herman Ruddell	DBA Board (Kern COG Project TAC)
Art Carlock	Chairman, Highway 99
Fred Prince	DBA
Cathy Butler	DBA

2. Kern County

Meeting Held at 2700 M Street
December 11, 2002 10 AM- Noon

Attendees at Kern County Stakeholder Interview

Name	Title/Position
David Price, III	Director, Kern County Resource Management Agency
Barry Zoeller	Executive Director, Kern County Board of Trade
Craig Pope	Kern County Roads Director
Bill Wilbanks	Assistant County Administrative Officer
Ted James	County Planning
Chuck Lackey	Engineering and Survey Services
Ray Bishop (separately via email/phone communications)	Director, Department of Airports
Guy Greenlee (separate telephone interview)	Director, Kern County Community and Economic Development Department

3. City of Bakersfield

Meeting Held at 1501 Truxtun Avenue

December 11, 2002 3-5 PM

Attendees at City of Bakersfield Stakeholder Interview

Name	Title/Position
Hon. Harvey Hall	Mayor, City of Bakersfield
Alan Tandy	City Manager
Raul Rojas	Director of Public Works
Arnold Ramming	Civil Engineer II (Kern COG Project TAC)
Jack Hardisty	Development Services Director

III. Summary of Stakeholder Responses

The following three tables represent a compilation of the three stakeholder groups interviewed (Downtown Business Association, Kern County and City of Bakersfield). The first table illustrates stakeholders views on the composition of high speed rail ridership they believe is most probable, which bears upon the purpose and need for specific terminal amenities and transportation support. The second table summarizes responses to questions posed to each group; the third table summarizes pros and cons for each potential site, from the perspective of each stakeholder group. The Department of Airports is presented separately from the remainder of Kern County stakeholders because of the distinct agency mission-dependent position strongly advocated by the Director of Airports.

Table 1: Who will be riding the High Speed Rail system? What will the ridership profile look like? Who will be using the Bakersfield Terminal?

Agency	Perspective on HSR Ridership and Terminal Utilization
City	<ul style="list-style-type: none"> • A large mix of pass-through travelers from points north and south of Bakersfield (primarily San Francisco and Los Angeles) • The 30-50% of those stopping at Bakersfield will either have business in Bakersfield or consist of Bakersfield residents commuting outbound • Folks from surrounding towns who get to Bakersfield to get on the grid, traveling by Amtrak, bus or car to Bakersfield to get on HSR or an airplane • Those traveling from a town on the HSR alignment to get to an airport or regional/national transit • Travelers destined for cultural events (traveling both to and from Bakersfield) • Very improbable that a even a small percentage percentage of train passengers will come to Bakersfield to take air transportation to other destinations • Amtrak will serve as a regional feeder to the HSR train
DBA	<p>We expect the major percentage of ridership for Bakersfield will be directly related to business and commerce, and to leisure travel.</p> <ul style="list-style-type: none"> • <u>Business travel to distant cities outside California</u> (typically by air) will begin in BFL via HSR. At about 1.5 hours to SFO with a proposed direct airport connection, and less to LAX, there will be little reason to fly. Indeed, with HSR fares in the \$35 range and air fare several times that, and travel time about the same considering a one hour advance airport arrival, most business travelers utilizing SFO or LAX will take the train. And this doesn't consider the ability to walk about the train, get coffee or a snack, and most importantly, being able use your phone and computer throughout the trip with little chance of weather delay. And it doesn't consider the limited options from BFL if there is a flight delay. • <u>Business travel to California cities</u> by HSR will be significant. Business owners and managers will make significant use of the system, and access to consultants and related business purposes will no longer drive to sales meetings, buying trips, training classes conferences and so forth. The ability to work while on the train will be discovered as a significant benefit. See Note 1. Similarly, business travelers from other California cities will come to Bakersfield by HSR to attend meetings, conferences and training. However, competition will dictate that many of these destinations will not always be adjacent to the HSR facility, and will be even more attractive if there is convenient economical and timely inter-modal interconnectivity. See Note 1. • <u>Leisure travels to distant cities outside California</u> (typically by air) will make similar use of the train as Business travelers traveling to cities outside California. Families groups however, may still use the car when the cost of multiple HSR tickets exceeds the cost of driving plus parking, and an intangible hassle factor. • <u>Leisure travel to California cities</u> will have a similar pattern as Business travelers. Marketing for such venues as Disneyland, Six Flags, Sea World and others will surely offer direct connections from HSR stations to their venues to attract business. The same may be true for professional and college sports games of significance, such as playoffs or

	<p>championships. Tour groups and cruise ships operators will market and advertise connections to their venues from HSR. See Note 1.</p> <ul style="list-style-type: none"> • <u>Commuting</u> to cities by HSR from Bakersfield will not be significant percentage of total patronage however, niche commuting by workers such as nurses, doctors, policemen, firemen and others who have or can arrange short workweeks, may be important. While commuter fares from Bakersfield (the HSRA presently does not include such a fare in its business plan) will be costly; the real problems will be getting to and from each HSR station. Bakersfield does not have and is not planning a system of fast convenient transit to connect homes and residential communities to its proposed HSR terminal, and the cost and convenience of travel to and from one's work site at a distant HSR station is at best an unknown. • <u>Travel to Bakersfield from California and more distant cities</u> presents similar concerns in the reverse of those noted above. Will travelers coming to Bakersfield find convenient economical local transit options? See Note 1 and 2 <p>NOTE: 1, The choice to use HSR by many business, leisure and commuting travelers will be directly related to the cost and convenience of inter-modal inter-connectivity, i.e., can one get off the HSR and board local transit to their destination easily, timely, and economically, and return, at BOTH ends of the trip? Can one rent or hire a "clean-air-friendly" vehicle for local use economically? For arriving travelers, will timely connecting service to and from outlying communities, i.e. Buttonwillow, Taft, Wasco, Shafter, Delano, McFarland, Lamont, Arvin, Tehachapi, Lake Isabella and Frazier Park) be available from KRT, or others? Will the traveler know which HSR trains will make such connections if all do not? And will a local traveler going to a distant HSR station have similar interconnectivity to their final destination?</p> <p><u>Will Amtrak service continue?</u> Some believe Amtrak, as it presently operates, will continue providing service to those communities not scheduled to receive HSR service. With only Wasco and Corcoran in this category, we do not see Amtrak surviving. Service for Wasco to Bakersfield (and Corcoran to either Fresno or Hanford/Visalia by bus), and a host of other southern San Joaquin communities, could be provided by KRT transit bus more conveniently and economically. Hopefully KRT service to communities along both the UP and BNSF railroads could one day be upgraded to service by rail with light or commuter rail type "clean-air-friendly" vehicles. Growing KRT transit into service by rail will become increasingly more desirous as congestion on local streets and highways increases.</p> <p>NOTE: 2, While Bakersfield's Centennial Garden and Convention Center offer facilities and events that may attract travel from distant cities by HSR, past experience shows such destination travel solely for day entertainment will not be a significant percentage of HSR patronage. With regard to a Truxtun station site being convenient to such venues as the Beale Library, our courts and city and county offices, it appears that the majority use of these facilities is by local people. Out of area users of these services that would travel by HSR do not appear to constitute a significant percentage of HSR patronage.</p>
<p>County</p>	<ul style="list-style-type: none"> • Need to know more about the ridership demographic that is most probably going to emerge • Airport and ground transportation transfers will predominate in the ridership mix • Some percentage of HSR users will be commuters (mostly to So. Cal) who are attracted by lower housing costs (up to 40% of some metro Bakersfield subdivisions are reported purchased by people from Southern California) • Bakersfield HSR stop will serve the southern half of the San Joaquin Valley

Airports	<ul style="list-style-type: none">• Travelers who want to avoid the Grapevine (congestion and fog)• Ridership profile will be influenced by a context of capacity limitations at LAX, Ontario, Burbank, Long Beach and John Wayne airports, pushing air passengers toward Bakersfield. This “reverse leakage” potential could be significant.• Ridership will continue to grow based on current origins and destinations (Phoenix, SF, LA, Dallas, Houston, Seattle, Chicago, Denver, Las Vegas and Portland, etc.)• New ridership to 7th Standard Station may reflect BFL markets that include travelers destined for Guadalajara, Mexico City, Seattle, Leon-Guanajuato, Chicago, Dallas, New York, San Salvador, Honolulu and Morelia, <i>who now use other means of reaching their destinations</i>• Will pull ridership off Airport Bus of Bakersfield, passenger vehicles
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Table 2: Bakersfield HSR Summary Matrix: Stakeholder Response to Questions (December 2002 Interviews)

Issue	City	DBA	County	Dept. of Airports
<p>Vision for Metro Bakersfield</p>	<p>Development should be planned. Expansion growth must be balanced with redevelopment of the central city and in-fill development.</p> <p>Current boom in housing; City is moving beyond its current "stand-alone" character. Bakersfield will become in part a bedroom community for Southern California, due to relatively lower housing costs and access to Southland jobs promised by HSR connection.</p> <p>Expected doubling to tripling amount of downtown redevelopment in coming years.</p>	<p>Metropolitan plan calls for "centers" development. Centers should be connected with center-to-center express transit (e.g., GET express service from Valley Plaza to CBD and BC) with local transit focused on the center's hub. Each center should connect to HSR terminal. All this could develop into a light rail system with supporting P&R lots and employment concentrations. While proposed in both current and newly updated General Plans, the Centers concept is not well defined. As a community, we need to do more with the concept.</p> <p><i>While the city should and hopefully will develop a number of centers, Downtown will serve as the center for the whole metropolitan area. In the foreseeable future we expect to see significant re-development and new development activity downtown. Such development should occur such that parcels are more fully developed. Downtown has a history of significantly under-developing sites compared to development potential allowed or permitted by code and zone.</i></p> <p>Kern Regional Transit presently serves distant centers, located along rail corridors, i.e., Wasco, Shafter, Delano, McFarland, Arvin, Lamont. KRT bus service could grow into a regional rail connection to HSR terminal</p> <p>City should expand its green corridors beyond just Kern River trail system, and should include Class 1 bike trails.</p> <p>Vision for the Golden State terminal site includes a direct connection to the airport, and connections to downtown parking facilities and most major downtown business,</p>	<p>Though Bakersfield will continue to grow, it will be important to maintain its current small town charm and uniqueness. We are looking for quality big city services, with the friendliness and charm of a rural town.</p> <p>Bakersfield will be an area of multiple centers—not characterized by a sole central business district.</p> <p>Questions reality-basis of City's vision for CBD high-density clustered housing supporting transit, etc.</p> <p>Need for Bakersfield to attract higher-paying jobs. Skepticism about ability of City to change its current character to take advantage of downtown site.</p>	<p>All Kern County residents and all cities have a vital interest in the success of Meadows Field.</p> <p>Envisions a world-class airport that is customer-oriented, complements the Kern County Economy, and is safe and efficient.</p> <p>Preparing for the future by having infrastructure in place.</p>

Issue	City	DBA	County	Dept. of Airports
		<p>arts, governmental and retail facilities. Also includes a parking authority and business improvement district, both of which can help fund the HSR station facilities and amenities. Site is intended to anchor downtown development and reverse tendency to sprawl.</p> <p>A direct airport connection could be simply a Bus Rapid Transit service from the HSR terminal operating preferably on and within its own ROW alongside the UP or HSR alignment on an easement, continuing into the airport terminal.</p>		
<p>Most important evaluation criteria</p>	<ul style="list-style-type: none"> • Inter-connectivity with other transportation modes • Impacts on existing transportation facilities • Redevelopment potential and property tax increment • Potential cost differential between CHSRA funding and local share + identification of funding to fill gap • Vision2020 and sprawl implications • Land use compatibility • Growth considerations • Track alignment (will be determined by CHSRA) • Cost 	<ul style="list-style-type: none"> • Must meet CHSRA design criteria • Must be fully intermodal, for roads, freeways, and bus, future rail and light rail regional systems, remote park and ride lot locations and a dedicated airport connection • Must maximize potential for new development or re-development, thus creating the greatest potential for increased and new tax base (to pay for the station) and • Availability of utilities at the site, or cost to extend them (DBA does not see utility availability as an issue) • Growth considerations • Job Generation • Cost 	<ul style="list-style-type: none"> • Look at infrastructure impacts, without regard for "preference" • Ridership • Growth considerations • Interconnectivity • Traffic circulation (impacts on existing transportation facilities) • Job generation/economic development • Property tax impacts • Accessibility (circulation and parking availability) • Cost 	<p>The airport sees' the migration of air travelers to the Bakersfield catchment area as vehicle to bring high quality aviation services jobs to the community. Equally important, the increase in air service will mean our local travelers will have more choices for direct service and more choices for price competitiveness.</p>
<p>Potential environmental issues</p>	<ul style="list-style-type: none"> • Vehicular access to/from HSR terminal; offset by immediately adjacent (programmed) Centennial Corridor • Sprawl (land use and agricultural impacts) • Congestion 	<ul style="list-style-type: none"> • Air quality <i>With good inter-modal planning, a HSR facility can have significant positive impacts on our severe air quality problem</i> • Noise – The UP alignment and the Golden State site have only very minimal noise sensitive receptors compared to the Truxtun/BNSF with many. • Congestion – The Golden State site is served by an already established (including new roads with identified firm funding sources) road network. Site is easily 	<ul style="list-style-type: none"> • Congestion/transportation impacts • Air quality • Noise • Vibration • Sprawl (local land use and cumulative agricultural impacts; need to reserve buffer space around terminal) 	<p>There is a limit to wanted aviation growth. The current runway configuration will become saturated at approximately 12 Million passengers per year. Up to that point growth would be welcomed. We estimate 200 jobs generated for every additional one million travelers.</p>

Issue	City	DBA	County	Dept. of Airports
		<p>reached via SR 178, Niles/Montorey, SR 204, West Side Parkway via an improved 24th St, SR 99 via an improved 24^m St., and SR 58 and Union Avenue. This site does not depend on new roadways that have no identified funding and which may be at risk not being funded or built as envisioned.</p> <ul style="list-style-type: none"> • Sprawl – A downtown station will influence a re-focusing of development and should result in more intense development in downtown and significant infill within developed areas. 		
Flexibility on perspective taken	Per policy board action, there is strong support for Truxtun Ave. as the number one candidate site; if that proves unacceptable to CHSRA, then number two would be the Golden State site.	Although DBA prefers the Golden State site, if the CHSRA chooses to use the BNSF line through town, the Truxtun Ave. site would may be satisfactory however, other sites along the BNSF should also be examined, such as between Chester, California and H Street based on 1, the high number of GET routes passing this location 2, because Chester and California connect directly to SR 58 and SR 99, and 3, the ease of pedestrian access to the downtown core DBA wants a downtown site that performs well against local and statewide criteria.	Very flexible, as long as there is demonstrated ability for County to be able to serve the site; that the site is cost effective, and makes sense from a ridership standpoint. Mild preference for Golden State over Truxtun, but willing to look at facts for all three sites.	Strong advocate for 7 th Standard site, as most accessible to Airport.. Other options would have a tremendous impact on the community and the traveler. The additional mileage for people movers and transit systems to the airport would saturate the downtown street system
Multiple Goals to Consider in HSR Siting	<ul style="list-style-type: none"> • Must be truly multi-modal • Must provide easy access to all citizens of Greater Metro Bakersfield • Maintain a downtown as a central focal point for civic growth and development, as well as civic pride • Convenient connectivity between HSR and ground transportation <ul style="list-style-type: none"> • Place terminal near lower-income housing to enhance jobs/housing balance • CHSRA needs a functionally efficient system, but also one that will entice travelers to get out of their cars and use the HSR system 	<ul style="list-style-type: none"> • See responses to evaluation criteria, above 	<ul style="list-style-type: none"> • See responses to evaluation criteria, above. • Meet required HSRA design criteria/needs. • Maximize potential for new and re-development to create tax increment for financing local improvements. • Avoid over reliance on new roads and freeways that do not have a firm fully identified funding sources. • Strengthen downtown as the urban metropolitan “center”. 	The advent of the HSR require we think outside of the conventional box, and look at likely scenarios that could bring tens of millions of passengers to Bakersfield. All of which are changing modes of transportation from rail to plane.
Views of KTF study	General agreement with KTF	A number of troubling	KTF was a generalized first cut at	Current study has no provision for

Issue	City	DBA	County	Dept. of Airports
	<p>criteria, and decision to limit discussion to three sites.</p> <p>KTF was not meant to provide specific detailed information on which to base final decision. The WSA study should provide this information for decisions in spring of 2003.</p>	<p>discrepancies exist in the KTF document; also, DBA was never asked to provide information about or present its proposed site.</p>	<p>reducing a larger set of alternative sites to three. At this stage, the study should be disregarded.</p>	<p>the Los Angeles conundrum of growing air service demands, but limits on the airports growth capability.</p>
<p>What haven't we asked you?</p>			<ul style="list-style-type: none"> Will the HSR system be implemented? Given huge budget shortfalls and deficits, can California really afford this? 	
<p>Who else should we talk to?</p>		<p>(No additional organizations or individuals identified)</p>	<ul style="list-style-type: none"> Elected officials Economic Development Corps. In Kern County and Central Valley 	
<p>What would you like to know from the community groups on the interview list?</p>	<ul style="list-style-type: none"> How do other groups plan to contribute to the net local cost differentials associated with different terminal sites? (How will groups support the financing?) 		<ul style="list-style-type: none"> What do the groups think the terminal site impacts will be? 	
<p>What do we need to know more about to make this decision?</p>	<p>City does not believe a market study is needed—due to large uncertainties inherent to California economy, and market research inadequacy, it would not add significantly to the decision making process.</p>	<p>What is Bakersfield going to get out of this? (What benefits does a HSR terminal offer to the community that bears the burden?)</p>	<p>What will the ridership profile for HSR actually look like? This will determine their need for roads and other transportation facilities. (County would like to see a ridership study as part of this part of the process.)</p> <p>How will the Truxtun Avenue site support the traffic volumes and parking needs associated with the HSR station?</p>	
<p>Other Issues</p>	<p>Costs—what entity other than the City will help pay?</p>	<ul style="list-style-type: none"> DBA would like the opportunity to rebut some of the assertions in the proposals for the other two sites and to clarify any misconceptions other groups may have of DBA's vision for the Golden State site. <ul style="list-style-type: none"> Note results of charette where community chose a HSR station near the DBA site at Golden State/M Street. The charette site is Golden State at V St. Need to consider what's best for Bakersfield as a whole. 	<ul style="list-style-type: none"> Costs—local population does not support new taxes in any guise. Redevelopment, and associated tax increment funding assistance, is likely to be more modest than projected by City 	<p>We are working on, and we need to ensure that the HSR selects the grapevine route, versus the Palmdale corridor. Otherwise we will lose the opportunity for thousands of jobs and the opportunity for significant increases in air service and affordability.</p>

Table 3: Summary of Pros and Cons for Potential Bakersfield High Speed Rail Terminal Sites

Site	City	DBA	County	Airports
Truxtun Avenue				
<i>Pros</i>	<ul style="list-style-type: none"> • “True” downtown site—functional and geographical centroid for Metropolitan Bakersfield • Offers greatest possibilities for intermodal connections (Amtrak, bus, car, shuttle, pedestrian, bicycle) • Is the only site that supports a pedestrian environment • Supports prior and planned redevelopment work in and near urban core • Supports City and Vision2020 commitment to theme of bigger, better downtown Bakersfield • Italian Plan makes this work 	<ul style="list-style-type: none"> • If CHSRA chooses the BNSF alignment, then this site has possibilities. However, other locations along the BNSF might perform better. • If UP alignment is chosen, there are no pros for this site. 	<ul style="list-style-type: none"> • If people are interested in Bakersfield as destination, this is best site (pedestrian accessibility to sports, convention and hotels) • Could offer County Admin building very convenient access to HSR and Sacramento • Supports infill development • Supports cultural/downtown core users of HSR system • Potential for City to continue investment in CBD and create vibrant, exciting environment for HSR users, with walking-distance destinations—erodes concern about circulation 	<ul style="list-style-type: none"> •
<i>Cons</i>	<ul style="list-style-type: none"> • None identified 	<ul style="list-style-type: none"> • Added costs associated with “Italian Plan” (CHSRA will not pay increment beyond trunk line) • Site is physically constrained; may be difficult to provide required grade separation and fencing for HSR • Site would require HSR to be elevated, thereby increasing costs • Not likely to be fully intermodal; served by only one bus route and from the adjacent street. Site does not appear adequate to incorporate major GET terminal. • Lacks a desired high-speed profile • Offers lower potential for new development and increased AV. • Site is accessed by only one major road; proposed Centennial Corridor is not certain to be built, and will be built post 2010. The only access to the station is via Truxtun Avenue. If the Centennial Freeway is built, it is proposed to be elevated south of the BNSF. Look at the proposed configurations for on/off ramps to the Q street underpass to Truxtun to the Amtrak station’s S St. Entrance. These have changed with every proposed development so far along the California Avenue/BNSF corridor, and for ease of access, the route is at best convoluted. A facility of this magnitude should have multiple access points. • Many potential noise impacts to local land uses, such as churches, schools, places of public assembly, court rooms, council chambers, library, hotel and BHS; potential costly mitigations 	<ul style="list-style-type: none"> • Physical space constraints may exist at this site • Incompatibility of 120 MPH trains through downtown, adjacent to residential • Potentially higher cost of linking ground transportation to airport (higher ROW costs) • Concern about ability of downtown streets to handle influx of new traffic to/from terminal • Unnecessarily requires commuter traffic to be routed through downtown along with existing and growing downtown-destination traffic • Appropriateness of site depends on a future with high-density living/working in downtown 	<ul style="list-style-type: none"> • An illogical choice with the consideration of millions of air travelers coming to Bakersfield for transfer to air travel. 7+ miles of people mover/Transit systems, all of which are downtown.

Site	City	DBA	County	Airports
Golden State (at M St. to F St.)				
<i>Pros</i>	<ul style="list-style-type: none"> Better than 7th Standard Road with respect to support of downtown redevelopment 	<ul style="list-style-type: none"> Proximity to Old Town (reached via Sumner and 21st and Niles and Montgomery) Better surface transportation access to SR-99 and better arterial access than Truxtun Ave. Elevation of alignment not required; can be constructed at grade Supports station site anywhere from F Street to Old Town Will have positive air quality impact at Golden State site with proposed integration with local/regional transit and remote parking/shuttle connections) Minimal noise impacts due to industrial character or older commercial adjacent uses More potential for redevelopment than Truxtun site 	<ul style="list-style-type: none"> Better intermodal connectivity than Truxtun (99/airport access) Closer to downtown than 7th Standard site This site can handle the scale of the project (more than just an "overgrown Amtrak station") Fewer noise/vibration impacts due to industrial character of adjacent land use Suggestion to look at F intersection, where site acquisition might be easier (old Montgomery Ward site)—possible circulation benefits over the Golden State and M site 	<ul style="list-style-type: none">
<i>Cons</i>	<ul style="list-style-type: none"> Doesn't support pedestrian environment Lacks central access to probable origin/destination points that Truxtun Ave. site offers 	<ul style="list-style-type: none"> Perception that the site is "not in downtown" Bakersfield 	<ul style="list-style-type: none"> Potentially higher cost of linking ground transportation to airport (higher ROW costs) Lack of planned transportation corridor to get people in and out, unless Alternative 15 is built 	<ul style="list-style-type: none"> Again, a better choice than downtown, but still 4+ miles of transit to the airport with millions of travelers, sure to muck the traffic flow and create air problems

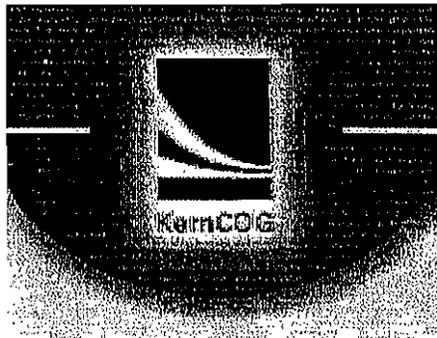
Site	City	DBA	County	Airports
7 th Standard Road				
<i>Pros</i>	<ul style="list-style-type: none"> None identified 	<ul style="list-style-type: none"> Any pros for this site depend on BFL becoming a major facility with perhaps as many as a hundred or more daily flights with full size aircraft, and DBA does not see this as likely. A more probable future would be for BFL to develop regional jet service to several hubs with perhaps 4-5 flights per hub daily, perhaps 25-30 daily flights. 	<ul style="list-style-type: none"> Proximity to existing track alignments Easy access to Central Valley No disruption of established areas downtown to get people to major freeways. This site can handle the scale of the project (more than just an "overgrown Amtrak station") Is in the center of existing/planned investment, and thus not sprawl-inducing (conforms to Centers Concept) Better intermodal connectivity than Truxtun (99/airport) New surface transportation investment is ongoing New airport and convenient HSR terminal could remove one major obstacle to local economic development; help attract higher-paying jobs Improves the "Gateway" to the community 	<ul style="list-style-type: none"> April 2005 date for completion of \$88 M worth of infrastructure improvements are being implemented (new terminal and runway; 7th Standard Road Interchange, Roadway improvements, Pactive) Improves business environment for Kern County and Bakersfield Voila—the smart choice. Serves the airport and allows unimpeded growth around the HSR terminal. Plan for the future.
<i>Cons</i>	<ul style="list-style-type: none"> Airport demand and carrier interest and commitment is too uncertain Airport is limited to one runway and frequent fog closures Sprawl inducing Lacks supporting commercial and service development Doesn't support a walking environment 	<ul style="list-style-type: none"> Airport demand and carrier interest is too uncertain Though it is compliant with the Centers concept, it will tend to induce sprawl and discontinuous development Depends on major new freeway construction, i.e., beltway and SR-58 extension, for which no funding has been identified, and which may not be completed even within a 20 year horizon. 	<ul style="list-style-type: none"> Centers notwithstanding, the site is "out in the middle of nowhere" and will induce growth. Lack of supporting commercial and service development Airport is limited to one working runway How will higher use of airport and HSR terminal benefit Bakersfield? Shuttle service will still be necessary from the HSR terminal to the airport Nothing to attract someone to the site, other than as a transportation hub Denies downtown Bakersfield the "Gateway" opportunity 	<ul style="list-style-type: none">

Appendix B
COMMUNITY/INTEREST GROUP INTERVIEW
SUMMARY

Metropolitan Bakersfield HIGH SPEED RAIL TERMINAL IMPACT ANALYSIS

December 2002-February 2003
Community/Interest Group Interview Summary

March 11, 2003



Prepared for Kern COG by:

Deborah Hart Redman, Redman Consulting
Project Consensus & Outreach Subconsultant to Wilbur Smith Associates

I. Introduction

This document summarizes the comments of representatives from eight Bakersfield area community groups, who were asked for their thoughts and concerns with respect to the three potential sites for the future Bakersfield High Speed Rail Terminal. Those sites are located at the Truxtun Avenue Amtrak Station, Golden State between F and M, and 7th Standard Road.

As part of the "listening" component in the overall effort to develop consensus for a High Speed Rail terminal site in the Bakersfield area, this task followed the initial public consensus task, which was to conduct in-depth interviews with the three primary stakeholders (the City of Bakersfield, County of Kern and Downtown Business Association). The community groups (identified by the study Technical Advisory Committee) were interviewed in late 2002 to early 2003 and included those in the table below.

Table 1: Community and Interest Group Participants in HSR Terminal Siting Consensus Efforts

Group	Attendees	Date	Location
Greater Bakersfield Chamber of Commerce	Chris Frank	February 19, 2003	Telephone Interview
Golden Empire Transit	Chester Moland Cheryl Scott Emery Rendes	December 10, 2003	GET offices, Bakersfield
Golden Empire Division of American Institute of Architecture	Larry Wiggins Arin Resnicke Mary Bogacki Joe Covington Jeffrey Krausse Dave Cross Graham Kaye-Eddie David Milazzo Tim Stromont	February 18, 2003	Kern COG Conference Room
Hispanic Chamber of Commerce	Lou Gomez	January 23, 2004	Telephone Interview
Kern Regional Transit	Linda Wilbanks Pat Ebel	December 18, 2002	Telephone Interview
Kern Transportation Foundation	Gary Blackburn, President	February 20, 2003	Telephone Interview
Project Clean Air	Herman Ruddell Linda Wilbanks Craig Huff Linda Urata	December 10, 2002	Kern County Offices, Chester Ave., Bakersfield
Smart Growth Coalition	Paula Larwood	February 19, 2003	Telephone Interview

Groups were questioned about their members views on the overall vision for Metropolitan Bakersfield, any preferences or concerns with respect to any of the three potential HSR terminal sites, and asked to provide insight into their group-specific goals and objectives that would provide insight into those preferences. Questioning varied from group to group, based on the interest, knowledge and specific area of expertise of group members present.

The Smart Growth Coalition, Hispanic Chamber of Commerce and Greater Bakersfield Chamber of Commerce offered to use an "email blast" to alert their members to the public open house(s) that will complete the public consensus effort in March/April 2003.

II. Summary Matrix of Community Group Responses

Group	Vision for Metro Bakersfield	Main Concerns and General Observations	Truxtun Avenue Site (Pros/Cons/Observations)	Golden State Site (Pros/Cons/Observations)	7 th Standard Road Site (Pros/Cons/Observations)
Greater Bakersfield Chamber of Commerce	<ul style="list-style-type: none"> Support for continued development within the heart of the community (downtown). 	<ul style="list-style-type: none"> Most members would be concerned about cost. Everyone needs to be flexible to ensure Bakersfield gets best project. 	<ul style="list-style-type: none"> No official position at this time; their membership is studying the issue separately, and has not made a determination. Basically, the HSR should come into the populated area; into the heart of the community; strong coalition around that idea. 	<ul style="list-style-type: none"> No official position at this time; their membership is studying the issue separately, and have not made determination 	<ul style="list-style-type: none"> No official position at this time; their membership is studying the issue separately, and have not made determination
Hispanic Chamber of Commerce	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Members focused on business-related issues of immediate concern; group has not tracked this issue 	<ul style="list-style-type: none"> Some preference for the Amtrak site, because it is centrally located with ample parking. 	<ul style="list-style-type: none"> No opinion expressed on this site. 	<ul style="list-style-type: none"> Believes the 7th standard site is out.
Golden Empire Division of American Institute of Architecture	<ul style="list-style-type: none"> The location of the HSR terminal will, itself, determine the future of Bakersfield ("if they build it they will come") Bakersfield <i>needs an update to its vision plan for downtown</i> "Do we want to make it easier for people to get <i>into</i> town or <i>out of</i> town?" Fresno was similar to Bakersfield 20 years ago, but had higher growth—represents potential future scenario. One proponent for a "Visalia" downtown—get Centennial Fwy and high-tech rail out of downtown area; go for total pedestrian environment w/tree canopy Make Bakersfield great for residents, and financed by non-residents 	<ul style="list-style-type: none"> To ensure survival of Bakersfield vs. Oildale To grow the entertainment, convention and hospital industry in downtown Most attention should be on needs of passengers who are actually visiting Bakersfield, not just passing through 2020 Plan includes large investment for east/west freeways to both Golden State and Truxtun There is no significant downtown congestion or parking shortage currently; more problems stem from sprawl than density Commute traffic will present a problem no matter which site is chosen; however tourist trade traffic can be minimized with downtown site City has become east/west community; used to be north/south (Chester-driven) Concern about NIMBY reactions from residents at any site (vibration impacts) 	<ul style="list-style-type: none"> Majority straw vote support/strong support for Truxtun site (7 of 9). Support grew after the discussion among members. Truxtun is highest/best use, has best infrastructure—outfall trunk line; 30 in. sewer line, four best water wells in town, largest hotel, Convention Center, sports/entertainment development underway Some concern about how much land was available to further develop hotel/convention uses near Amtrak station; others saw no problem with that Truxtun has access to Amtrak and Union Ave, and then to fyws. One strong opponent of Truxtun Ave site as unrealistic due to major modification of infrastructure required; Parking structure would not be major visual impact Truxtun Ave can take advantage of three redevelopment project areas' tax increment financing Construction impacts could be endured and would likely be seen as sign of healthy economic growth—actually welcomed by area residents/workers Truxtun Ave area landowners are NOT NIMBY—they want it Bringing people into downtown area will allow Bakersfield image to change Makes sense from Greenfields-Brownfields perspective Visual impact no greater than elevated freeway 	<ul style="list-style-type: none"> Golden State is not considered part of "downtown" but represents best compromise site Golden State needs redevelopment; utilizes Golden State Hwy and direct access to fyws To determine "true" downtown, use market or sale price value of square foot; this would exclude Golden State; however that means land is affordable to construct HSR terminal Golden State site could be developed with interesting pedestrian environment directed toward entertainment core of city, like Hanford 	<ul style="list-style-type: none"> 7th Standard road has high impact on valuable farmland Difficult to see logical connection between potential air traffic and HSR site No difference between a two mile and 4 mile trip from HSR to airport 7th Standard road site is surrounded by folks with large houses who do say "not in my back yard" Locating HSR terminal here will promote Pumpkin Center and Oildale image of Bakersfield "Devil's Advocate" support for 7th Standard with people-mover connection to airport, noting, however, the farmland impact

Group	Vision for Metro Bakersfield	Main Concerns and General Observations	Truxtun Avenue Site (Pros/Cons/Observations)	Golden State Site (Pros/Cons/Observations)	7 th Standard Road Site (Pros/Cons/Observations)
Golden Empire Transit	<ul style="list-style-type: none"> ▪ More compact, dense development, more infill; more acceptable, transit-friendly development ▪ Smart Growth ▪ Fewer walled-in cul-de sacs ▪ More turnouts ▪ Continuous development (no leap-frogging) ▪ Less sprawl 	<ul style="list-style-type: none"> ▪ GET would like a site that minimizes impacts on current routes, infrastructure ▪ KTF study was conducted at a very general level; should not be relied upon at this point ▪ Smart Growth means a lot of different things to different people ▪ Perception that sprawl is "what the consumer wants" ▪ Given fare structures, HSR might not lead to growth inducement ▪ Need for details on ridership study for HSR ▪ Need for transit/multi-modal interconnectivity ▪ HSR will be key generator <p>Choose site that maximizes high-quality jobs, economic development</p> <ul style="list-style-type: none"> ▪ Needs to have sufficient space for all different modes ▪ Consider baggage handling needs 	<ul style="list-style-type: none"> ▪ No strong feeling on difference between this site and Golden State (both are "downtown") ▪ General (soft) preference for centrally located site because of existing routes ▪ GET will serve any route selected with appropriate level of service (take GET service out of the decision) 	<ul style="list-style-type: none"> ▪ No strong feeling on difference between this site and Truxtun (both are "downtown") ▪ GET will serve any route selected (take GET service out of the decision) 	<ul style="list-style-type: none"> ▪ There would have to be high level of connectivity with this site to downtown core ▪ What are ridership profiles of HSR? Is Bakersfield a feeder airport, or destination? ▪ GET will serve any route selected (take GET service out of the decision) ▪ If HSR rail goes in at airport, GET would have to provide service, or watch another entity provide that service ▪ There are 40-50,000 houses already planned for this area, so it will be within the city limits by time the HSR is built
Kern Regional Transit	<ul style="list-style-type: none"> ▪ KRT's focus is to get people from outlying areas in the county into Bakersfield ▪ No specific "vision" for the metro area; however they are part of the County govt. structure 	<ul style="list-style-type: none"> ▪ Physical constraints of site are primary concern. KRT likes to serve sites with easy access. Drivers struggle where it's hard to get in and out of stops safely. ▪ Dedicated bus lane at either site would work to accomplish safe ingress/egress. ▪ Easy Access and Safety of buses getting into terminal site and moving back into roadway; site distance for cars (to avoid conflicts with slow-moving buses) ▪ Most KRT buses go to the downtown transit stop already (GET) on Chester. Many go to Amtrak station (scheduled or on request). ▪ KRT is looking for the study to guide Bakersfield to best decision. 	<ul style="list-style-type: none"> ▪ Really no preference. KRT would provide transit to support whatever site needs support. ▪ It's crowded downtown already. There are issues of north/south movement constraints through downtown. ▪ Current stop is on Chester (N/S) and that is problematic. 	<ul style="list-style-type: none"> ▪ Will work to make any choice operate well. ▪ Slight preference for 7th Standard or Golden State site, due to N/S circulation issues. If downtown can be shown to work, then that preference is moot. ▪ Golden State has less development around it; maybe easier to access. 	<ul style="list-style-type: none"> ▪ Will work to make any choice operate well ▪ Slight preference for 7th Standard or Golden State site, due to N/S circulation issues. If downtown can be shown to work, then that preference is moot
Kern Transportation Foundation	<ul style="list-style-type: none"> ▪ Economic vitality of area ▪ Livability ▪ Protection of agricultural uses 	<ul style="list-style-type: none"> ▪ Costs ▪ Traffic impacts ▪ Convenience to users and community 	<p>No strong preference (KTF did not identify one over another of the sites selected for final review)</p>	<ul style="list-style-type: none"> ▪ No strong preference ▪ (KTF did not identify one over another of the sites selected for final review) 	<ul style="list-style-type: none"> ▪ No strong preference (KTF did not identify one over another of the sites selected for final review)

Group	Vision for Metro Bakersfield	Main Concerns and General Observations	Truxtun Avenue Site (Pros/Cons/Observations)	Golden State Site (Pros/Cons/Observations)	7 th Standard Road Site (Pros/Cons/Observations)
Project Clean Air	<ul style="list-style-type: none"> ▪ Motto "See the Mountains" ▪ Wants more neighborhoods with trees, parks, ped and transit access ▪ Clean air, walkable cities, transit and bike-friendly ▪ Cost effective service and infrastructure to communities ▪ Concern about sprawl ▪ Design for intermodal transportation and clean communities 	<ul style="list-style-type: none"> ▪ How to leverage HSR to maximize gain in local air quality ▪ Must address alt fuels and how people are accessing stations ▪ Rail must be convenient to people ▪ Need park and ride facilities to support terminal traffic ▪ System should at least consider freight and increased goods movements needs ▪ Bring system into town where it can travel at 150 mph, not just 70 or 80 ▪ Station must be fully intermodal, including future light rail ▪ Cost considerations are important ▪ Siting must consider different HSR user categories and their needs 	<ul style="list-style-type: none"> ▪ Participants were unclear how community pool work would be compatible with adjacent HSR station ▪ Truxtun is more constrained for new development ▪ Be prepared for CHSRA decision by having contingency for both Golden State and Truxtun ▪ Need to address shortfalls of Truxtun Ave relative to CHSRA criteria (potential of reduced speed requirements due to geometrics on the BNSF alignment) 	<ul style="list-style-type: none"> ▪ Has most potential for new development, increased assessed valuation and tax increment funding ▪ Be prepared for CHSRA decision by having contingency for both Golden State and Truxtun ▪ Potential to relocate Old Town Kern railroad station to Golden State site, and incorporate as new station; alternatively, the station site itself could slide toward the old station 	<ul style="list-style-type: none"> ▪ After Sept 11, Bakersfield lost 48% of air service; now American Eagle is gone; United filed for bankruptcy. Flux in air service makes future air scenarios problematic. ▪ It might make more sense to get on HSR in Bakersfield and access airports in Fresno or Visalia, or even SFO or LAX ▪ There's a good argument for <i>connecting</i> the HSR to the airport, but not locating it there ▪ One commenter originally favored Airport site because of Free Trade Zone, but may not be relevant if HSR doesn't carry goods
Smart Growth Coalition of Kern County	<ul style="list-style-type: none"> ▪ Clean air ▪ Save the farmland ▪ More efficient land use, healthy and vibrant downtown ▪ Avoid fleeing to outskirts of town 	<ul style="list-style-type: none"> ▪ Area is getting too much sprawl; not conducive to transit ▪ City and County need to coordinate land use planning and control the juxtaposition of incompatible uses 	<ul style="list-style-type: none"> ▪ Downtown site works best to avoid widening the footprint of the city ▪ No strong opinion, however 	<ul style="list-style-type: none"> ▪ No strong opinion 	<ul style="list-style-type: none"> ▪ Sprawl is more of a problem with this site, as promotes leapfrog development

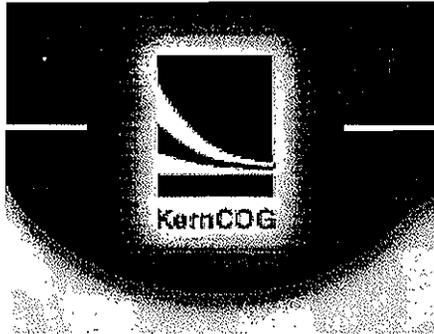
Appendix C

COMMUNITY OPEN HOUSE - PUBLIC COMMENTS

Metropolitan Bakersfield HIGH SPEED RAIL TERMINAL EVALUATION AND ANALYSIS

April 2003 Community Open House
Summary of Public Comments

*Review Draft
April 29, 2003*



Prepared for Kern COG by:

Deborah Hart Redman, Redman Consulting
Project Consensus & Outreach Subconsultant to Wilbur Smith Associates

I. Introduction

This report summarizes comments received by the public resulting from the April 22, 2003 Community Open House, held at the Bakersfield Convention Center (Truxtun Room) from 3 pm to 7:30 pm. There were two primary goals of the event. First, the Open House was intended to inform the public about the results of a technical evaluation of the pros and cons of three locations under consideration as potential sites for the future California High Speed Rail terminal in Bakersfield, connecting Bakersfield to Los Angeles, San Diego, San Francisco and Sacramento via a statewide high speed rail network

Second, the event sought public input—community issues, concerns and priorities—in order to develop a community and stakeholder consensus for choosing one of the three sites identified below:

- Truxtun Avenue and S/Union Street (near the Amtrak Station)
- Golden State and M Street (evaluation considered Golden at M through F Street)
- 7th Standard Road West (2 miles from Meadows Field Airport)

Notice of the Open House, was provided through a press release and flyer (attached at the end of this report). The press release was sent to approximately 61 media contacts throughout Kern County on April 15, 2003. The workshop flier was distributed to the Kern COG Quarterly mailing list on April 15, 2003, which includes approximately 1000 individuals. A display ad was also purchased and featured in the Bakersfield Californian on April 20, 2003.

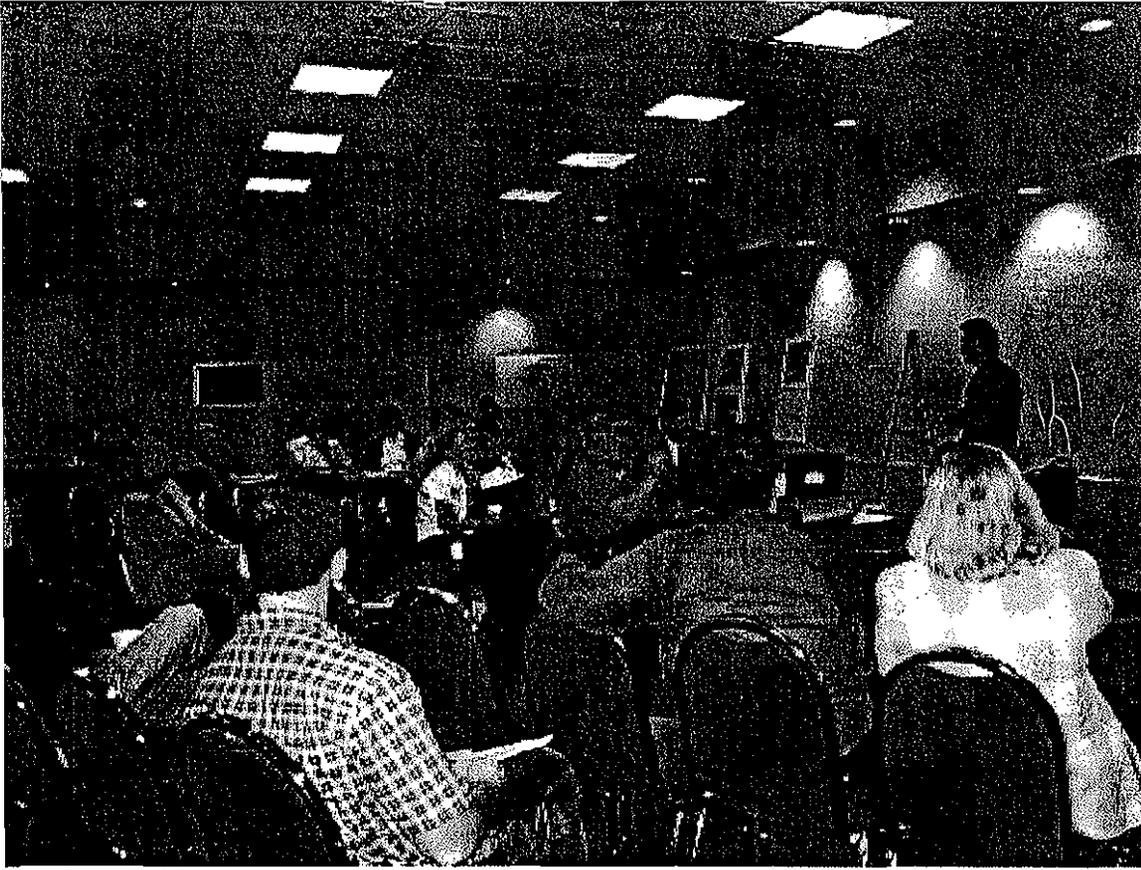
Additionally, Kern COG Executive Director Ronald Brummett spoke with KERN radio 1410 on April 15, 2003, regarding the draft high-speed rail station terminal location analysis, shortly after staff distributed the press release announcing draft study results and the April 22 public outreach event. Mr. Brummett was interviewed on the subjects of the study as well as the Open House by several local television stations, including Channel 29 and Channel 23. City of Bakersfield Vice-Mayor and Kern COG Board Member David Couch were also interviewed by Channel 17 prior to the Kern COG Board Meeting on April 17, 2003.

To supplement formal means of publicizing the event, the press release was provided to interested community organizations (Bakersfield Chamber of Commerce, Hispanic Chamber of Commerce, the Smart Growth Coalition and Kern Transportation Foundation) to inform their respective membership.

Approximately 33 people attended the Open House. In addition to members of the interested public, a number of project stakeholders were also present, including those from the City of Bakersfield, the County of Kern (Kern Regional Transit), the Department of Airports, the Downtown Business Association and the California High Speed Rail Authority.

A dozen copies of the draft Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis were available at tables for review by the public. Additionally, Kern Council of Governments (Kern COG) staff committed to providing the document on the Kern COG website for further study by interested community members. Spanish translation was available, through Kern COG bi-lingual technical staff present, though it was not utilized during the event.

Site diagrams and alternative scenarios were posted on the walls to depict possible site plans at the three candidate locations, as were three summary sheets bullet-pointing the primary pros and cons for each of the respective site, so far revealed by the study. Kern COG and consultant staff was available to provide additional explanation and to answer questions about the project as well as the process of review and selection of a locally preferred alternative.



Kern Council of Governments staff responds to audience questions at the April 22, 2003 Open House.

At 4 pm, the technical consultant presented a 15 minute slide review of issues related to the three sites, identified for reference, below: Following the presentation, the consultant team and Kern Council of Governments (Kern COG) staff took audience questions. Discussion among those present continued for approximately 45 minutes. Among topics of concern to those present were the accuracy and completeness of estimates of future passenger demand at Meadows Field, the uncertainties regarding the high speed rail route departing south from Bakersfield (Tehachapi vs. Grapevine) and the associated uncertainties with respect to the rail line itself (UP vs. BNSF) and concomitant cost implications. A number of those present resonated to an observation that, given these uncertainties, requiring a community consensus on one site was “putting the cart before the horse.” Others pointed out that there is always a set of unknowns, and that Bakersfield should assess the situation as best it can, and select what’s best for the city, its residents and the operation of the high speed rail system itself.



Members of the public review copies of the draft Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis, and provide written comments. (April 22, 2003)

In reviewing the 45 written comments below, it is important to remember that this group of respondents is self-selected, and does not necessarily represent the average demographic for the general public or the voting public within Metropolitan Bakersfield. However, review of the comments can provide insight into the reasons for the variety of views likely to be held by larger groups of people working, living and traveling in Bakersfield. That is, though the comments cannot be used to predict the strength of public support for any given strategy, they can provide an understanding into the factors that would likely garner such support. It should also be noted that among the comments received were approximately 27 from Taft, which appear to be the result of an organized effort to provide public input, as many of the specific comments provided are identical, or nearly so. Nonetheless, these responses, all favoring the 7th Standard Road site, are part of public input—they should neither be over- nor undervalued.

Themes that threaded through many respondents' written summaries (including those with differing site preferences) were pride in Bakersfield, the potential of the terminal to serve as a gateway, the need for economic revitalization, the desire to avoid sprawl and preserve farmland, and the need to minimize traffic congestion and conflicts with non-HSR traffic patterns near the terminal. Written responses also echoed the concern of oral comments on April 22, expressing concern about a lack of sufficient information (cost, route, airport demand among other unknowns) to provide a sound basis for site selection.

Table 1: Summary Matrix of Written Responses Received from Members of the Public Concerning Proposed Bakersfield High Speed Rail Terminal Sites Now Under Study

Respondent Name Residence/Work Location Commute Mode	How do you see the Future of Metropolitan Bakersfield	Favor Truxtun	Favor Golden State	Favor 7 th Standard												
Bogacki/ Bakersfield Car	I think Truxtun is a better site. Downtown Bakersfield is re-establishing itself. We should offer people a means to have direct access to events cultural and otherwise that Bakersfield is creating.	This would facilitate a revitalization to the downtown area. I believe having the terminal downtown where activities occur makes sense. If it is placed at 7 th Standard, bus and car continuation to the areas of downtown would be necessary														
Anon Taft/Taft Car	Growing. Continued Growth															
Penny? Brewton Taft/Taft Car	Promising and exciting. The population is growing and the cultural opportunities have increased. We need to support rapid transit and airport expansion			X (No additional comment)												
Pat Ebel	<p>Comment: I would like to see a chart indicating the estimated costs to construct "off-line" track to each station site. Also, FYI, the County has projects (in design and the funding stream identified) to construct a new over crossing over SR 99 at 7th Standard Road; a grade separation at UPRR tracks and widening of the existing roadway to 4 lanes from Santa Fe Way to the new Meadows Field terminal. The estimated cost of these upgrades to 7th Standard Road is \$37 M.</p> <p>Table (drawn) "Offline Costs"</p> <table border="1"> <thead> <tr> <th></th> <th>UP</th> <th>SF</th> </tr> </thead> <tbody> <tr> <td>Truxtun</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>Golden State</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>7th Standard</td> <td>\$</td> <td>\$</td> </tr> </tbody> </table>		UP	SF	Truxtun	\$	\$	Golden State	\$	\$	7 th Standard	\$	\$	N/A	N/A	N/A
	UP	SF														
Truxtun	\$	\$														
Golden State	\$	\$														
7 th Standard	\$	\$														
Jeff & Lynn Krause Bakersfield/Bakersfield College Car/Walk	I see the revitalization of downtown as the most important issue for the future reduction of sprawl. Increase in density	Downtown station is a gateway to downtown Bakersfield, entry destination is most important (cultural activities, conventions, restaurant, etc.) exiting Bakersfield by residents is not as important as arriving visitors to Bakersfield.														
Anon Bakersfield/Bakersfield Car	There is a positive view for the future of Bakersfield. It is time for a structured plan in the Northwest Area.			Airport area allows for strategic plan to help grow the project and will also stimulate businesses surrounding the area. It also allows for more parking, easier commutes with less traffic and a larger area for growth.												

Respondent Name Residence/Work Location Commute Mode	How do you see the Future of Metropolitan Bakersfield	Favor Truxtun	Favor Golden State	Favor 7 th Standard
Miguel Castellanos Bakersfield/Bakersfield Car	I hope to see a more dynamic environment, more pedestrian friendly circulation, more (and efficient) public transportation, and less intrusion of vehicular transit	I would like to see a more vibrant and active downtown. I believe that bringing the station to the Downtown area would benefit surroundings economically as well as socially, with the interaction of more people and the creation of appropriate public spaces.		
Ed Hewitt Bakersfield Car	Downtown parking to be revised for station		Golden State is most favorable to me because in my opinion it should be centered and convenience to freeways is important.	
Joseph W. Covington Bakersfield/Bakersfield Car	Planned growth would be nice. Major arterials developed before development. Downtown redevelopment. East side growth—less as land destroyed.) LA Bedroom community with development of HSR.	[depends on design of terminal/line; more information needed]	[depends on design of terminal/line; more information needed]	[depends on design of terminal/line; more information needed]
John Cohrs Bakersfield Car	Retaining the “small town” character will developing an exciting and vibrant downtown and core; establishing methods to reduce poor air quality and sprawl.	I favor Truxtun Ave. site as most acceptable because of the current land use compatibility, and because of the potential for ancillary development. The Truxtun Ave. site would be a boost in reducing environmental concerns (Air quality from increased traffic, farmland reduction, sprawl, etc.)		
Warren Minner Bakersfield Car	Growth and more growth. Will become the best first class city in California.	Truxtun Ave—Central location.		
Ray Bishop /Meadows Field	Note the contract (I wrote) from City County specifically required examination of the impacts of Los Angeles Reverse Leakage. Page 1-1 assumes away this responsibility and gives it to SCAG transportation study. (I sit on this group as well.) But study want to ready for several years—the contract requires an examination and excursion of Los Angeles Air Services Impacts.			
Bob Campbell Bakersfield Metrolink or car	Hope we can reduce vehicular pollution so people can have healthy existence—spend money on better traffic management rather than Centennial Plaza enlargement for swim pool, ice rink, etc. We have pcorest air in nation and blame others.			

Respondent Name Residence/Work Location Commute Mode	How do you see the Future of Metropolitan Bakersfield	Favor Truxtun	Favor Golden State	Favor 7 th Standard
Marvin Davisson Bakersfield Car	Clearly cost is least and Golden state meets primary standards. Golden State provides easy access from Hwy. 99 to the west and for traffic from the east as well as bus traffic from Greyhound, Airport Best? Of Bakersfield and Trailways. The area is ripe for hotel/motel development and [illegible] housing is [illegible] nearby.		Golden State—I see no advantage to airport location and distance from population center is problematic. The downtown location may interfere with planned recreation and retail development, creating congestion and traffic problems.	
Brian Landis Bakersfield/100110 th St. Car	With its vine-like expansion outward, especially to the east and west, it's very important to keep the root of it all, downtown, healthy, vital and in touch with the needs of the entire city. A downtown location, I feel, would best serve the entire city.	I believe a downtown location using existing hotels, roads, etc. will boost Bakersfield's economy and improve the downtown's vitality. To stick [it] out by 7 th Standard is to have a destination to nowhere. The Amtrak Truxtun or Golden State sites will best serve our city overall. Perhaps the Golden State site can be the center of a revitalization a la downtown?	(close second)	
Paul Gable Tehachapi/Retired Car				7 th Standard Road—Potential for future development is the best
Anon Bakersfield/Downtown Car	Larger		X (No additional comment provided.)	
Anon	Need to address uncertainty factor in airports [no preferred site identified by respondent]			
Susie L Mears Taft Car	The future of Metropolitan Bakersfield is bright; however we should plan so that it won't be congested			
Anon Taft/Bakersfield Car	I see less gridlock and congestion happening if we look at the high speed rail being developed in the Northwest area, not downtown			Plenty of space for development and allow growth of new businesses. Airport access and highway access of utmost importance. Don't add congestion to the downtown area.
Anon Bakersfield/Rosedale Car	Make use of outlying space vs. creating gridlock downtown. 7 th Standard Road provides greatest opportunity			7 th Standard Rd.—Access and development of new airport terminal ease downtown congestion. Master Plan 7 th Standard Rd. area.
Anon Bakersfield/Rosedale Car	Thinking "big" in looking for more land to develop and not jam the downtown area.			Input to develop out near airport. Parking essential, good develop (sic) Develop businesses around airport

Respondent Name Residence/Work Location Commute Mode	How do you see the Future of Metropolitan Bakersfield	Favor Truxtun	Favor Golden State	Favor 7 th Standard
Mary Beth Rynan NorthWest/Rosedale Car	Looking for areas of expansion where there is land available—The congestion in the Golden State and Truxtun are would only advance the problem now there.			The expansion of our Airport should tie in with the High Speed Rail in order to improve the overall congestion and success of our transportation system. The less populated area will allow the expansion of the freeway system. Gridlock in the Golden State and Truxtun area could be a problem. Use of the land around the 7 th Standard Rd. could work with a Masterplan to build on.
N.G. Sawyer Bakersfield/Bakersfield Car	Great growth opportunities. We just need proper planning.			7 th Standard offers best chance to manage the project's impacts, including traffic and business infill. Also, 7 th Standard has easy I-5 access and would allow ample parking.
Anon Taft/Bakersfield Car	Large growth, other counties in the area will grow also.			
Anon Taft/Bakersfield Car	Bright—But we have to think large right now to allow for growth not to negatively affect our projects success.			Synergy with New Airport Terminal Open—think big, parking access to Interstate. New Area to develop well the first time. Room to grow and take LAX overflow. Also allows Industry to grow around the Airport. No congestion on side streets as it will be master planned off of 7 th Standard & 99.
Lee Smith	Very positive—good growth. As usual with any city with fast growth—come traffic problems.			X (No additional comment)
John J. Miller Taft/Bakersfield Car	Very good			X (No additional comment)
Lawrence (illegible) Bakersfield Car	Needs room to grow to west on 7 th Std. Road			X (No additional comment)
Dave Leffer Taft/Taft Car	More growth and jobs. We need rapid transit.			X (No additional comment)
R.D. Andrews Taft/Taft Car				X (No additional comment)
Pam Jones Taft/WCC Car	Bakersfield is finally catching up w/ metro cities to the North and South. I wouldlike to see the expansion of the BFL airport to better serve our growing airport			X (No additional comment)

Respondent Name Residence/Work Location Commute Mode	How do you see the Future of Metropolitan Bakersfield	Favor Truxtun	Favor Golden State	Favor 7 th Standard
Roe Darnell Taft/Taft Car	Growing and moving west			X (No additional comment)
Anon Taft/Taft Car	Good			X (No additional comment)
Anon Taft/Taft				\ X (No additional comment)
Anon Taft/College Car				X (No additional comment)
Louise Hudgens Taft/Taft Car	Downtown area already congested. Why would you want to add more? 7 th standard Rd. area less congested and more room to expand.			X (No additional comment)
Mary Garner Taft/Taft Car	What—We have to think big enough now to accommodate the future.			New Airport Terminal makes most sense for growth
Randy Miller Taft/Taft Car	Good—Quality of life, home affordability, weather, traffic, services			X (No additional comment)
Anon Bakersfield/Taft	I would like to (sic) High Speed Rail by the airport with connections to the airport and into town. Something like the cablecar/SD. Red Line ideas. Something different that can be an area icon means of transportation			X (No additional comment)
Anon Taft/Bakersfield Car	Looking Good!!!! Make sure we plan ahead for our future.			X (No additional comment)
Anon Taft/Taft Car				X (No additional comment)
Isaac George Taft/taft Car	We need to limit the extent of growth. Need to coordinate a place of growth involving other cities in Kern County. Tax sharing/revenue sharing could work.			X (No additional comment)
Roland Maier Taft/Jefferson School Car	The metropolitan area will continue to grow outward very quickly to east and west! There is a "huge" need for a 58 freeway to I-5 to help alleviate the congestion in the northwest.			The 7 th Standard would meet the needs of the transportation availability from I-5 the best without [illegible] to replace homes and not have to have the freeway way above the ground. I feel that will be a central area for transportation hubs and growth where the other locations are very inflexible!

April 15, 2003

KERN COUNCIL OF GOVERNMENTS SEEKS PUBLIC PARTICIPATION IN HIGH-SPEED RAIL TERMINAL DECISION

For more information,
please contact
Ron Brummett or
Jason Hade at
(661) 861-2191

FOR IMMEDIATE RELEASE

Organization: Kern Council of Governments (Kern COG)
What: High-Speed Rail Study Workshop
When: 3-7:30 p.m. Tuesday, April 22, 2003
Where: Truxtun Room, Bakersfield Convention Center, 1001 Truxtun Avenue, Bakersfield, CA 93301

Kern Council of Governments will host a public workshop Tuesday to unveil the results of a technical evaluation of three potential sites for a high-speed rail terminal in metropolitan Bakersfield.

The workshop, from 3-7:30 p.m. Tuesday, April 22 at the Bakersfield Convention Center, will give area residents the opportunity to compare the merits of each site and offer comments on where the terminal should be located.

Study sites include: Truxtun Avenue and “S”/Union Street (near the Amtrak Station); Golden State and “M” Street; and 7th Standard Road West of State Route 99 (two miles from Meadows Field Airport). Kern COG is sponsoring the workshop to foster community consensus for one the three sites, which will then be forwarded to the California High-Speed Rail Authority for consideration.

This workshop is part of a larger technical examination of the benefits and impacts associated with locating a high-speed rail terminal in Bakersfield. The Kern COG-led study, which began in November 2002, included input from representatives of the city and county, the Bakersfield Downtown Business Association, and Golden Empire Transit District on its advisory committee. Previous public outreach efforts, from December

2002 through February 2003, have focused on stakeholder agencies and community organizations, and have involved one-on-one interviews and small group discussions. Summaries of these activities are included in the draft report that will be available at the April 22 event.

Public participation is strongly encouraged so that Bakersfield may determine the best high-speed rail terminal alternative based on a variety of factors, including technical, political and financial performance indicators, as well as issues pertaining to urban form and community values.

A final report is scheduled to go to the Kern COG Board of Directors on May 15, 2003. The final report may also be reviewed by local decision-makers at an upcoming joint meeting between the Kern County Board of Supervisors and Bakersfield City Council. Additional public comment can be provided at that time. Final high-speed rail terminal site recommendations for Metropolitan Bakersfield will then be forwarded to the California High-Speed Rail Authority for inclusion in the statewide draft program EIR/EIS and further consideration.

KERN COUNCIL OF GOVERNMENTS WORKSHOP

High-Speed Rail Terminal Location

Truxtun Avenue & S/Union (Amtrak Station)

or

Golden State Avenue and M Street

or

7th Standard Road near Meadows Field

Tuesday, April 22, 2003

3 to 7:30 p.m.

at the Bakersfield Convention Center, Truxtun Room
1001 Truxtun Avenue in Bakersfield

This workshop is being hosted to unveil the results of a technical evaluation that studied three potential sites for a high-speed rail terminal in metropolitan Bakersfield.

The workshop will cover the following areas:

Benefits and impacts of each site

Study purpose and scope

Public Comment/Questions

Next Steps

Appendix D

M STREET STATION SITE ANALYSIS

Appendix D

M STREET STATION SITE ANALYSIS

During the review and discussion of the sites studied and presented in the report, continued interest regarding the attractiveness of a Golden State Corridor site located at M Street suggested the need to address its promise aside from the Golden State Avenue F Street station site. This addendum site plan analysis describes how a HSR station might be developed at M Street between the UP tracks and Golden State Avenue. As this analysis was performed after the primary station site analysis, it is not included in the

STATION LOCATION

Figure D-1 outlines the site boundaries for the illustrative HSR station concept plan for this site. It is bounded by the UPRR and HSR tracks on the north, Q Street on the east, Golden Gate Avenue on the south and 30th Street on the west. No station access could be provided from either Q or 30th Streets, which both “ramp” down to traffic undercrossings of the railroad tracks. The site boundary on the north might possibly be moved 20 to 50 feet farther north if the UP is willing to cede HSR some of its current right of way. The southern station boundary might possibly be impacted by the proposed elevated freeway, which is planned to parallel Golden State Avenue in this corridor. An alternative eastern boundary would be the park boundary. As the high speed rail right of way will consume a portion of the park and the planned elevated freeway would render the park virtually useless, the illustrative site plan shows Q Street as the eastern station boundary.

STATION PROGRAM

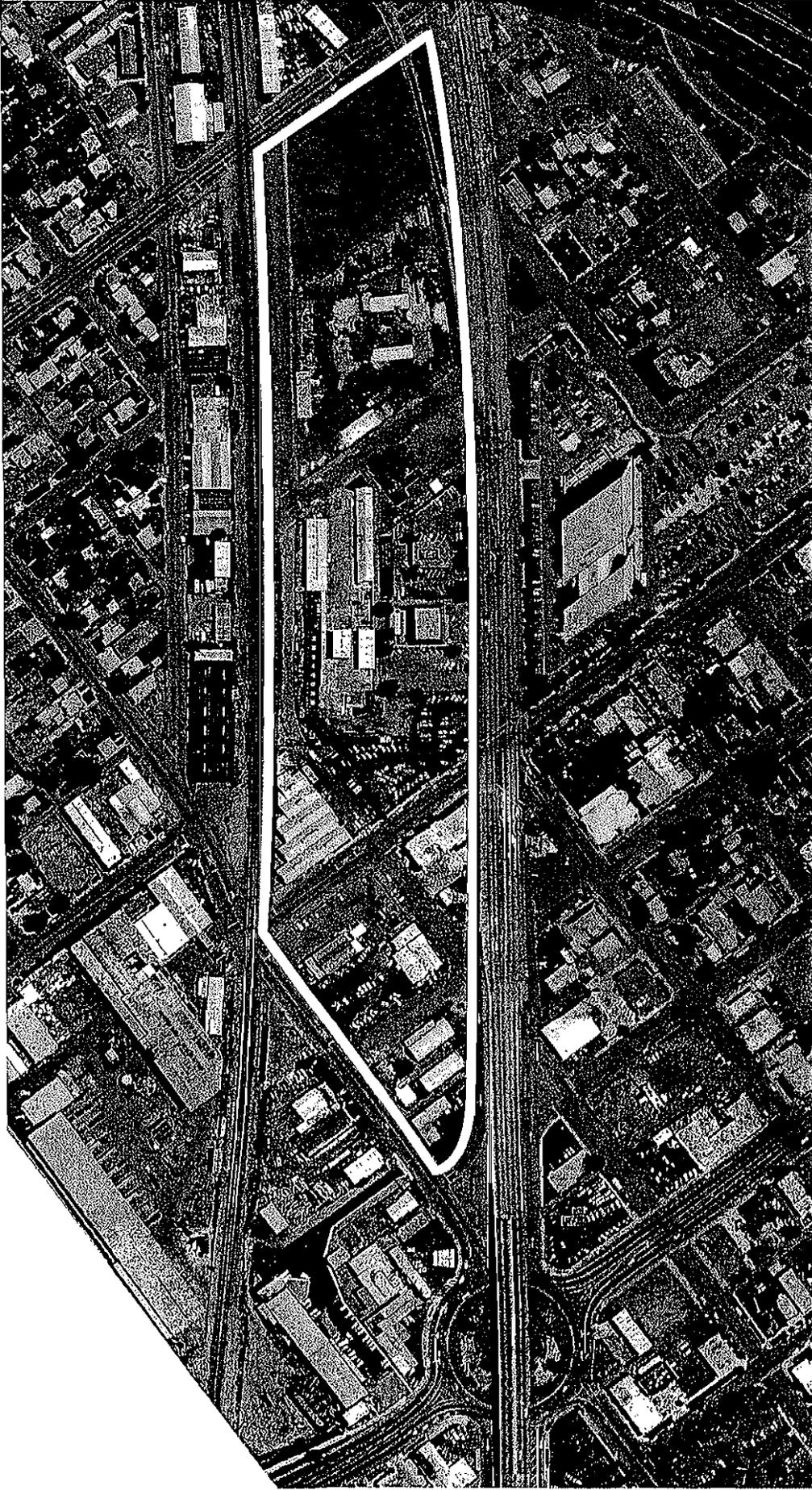
This site would have the same program as described for the F Street station site in Chapter 4. Approximately 750 parking spaces, 15 bus bays, and a 20,000 gsf station depot building.

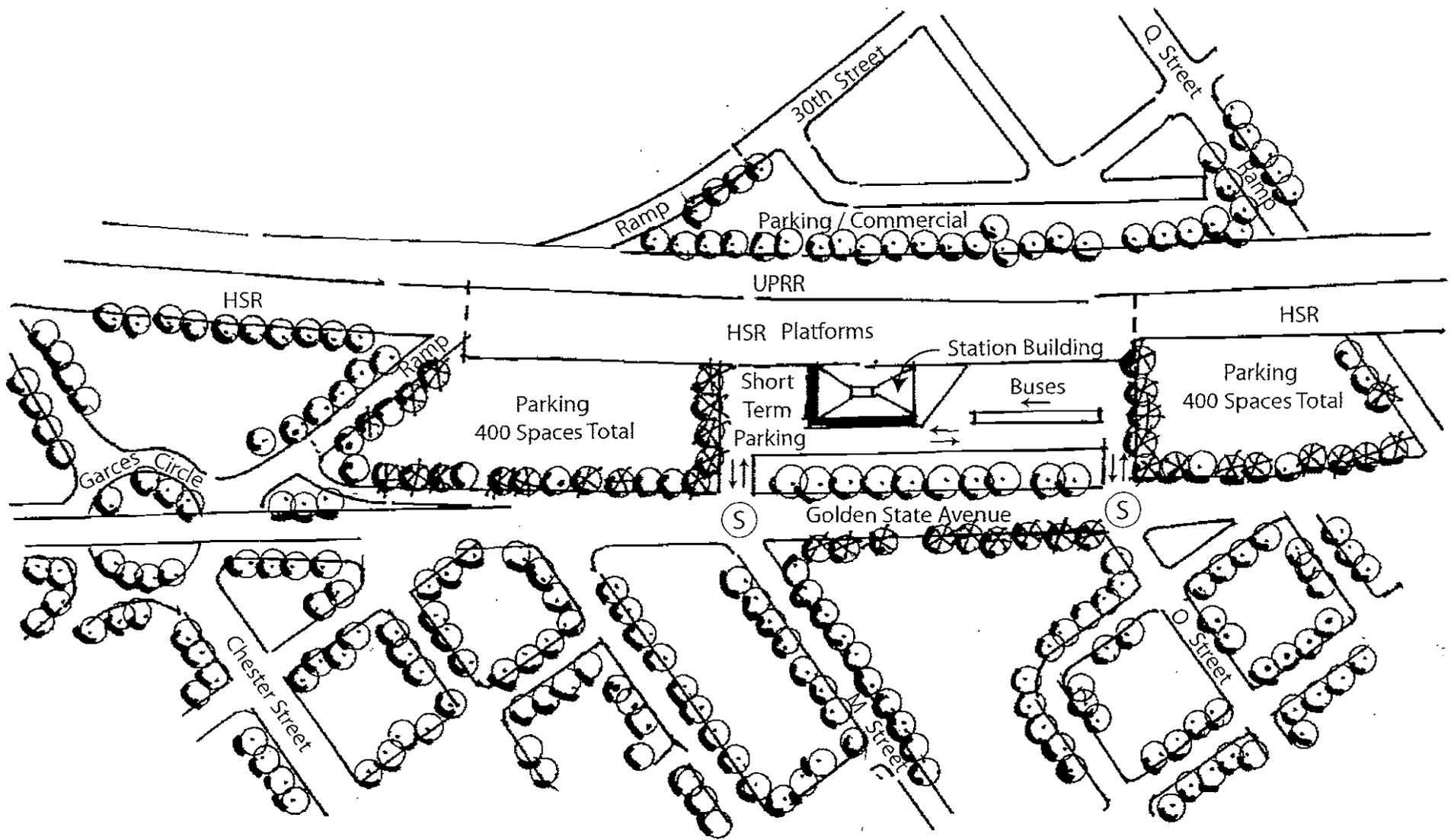
The station is anticipated to be a four track main line HSR station with a 141 foot wide cross section in the platform area. The HSR tracks are envisioned to be located along the south side of the UP right of way. Platforms would be provided on both sides of the tracks with lengths of 1,300 feet.

ILLUSTRATIVE SITE CONCEPT

Figure D-2 describes the illustrative concept plan prepared by WSA for this site. The station site concept plan would allow for future construction of the elevated freeway over Golden State Avenue. The new freeway would likely be 100 feet wider than the current arterial street and therefore might extend over the HSR station site southern boundary, covering some of its surface parking facilities.

Traffic access would be from the current signalized M Street intersection and at a newly signalized intersection of O Street. Buses would access the station from the O Street driveway and exit from the M Street Driveway. GET buses could stop at the curb along Golden Gate Avenue in the westbound direction. Approximately 400 parking spaces would be provided in each of two surface parking lots, for a total of 800 spaces. Additional short term parking would be provided by a small lot located just to the west of the station building and also along the





(S) Signalized Intersection

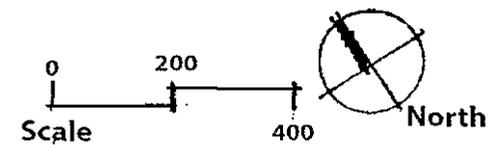


Figure D-2

M Street and Golden State Avenue Station Site

southern curb along the station driveway between M and O Streets. Combined these areas would provide 60 short term parking spaces.

A grade separated pedestrian link (bridge or tunnel) would be provided between the station building and the northbound passenger platform. The designs for the two traffic undercrossings (30th Street and Q Street) should also be designed with pedestrian facilities, particularly if station oriented redevelopment is desired on the north side of the railroad tracks.

MARKET PERSPECTIVE

The M Street station site has convenient regional access, which is important for Bakersfield area residents traveling to other cities. The site is also convenient for commuter use to the Los Angeles area should that market prove viable for HSR. The site is not as convenient as the Truxtun site to key destinations for non residents of the region traveling to Bakersfield. If the elevated freeway is constructed in the corridor it would likely be located between the station and downtown or possibly even over the station itself. Location between the station and downtown would require pedestrians to walk under the freeway in order to reach downtown, something pedestrians do not like to do. Location of the freeway over the station site would negatively impact the environmental setting for passengers to wait for a train. It would also result in a very unattractive gateway for HSR patrons to enter the city.

SERVICE PROVIDERS PERSPECTIVE

This site would have similar implications for Amtrak, UP and GET as were described for the Golden State Avenue F Street site. Essentially, GET could service the site, Amtrak would need to reconcile the future of the San Joaquin trains, and the freight railroads would insist that their track crossings of traffic be grade separated.

GOOD NEIGHBOR PERSPECTIVE

Land use compatibility, traffic and parking implications, and the potential for redevelopment of surrounding properties are all important issues for rail stations.

The site is currently developed with industrial, institutional and commercial uses along with a public park. Surrounding uses are similar. Residential development exists on the north side of the railroad tracks north of Espee Street. Development of a HSR station on this site would displace current uses, which include an automobile dealership. Station development extending to Q Street would impact the public park and therefore would involve rigorous environmental clearance efforts.

The station site plan provides adequate parking to accommodate forecast needs on site. The traffic system capacity to accommodate projected access needs very much depends on the details of the proposed freeway project. If the elevated freeway is not built in this corridor, Golden State Avenue should be able to accommodate the station access demands themselves, but probably not the projected regional through travel demands. The F Street station site has these same issues.

Economic development potential for the surrounding properties and on the station site itself will be very much influenced by decisions regarding the proposed elevated freeway. If the elevated

freeway is built over Golden State Avenue, it would severely limited station related redevelopment opportunities south of Golden State Avenue. The freeway would virtually eliminate adjacency benefits of the station, by creating a barrier between the station and properties south of Golden State Avenue. If the freeway were built over the station site itself obviously it limited potential use of the station site parcel to parking uses. The Union Pacific railroad tracks will limit potential development opportunities north of their tracks. The tracks themselves create a pedestrian barrier effect and the noise and vibration related to freight train movements are nuisance impacts.

DEVELOPMENT AND OPERATIONS PERSPECTIVE

The current uses of the site including the car dealership, the public park, the Veterans building, the recycling center and several industrial uses would all be displaced. No residential uses would be displaced. The development of a freeway in the corridor, however, could help coordinate property acquisitions.

SUMMARY

Development of a HSR station on this site would have similar strengths, weaknesses and issues as are described for the F Street site.

- Development of a HSR station appears physically possible at the M Street station site and would need to be coordinated with the planning of the proposed freeway.
- A HSR station at this site most likely would be a four track at-grade mainline station.
- It might be possible for HSR to share some UP right of way, but not enough to provide fully for its cross section needs
- Some displacement and relocation efforts would be associated with a station developed at this location.
- Station access and potential station related economic benefits to surrounding area would be critically influenced by details of the freeway for the Golden State Avenue corridor.
- A HSR station at this location would have marginal strength to revitalize the surrounding area and even these potentials could be lost depending of plans for the elevated freeway.