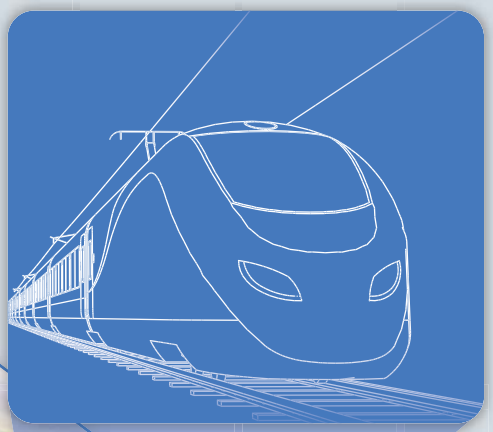
California High-Speed Rail Authority Request for Expressions of Interest

Bakersfield Heavy Maintenance Facility at Shafter



CALIFORNIA
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January 7, 2010

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: CHSRA Heavy Maintenance Facility Expression of Interest

Dear Executive Director Morshed:

Kern County, Kern COG and the City of Shafter are pleased to submit this application for hosting CHSRA's Heavy Maintenance Facility (HMF) in accordance with your Request for Expression of Interest. Kern County has been a strong supporter of CHSRA's program since the mid-1980s, and believes the proposed site in the City of Shafter offers an ideal location for the HMF. Resolutions of support for locating the CHSRA's HMF project in Kern County are included in Appendix A.

The proposed site is located in the City of Shafter just north of Bakersfield's City Limits in a designated industrial zone. It has good access from two major streets – 7th Standard Road and Santa Fe Way. 7th Standard Road has recently been improved and provides access connections to SR-99 and to I-5. The site consists of up to 640 acres and has more than 2 miles of direct frontage to the BNSF/CHSRA alignment. Thus, it meets CHSRA's operational program needs. The site meets the seven RFEI criteria and could be quickly developed.

The Shafter application is organized as follows:

1. Site Location and Functional Layout
2. Heavy Maintenance Facility Objectives
3. RFEI Site Criteria Responses
4. Appendices with Letters Supporting this Site and Detailed Employment Data

We believe that the attractiveness of this site for the HMF is clear and we look forward to working with CHSRA in making it happen. Please advise if you wish clarification or expansion of this application.

Sincerely,

Ronald E. Brummett
Executive Director

Kern Council of Governments
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TABLE OF CONTENTS

TABLE OF FIGURES

EXECUTIVE SUMMARY

The proposed site for the Bakersfield High Speed Rail Heavy Maintenance Facility is just north of Bakersfield City Limits in Shafter, California. The site consists of 640 acres and provides 2.5 miles of direct frontage with the rail corridor and could be readily developed to ensure CHSRA meets its opening target of 2017.

The proposed Shafter site meets the CHSRA's facility siting requirements, minimizes environmental impacts and offers financial incentives and other economic benefits to the State of California, Kern County and the City of Shafter. This expression of interest highlights the site's ability to meet the overall objectives of the HSR work program and describes the site's ability to meet the siting requirements identified by the CHSRA. A summary of this site's strengths include:

- The location is near the geographic center of the HSR System, adjacent to the east alignment of the HSR mainline.
- The site is within an expanding industrial area neighboring the International Trade and Transportation Center and would allow the HMF as a permitted use.
- A number of current and planned roadway improvements will facilitate a high degree of access to and from the site.
- All major utilities are already accessible to the site including water, sewer, electricity, natural gas, telephone and fiber optics.
- Kern County is a major railroading community with important local BNSF and UP switching yards. It is the southern terminus for Amtrak's *San Joaquin* passenger rail service.
- Kern County alone already contains a significant percent of the desired workforce for a HMF and has a number of related training programs within close proximity of the Shafter site.
- Existing highway (SR-99), rail (UP and BNSF) and air access (Meadow Field Airport) are available to the site which can facilitate transportation of necessary equipment and aid in delivery of materials during the construction process.
- Meadows Field has the 3rd longest runway in the state and longest in the San Joaquin Valley.
- No existing structures would need to be removed and no other displacements would occur. The site does not lie on any protected lands or environmentally sensitive areas including Williamson Act lands, wetlands or those with underground storage tanks or existing hazardous materials.

- In addition to the HMF, the site could also accommodate a MOWF. A MOWF at Shafter combined with the Heavy Maintenance Facility could result in considerable cost savings. Kern COG and all supporting agencies look forward to working with the CHSRA to further identify how the Shafter site meets the overall goals of the HSR program and offers economic benefits to the State and local areas with minimal environmental impacts on the surrounding lands.

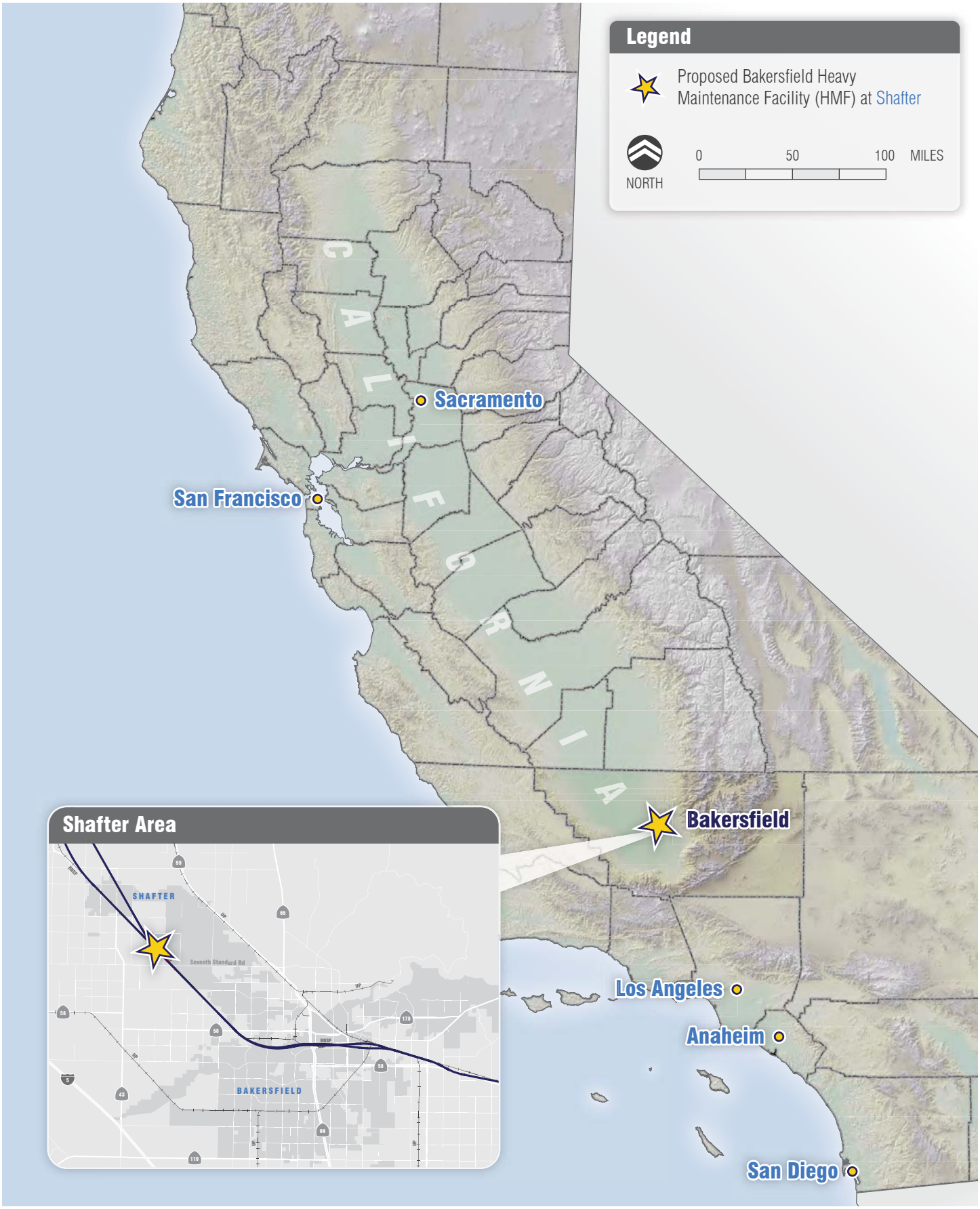
SITE LOCATION AND FUNCTIONAL LAYOUT

The proposed site for the Bakersfield High Speed Rail Heavy Maintenance Facility is located just north of the City of Bakersfield in Shafter, California (Figure 1). The Shafter site is the closest of all the proposed Heavy Maintenance Facility sites to the geographic center of the California High Speed Rail System (HSR), 266 miles from the San Francisco Terminal and 328 miles from the San Diego Terminal. It is approximately 13 miles north of the Downtown Bakersfield Station and is easily accessible from SR-99 and I-5 via 7th Standard Road. The proposed site is adjacent to the east alignment of the High Speed Rail mainline and borders the BNSF Railway alignment.

The site consists of up to 640 acres and provides about 2.5 miles of direct frontage with the rail corridor. It is located on the east side of the tracks and north of the recently widened 7th Standard Road. Access into the site would be from Zachery Road. As further described in the RFEI Site Criteria section of this application, the site could be readily developed and help CHSRA meet its opening target of 2017. Figure 2 illustrates how CHSRA's Concept Plan for the HMF could fit on the proposed site.

Key features of the site are:

Size:	Available land - 640 acres
Rail Frontage:	2.5 miles
Zoning:	Industrial
Number of Parcels:	7 (one land owner)
Wetland Impacts:	none
Residential Displacement:	none
Business Displacement:	none
Access:	Overcrossing of BNSF at 7th Standard Road is currently programmed.



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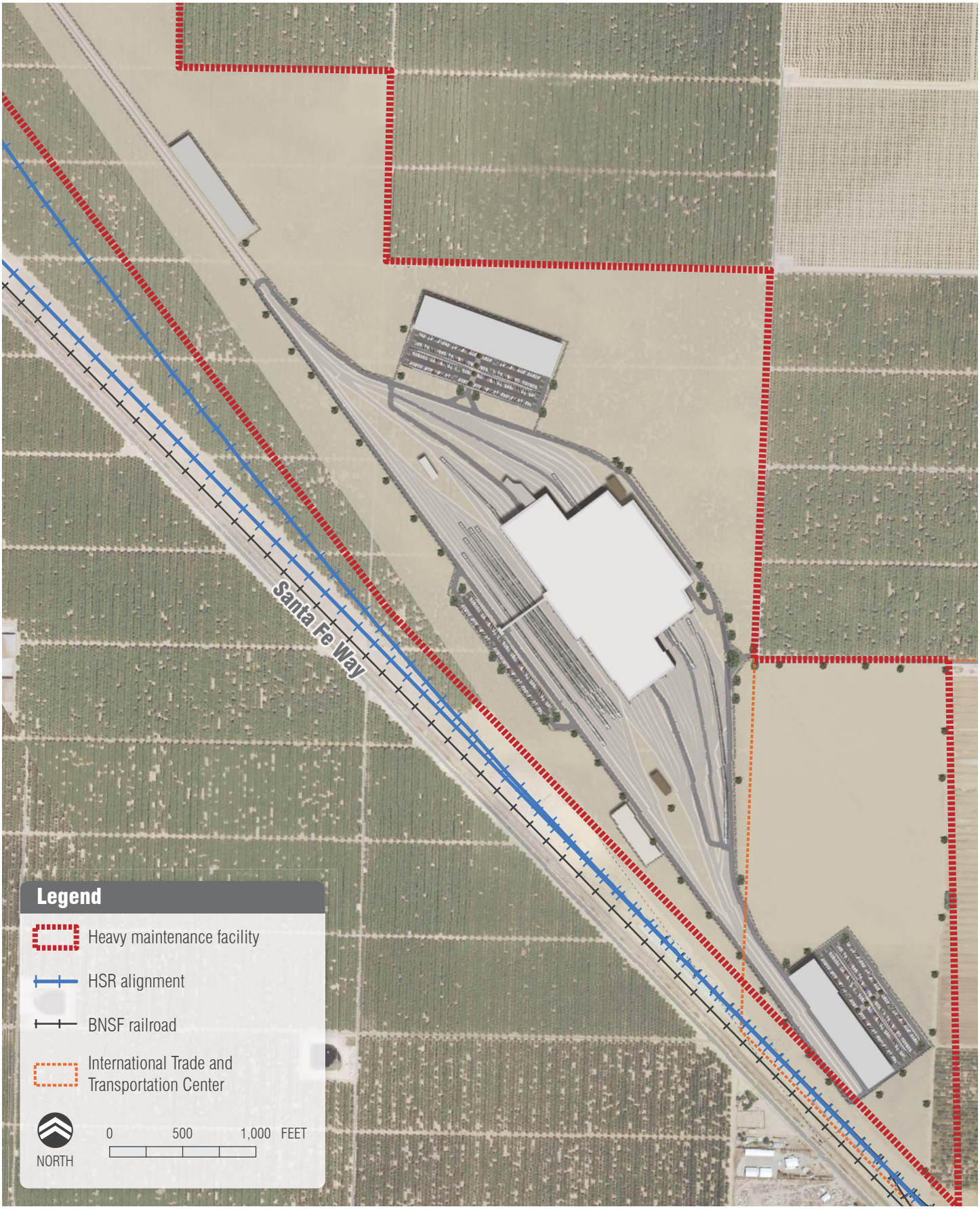
SHAFTER SITE LOCATION

Figure 1



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SHAFTER HMF CONCEPT

Figure 2

HEAVY MAINTENANCE FACILITY OBJECTIVES

The vision for high speed rail in California is to link its metropolitan areas with fast convenient passenger rail services. Non-stop travel times of 2 hours and 40 minutes would be provided between the Bay Area to the Los Angeles region. By 2035, the high speed rail service is projected to serve more than 41 million annual passengers. About 5,100 daily passenger boardings are projected for the Bakersfield Station in 2035. The Downtown Bakersfield Station is located about 147 track miles north of Los Angeles and 315 track miles north of San Diego. It is located about 279 track miles south of San Francisco, 107 track miles south of Fresno.

CHSRA's Programmatic EIR/EIS identified a site in Bakersfield along the UPRR between 7th Standard Road and E. Lerdo Highway as a good location for the HMF. Subsequent studies have defined the BNSF corridor as more promising than the UP corridor, however, the 7th Standard Road location continues to be an attractive site for the HMF.

CHSRA MAINTENANCE FACILITY SYSTEM

The maintenance system to support high speed rail services consists of three basic types of facilities.

1. **Terminal Maintenance and Yard Storage Facilities** – Two to three TMSFs are planned for Phase One service. Facilities will be provided near San Francisco and Los Angeles/Anaheim for light maintenance and overnight storage/servicing of trains. With Phase Two high speed rail service additional terminal facilities will be located near Sacramento and San Diego.
2. **Maintenance of Way Facilities** – Sites of about 17 to 18 acres would be located about every 150 miles along the network to maintain track, switches catenaries, structures and other elements of the track-way. These facilities would be located with direct connections to the mainline or its sidings with track connections providing access to the north and the south. Acceleration/deceleration siding lengths have not been defined, but probably would be about 7,000 feet in length. In order to provide access in both directions a grade separation would be required over/under the mainline tracks. MOWFs have been tentatively identified for Gilroy, Merced, Visalia, Bakersfield, Palmdale for Phase One and Stockton, City of Industry, and Temecula for Phase Two buildout. A MOWF at Bakersfield combined with the Heavy Maintenance Facility could provide considerable cost savings.

3. **Heavy Maintenance Facilities** – A single Heavy Maintenance Facility is planned. It is to be located in the Central Valley between Bakersfield and Merced along the 220-mph mainline test track. About 154 acres has been identified to accommodate the HMF shop, which will employ about 1,500 workers. The 640 acres also could accommodate a MOWF and thereby minimize high speed switches and duplicative acceleration/deceleration sidings. Together, the HMF shop, the MOWF and the Admin/Train Operations Center could employ up to 1,900 workers.

CRITICAL SCHEDULE PATH OPENING

The HMF will be on the critical path to service start-up. It must be in place to perform acceptance testing of trainsets and final fitting out of the trains. The testing will involve running trains at 220 mph on the test track between Bakersfield to Merced. The HMF will also be a logical place to conduct train crew orientation and training. Training for MOWF and TMSF staff could be performed at the HMF. Completion of the environmental studies is targeted for September 2011 with passenger service beginning in 2017. With a 2017 service start up, the HMF will need to be operational a year in advance – or by 2016. As such, it will be critically important for CHSRA to develop the HMF on a site that can be quickly constructed and a site that involves minimal risk for schedule slippage. The Shafter site meets this criterion.

Phase One of the high speed rail system will link Anaheim/Los Angeles to the Bay Area. Phase Two of the system will expand Phase One service to serve Sacramento and San Diego. The initial operating plan envisions three segments - Anaheim to Los Angeles, San Jose to San Francisco and Merced to Bakersfield. The Heavy Maintenance Facility (HMF) will be located along the Central Valley segment, where speeds of 220 mph will be achievable.

In northern Kern County, the mainline tracks could either be at-grade or elevated about 20 feet above ground to minimize impacts on cross circulation. The high speed rail mainline will likely be at-grade, thereby minimizing costs for track connections for the HMF.

HMF FUNCTIONS

CHSRA's Terminal and Heavy Maintenance Facility Guidelines indicate that the HMF could begin operations in several forms. Concept 1 provides for all trainsets to be assembled and stored at the HMF until Phase One is fully in operation. Concept 2 envisions a coordinated deployment of trains as service is phased in. Concept 3 links trains at the HMF to the time they become needed for revenue service. In the long-range future when CHSRA

starts to replace its fleet, the HMF will experience additional trains on-site. Approximately 10 of CHSRA's total trainsets are envisioned to remain overnight at the HMF.

SITE LAYOUT OBJECTIVES

CHSRA has developed a concept plan for its HMF. The Concept Plan envisions:

Mainline Access – A location for the HMF that is adjacent to the mainline tracks extending about 2 miles along the track. The Shafter site is located along the high speed rail mainline tracks. Relocation of the train crew parking would allow the HMF lead track to be located immediately adjacent at a safe buffer distance from the mainline and would help to minimize traffic crossings of the lead tracks (crossing can become blocked by trains and would improve safety).

Continuous Rail Frontage – Feeding into the HMF will be acceleration and deceleration track connections to the mainline high speed rail tracks. Each of these connection tracks will be about 3,700 feet in length. The nearest highway crossings of the BNSF tracks are at Burbank Street, which is located about 14,000 feet to the north of 7th Standard Road and at Kratzmeyer Road located 10,000 feet to the south. Thus, the Shafter site has excellent rail frontage to accommodate the track connection needs as well as the adjacency objectives of CHSRA. Relocation of the train crew parking in the CHSRA HMF Concept Plan would also afford direct access from the BNSF tracks to the HMF yard to ship and receive trainsets.

Controlled Access – Concept Plan shows a single access driveway for traffic to/from the HMF. Zachery Road, which connects to 7th Standard Road, would provide the primary access to the HMF. Its intersection with 7th Standard Road is located about 2,500 feet east of the BNSF tracks and provides sufficient distance to accommodate the planned grade separation of the BNSF and CHSRA tracks.

SITE LOCATION OPERATIONAL BENEFITS

Location of the HMF at the southern end of the test track segment provides two key benefits. First, its location allows for a two-way (roundtrip) testing at maximum speed of the trainsets over the full length of the test track. Turnback crossovers would allow trains to shorten the test trip as appropriate. The full 100 miles in the northbound and southbound directions at maximum speed, however, would not be possible with sites located midway along the test segment. Second, the location at the northern edge of the Los Angeles commute shed would allow some regional trains to enter and leave

passenger service efficiently with minimal deadheading. It is likely that most of these regional trips would be day trips for business and non commute markets. Bottom line: the Shafter HMF site would provide added operations flexibility.

RFEI SITE CRITERIA

The following summarizes the ability of the Shafter site to meet the following seven HMF analysis criteria as identified by the HSRA:

RFEI #1: SITE DESCRIPTION

RFEI #2: AVAILABILITY OF LOCAL LABOR FORCE

RFEI #3: CONSTRUCTABILITY

RFEI #4: DISPLACEMENT

RFEI #5: TRAFFIC EFFECTS

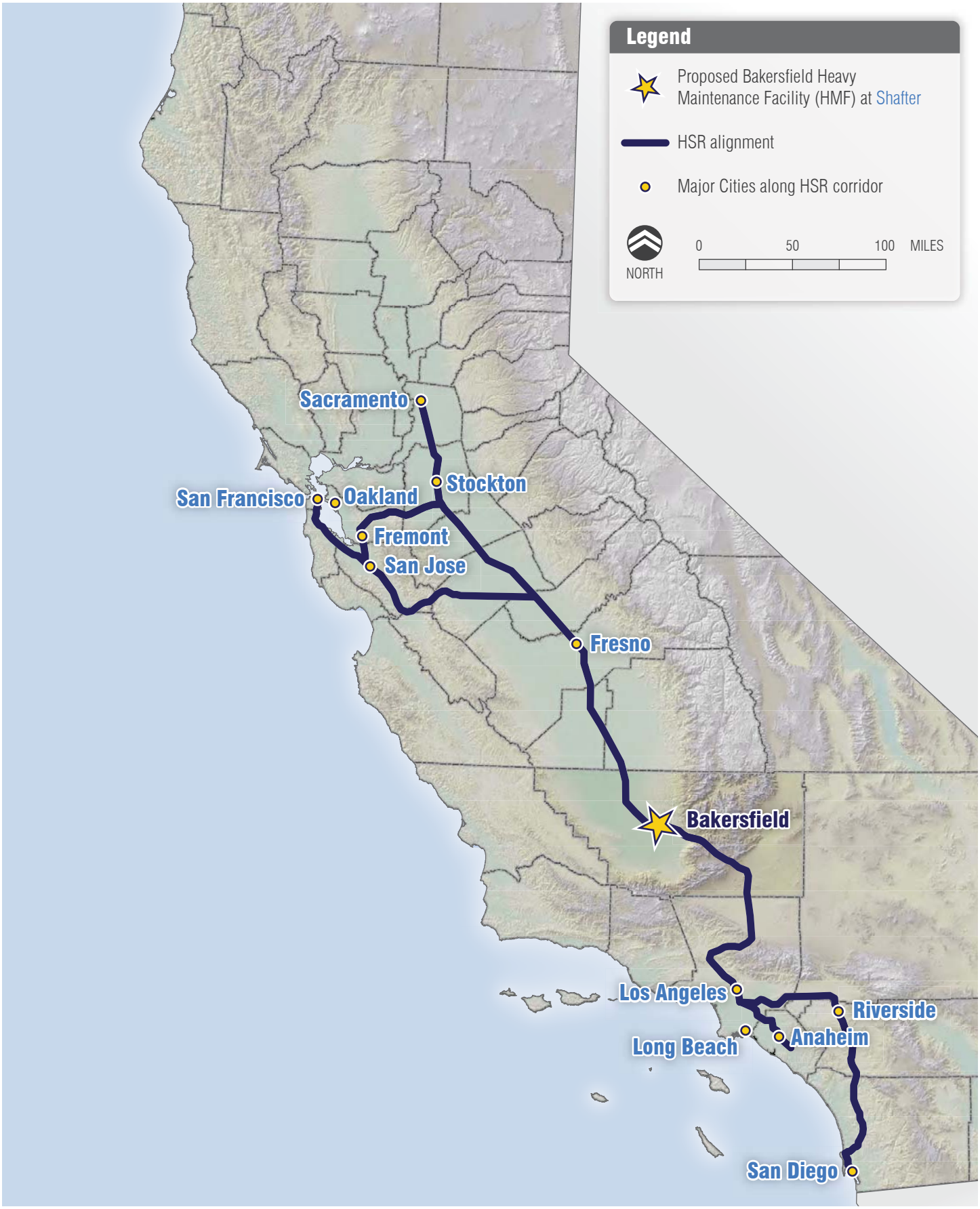
RFEI #6: ENVIRONMENTAL

RFEI #7: ECONOMIC INCENTIVES

RFEI #1: SITE DESCRIPTION

LOCATION

- City of Shafter, on Santa Fe Way, bordered by the BNSF Railway to the west, the International Trade and Transportation Center to the south on 7th Standard Road and Burbank Street to the north. This site is just north of the Bakersfield City Limits.
- The site is approximately 6.5 miles from the SR-99/7th Standard Road Interchange.
- The site is less than 20 miles from Interstate 5 via 7th Standard Road or SR-43/Enos Lane.
- Near geographic center of the HSR System, adjacent to the east alignment of the HSR mainline (See Figure 3 and Figure 4).
- Site is within an expanding industrial area neighboring the International Trade and Transportation Center.
- BNSF Railway borders the site with an existing railroad siding.
- UP Railroad runs parallel to the BNSF Railway approximately 6.5 miles from the site with an existing railroad siding.



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STATEWIDE HSR SYSTEM

Figure 3

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SHAFTER HMF SITE VICINITY

Figure 4

- Site provides immediate access to the BNSF tracks and the UP via a crossover track for importing trainsets and for deploying trainsets prior to completion of Phase One connections to the Bay Area and to Los Angeles.
- The site is approximately 100 miles south of Fresno and approximately 120 miles north of Los Angeles.

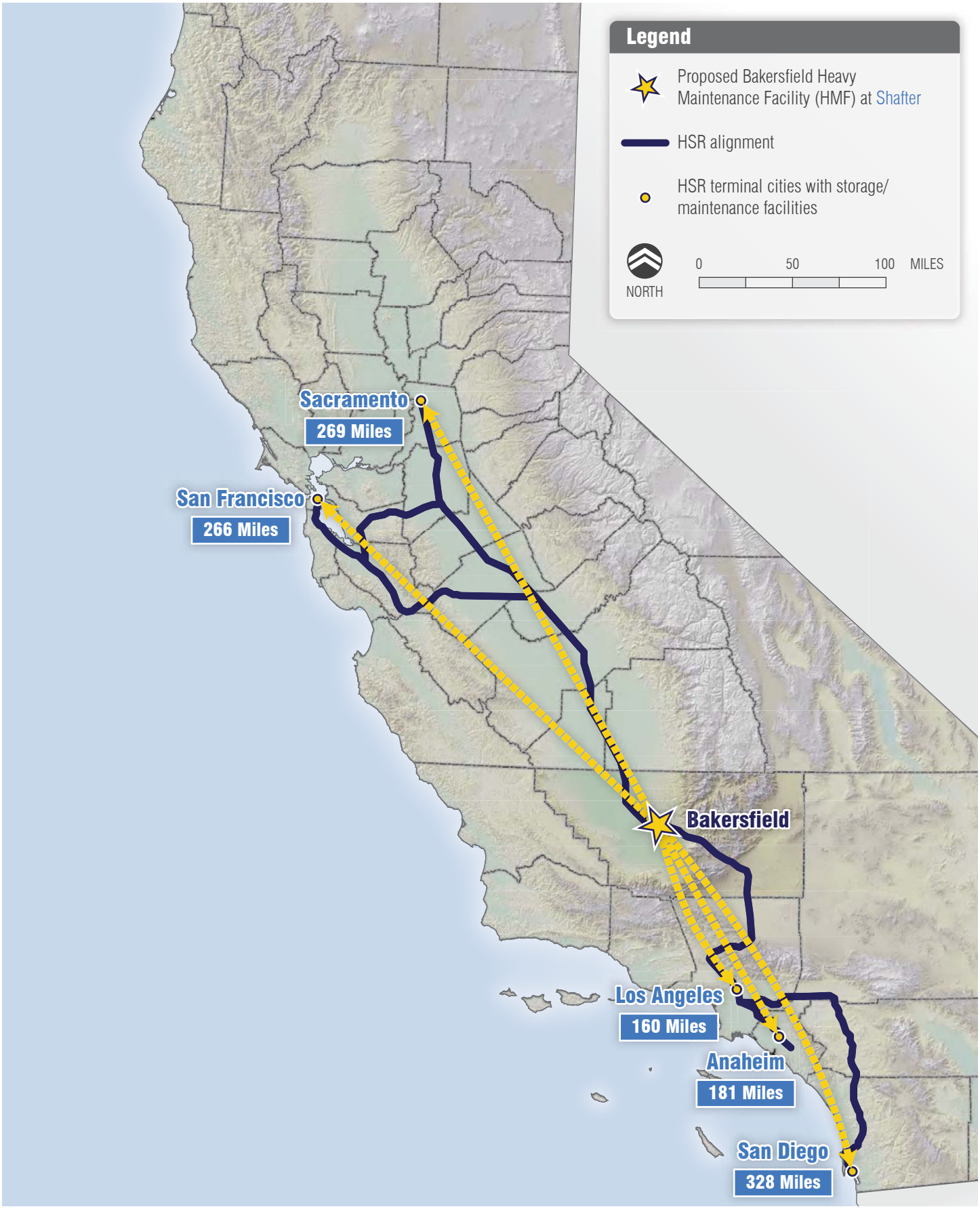
DISTANCE FROM HIGH SPEED RAIL MAINLINE

- The site is immediately adjacent to the High Speed Rail mainline east alignment CTT2D (Figure 4)
- Figure 5 shows the mileage to other Terminal Maintenance and Yard Storage Facilities.

TRANSPORTATION

(see Figure 6)

- Current Road Improvements
  - Widening of 7th Standard Road to 4 lanes from the Interchange at SR-99 to Zerker Road is under construction.
  - New Interchange at 7th Standard Road and SR-99 (See Figure 6).
  - New railroad grade separation on Santa Fe Way at 7th Standard Road. Project has been environmentally cleared and will be under construction soon. Awaiting allocation vote by the California Transportation Commission.
- Planned Road Improvements
  - To widen 7th Standard Road to 4 lanes from Zerker Road to Santa Fe Way including the BNSF grade separation is estimated to cost $20 million and programmed for construction.
  - 7th Standard Road west of Santa Fe way is currently 2 lanes but is planned for improvement to 4 lanes to Interstate 5.
- Other Transportation Facilities
  - Meadows Field Airport within 10 miles with access to scheduled passenger and freight service. Meadows Field Airport has the longest runway in the San Joaruin Valley at 11,000-feet runway and can accept International flights.
  - Kern Regional Transit currently provides the North Kern Express with daily intercity service between the communities of Delano, McFarland, Wasco, Shafter and Bakersfield.
  - Golden Empire Transit District has the ability to provide express bus service to the location.
  - Shafter Dial-a-Ride provides intra-city transportation and could be expanded to include service to the site.



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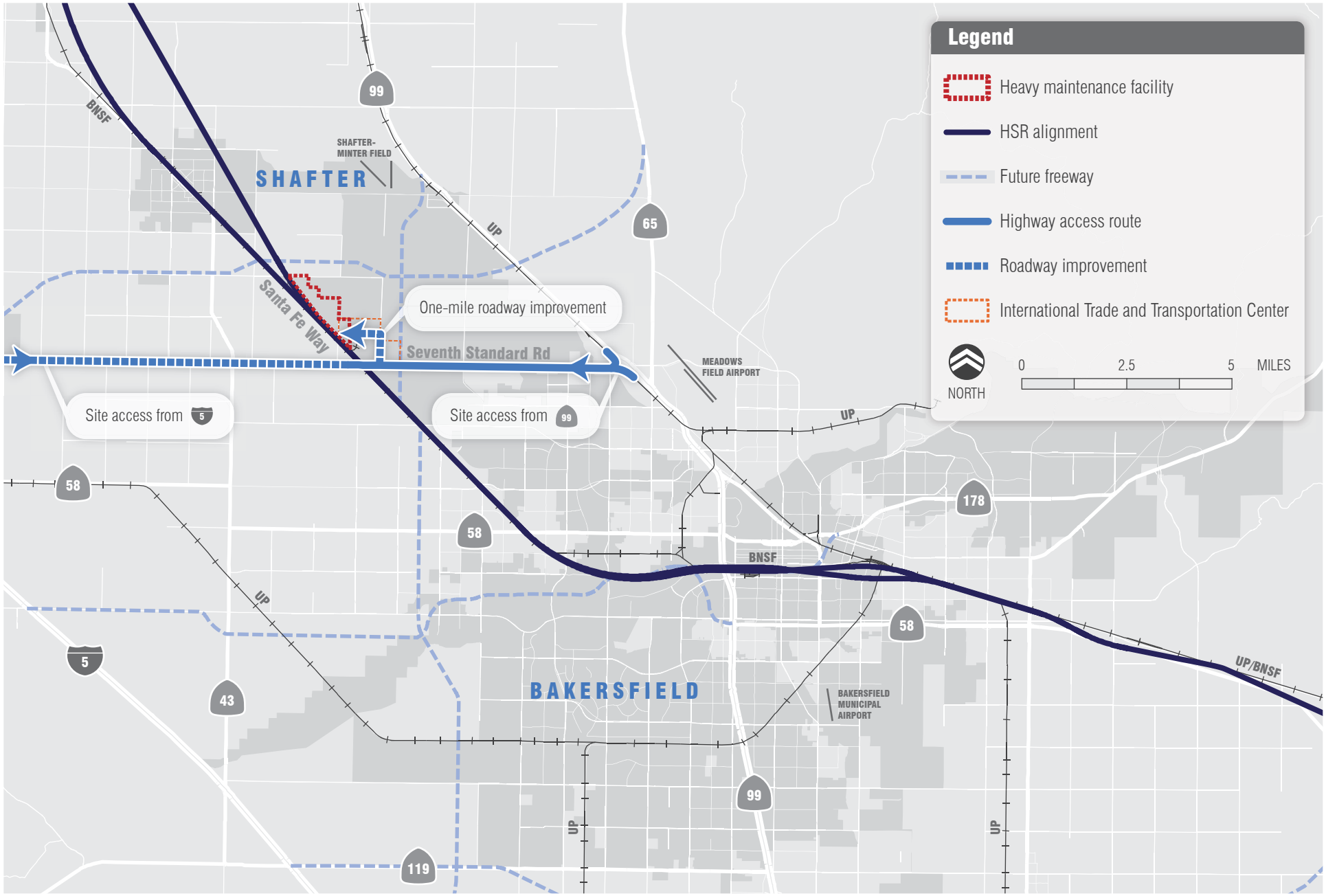
DISTANCES TO TERMINALS

Figure 5



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TRANSPORTATION

Figure 6

AVAILABILITY OF SITE UTILITIES

(see Figure 7)

- Water service is provided by the City of Shafter and existing water lines border the northern edge of the site along Burbank Street and the eastern edge along Driver Road.
- Sewer service is provided by the City of Shafter and sewer lines are adjacent to the site.
- Electricity is provided by PG&E and is adjacent to the site.
- Natural gas is provided by The Gas Company and is adjacent to the site.
- Telephone service is provided by AT&T and is adjacent to the site.
- Fiber optics available via City of Shafter communications tower site located adjacent to the site (just west of the International Trade and Transportation Center.). Construction of a new fiber optic backbone extension is scheduled to begin within 12 months.

CONSISTENCY WITH LOCAL ZONING

- This site is within Shafter's General Plan and zoned for heavy industrial. This facility would be a permitted use of the site. (Figure 8).

PLANNED GROWTH AND ADOPTED BLUEPRINT

- The site is adjacent to the International Trade and Transportation Center. Industrial Plan and adopted specific plan. The facility would be a compatible use for the site (Figure 8).
- Features of the project satisfy principles of the Kern Regional Blueprint Program.
  - Enhance economic vitality – employment and economic benefits.
  - Use and improve existing community assets and infrastructure – use of existing site and utilities.
  - Provide a variety of transportation choices – use of existing transit capabilities.
  - Conserve undeveloped land and spaces – use of existing site zoned heavy industrial.

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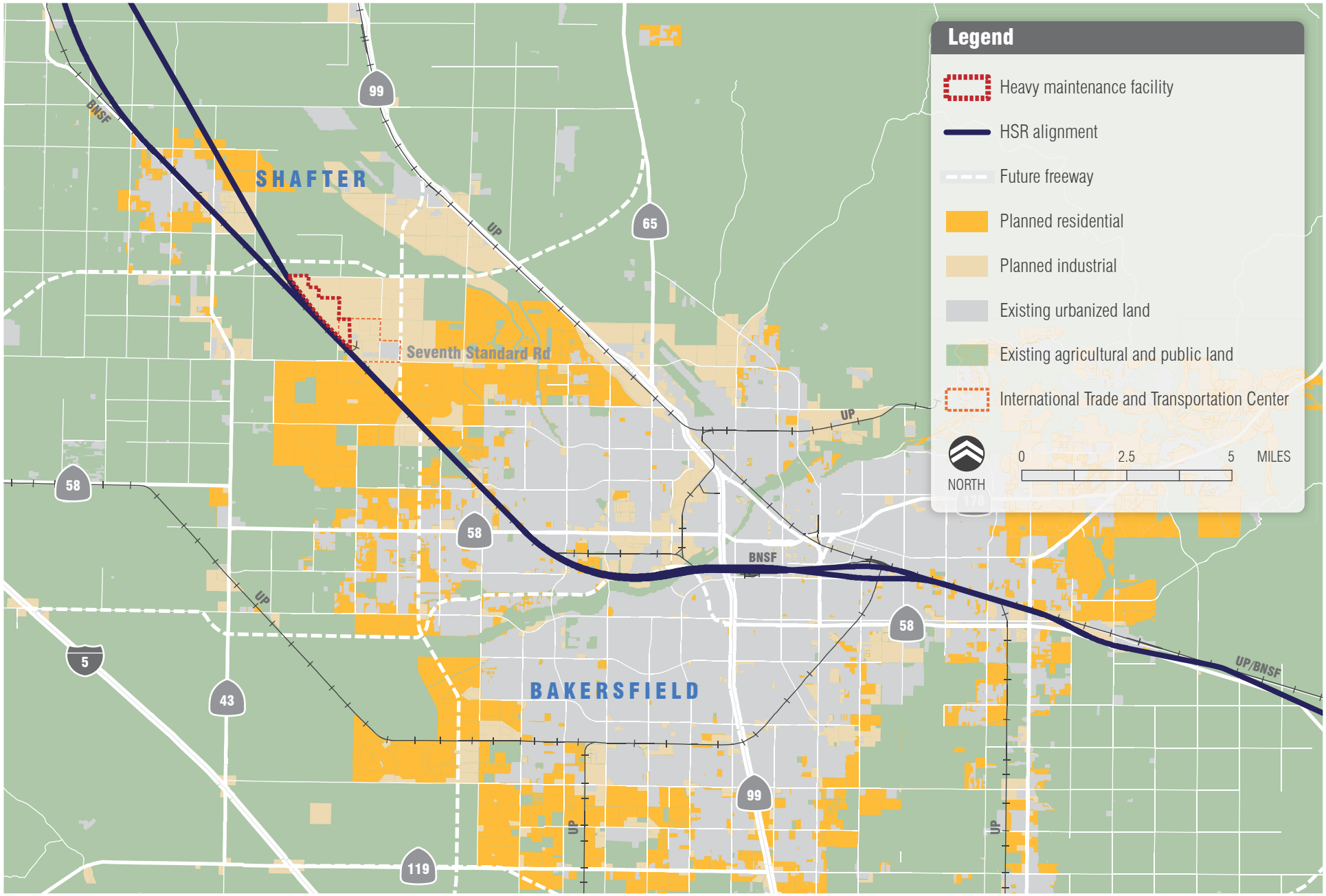
SITE UTILITIES

Figure 7



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PLANNED DEVELOPMENT

Figure 8

RFEI #2: AVAILABILITY OF LOCAL LABOR FORCE

ECONOMIC BENEFIT TO CITIES AND LOCAL COMMUNITIES

- The facility would provide a significant employment and economic benefit to the entire region, both during construction and ongoing operation. In particular, jobs created would help ease unemployment in northern Kern County, where the jobless rate is above 20%.
- Allow the region to diversify its economy by a broader scope of jobs away from the existing agriculture and oil base.
- Kern County is a major railroading community with important local BNSF and UP switching yards. It has also been the southern terminus for Amtrak's *San Joaquin* passenger rail service.
- Located in Shafter is Global Fabrications, a company that constructs custom oilfield equipment that is shipped all over the world.

WORKFORCE

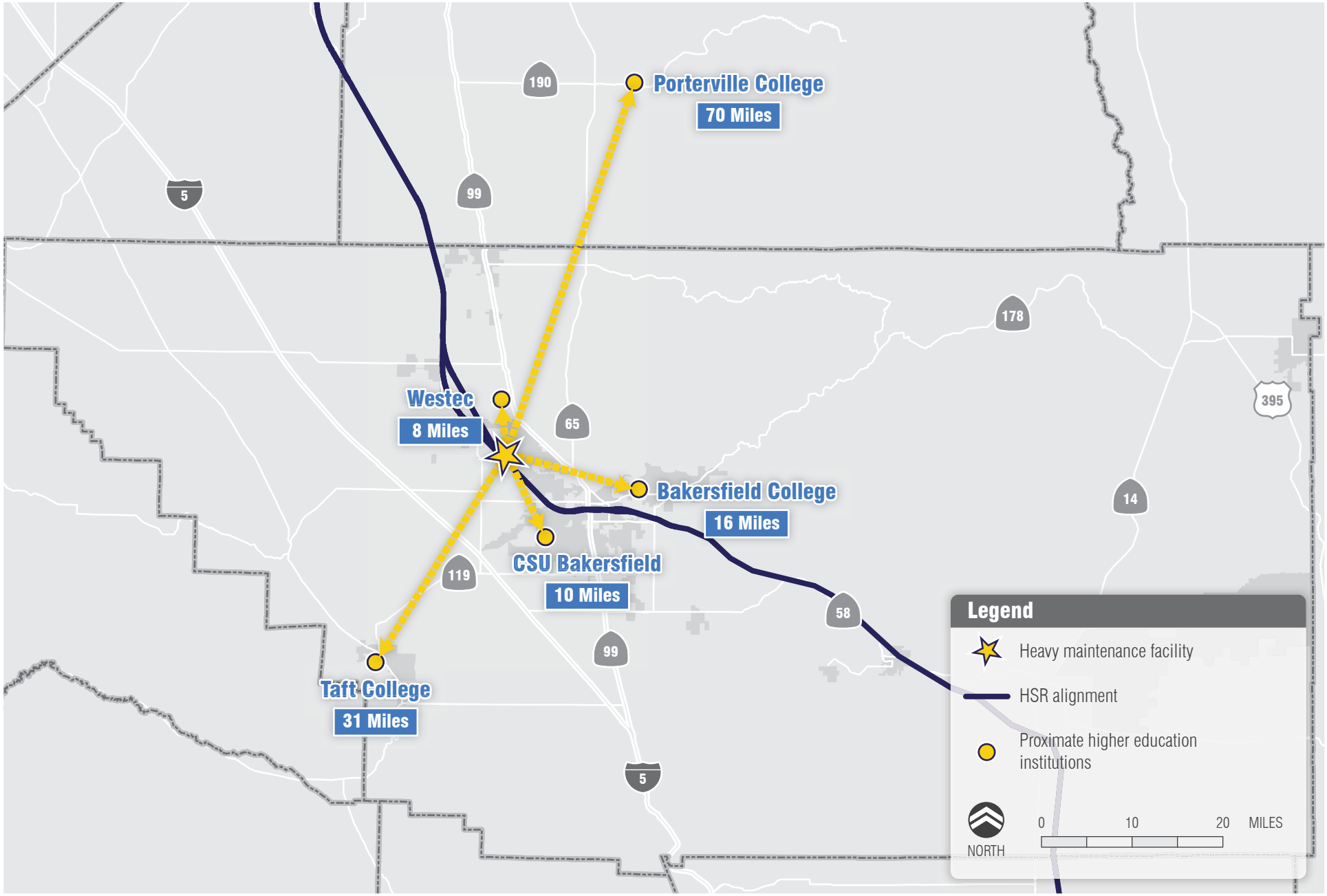
- Kern County provides 12% of the State's Commercial Machinery Repair/Maintenance Workforce (CA EDD).
- Kern County provides 11% of State's Numerical Tool and Process Control Programmers for the Aerospace Industry (CA EDD).
- 90% of the State's population resides within a four-hour drive of the site.
- Kern County has a qualified work force as shown in the Occupational Employment Statistics Survey Results included in Appendix B.

AVAILABILITY OF TRAINING PROGRAMS FOR INDUSTRIAL OCCUPATIONS

- California State University Bakersfield, Bakersfield College, Taft College, Porterville College, Westside Energy Services Training and Education Center (Westec) all provide educational and job training opportunities (See Figure 9).
- The Kern High School District operates Regional Occupation Programs and adult schools within Kern County.

HOUSING UNITS

- The median value of an owner-occupied housing unit in Kern County is $222,400 (U.S. Census Bureau, 2008 American Community Survey for Kern County, California).



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PROXIMITY TO HIGHER EDUCATION

Figure 9

- The median value of an owner-occupied housing unit in California is $510,200 (U.S. Census Bureau, 2008 American Community Survey for Kern County, California).
- The week ending December 16, 2009, Trulia Real Estate Search reported 1,563 homes for sale in Bakersfield and 27 homes for sale in Shafter.

HOUSEHOLD INCOME

- The median household income in Kern County is $46,639 (U.S. Census Bureau, 2007), 22% lower than the State median.

RFEI #3: CONSTRUCTABILITY

(see Figure 10)

ACCESS TO SITE FOR CONSTRUCTION WITHIN EXISTING TRANSPORTATION RIGHT OF WAY

(see Figure 11)

- Site is within an expanding industrial area neighboring the International Trade and Transportation Center.
- BNSF Railway borders the site with an existing railroad siding.
  - Heavy equipment could be brought in by rail
  - Construction materials could be brought in by rail
  - Ongoing supplies could be brought in by rail
- UP Railroad runs parallel to the BNSF Railway approximately 7 miles from the site with an existing railroad siding. A railroad crossover track connects the BNSF and UP just to the south of the site.
  - Heavy equipment could be brought in by rail
  - Construction materials could be brought in by rail
  - Ongoing supplies could be brought in by rail
- New Interchange recently constructed at 7th Standard Road and SR-99.
- 7th Standard Road widened to 4 lanes and designed for truck traffic.
- Entrance to the site is planned to be from Zachary Road and 7th Standard Road.
- Zachary Road is planned to be widened to 4 lanes to allow easy access to the site.

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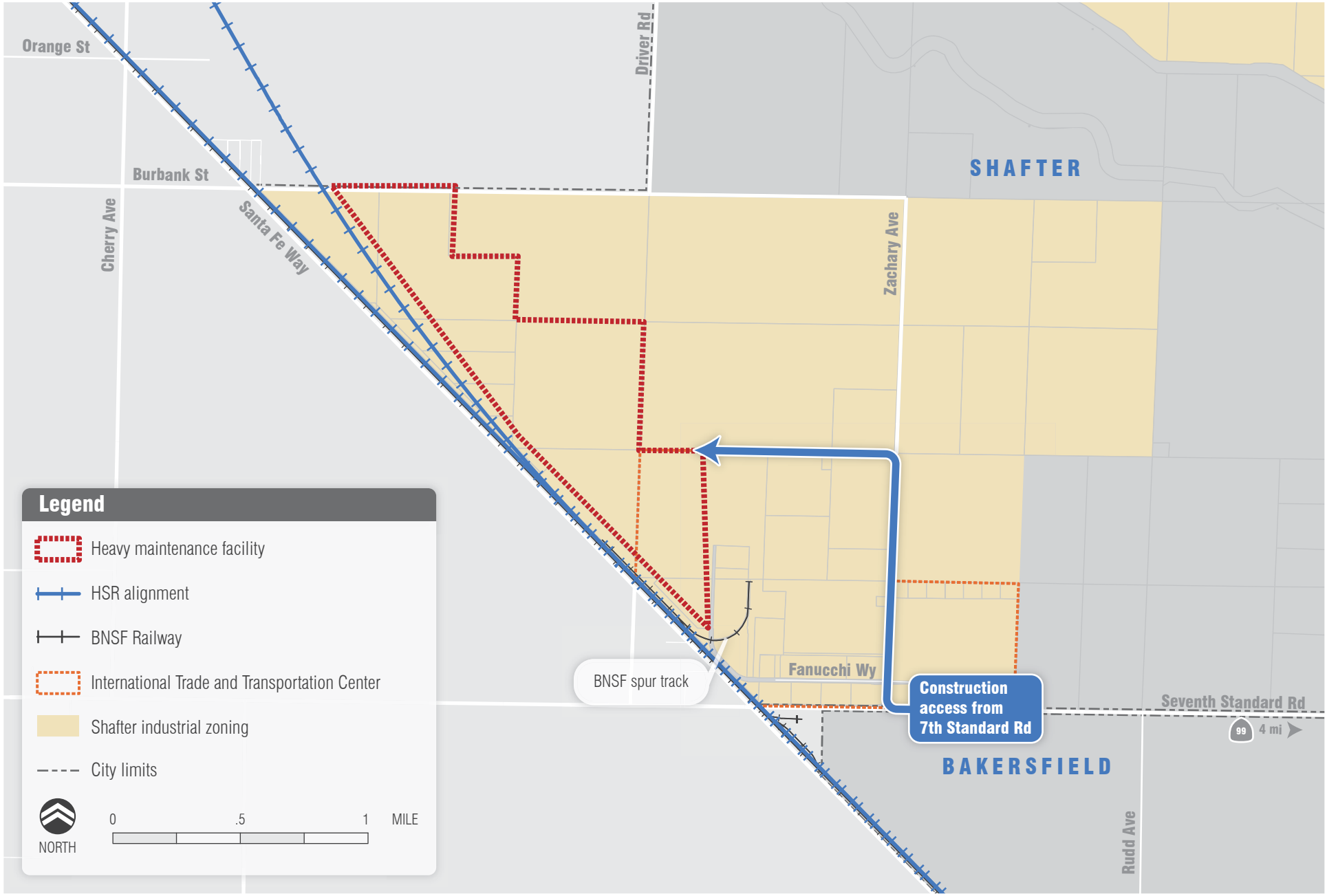
SITE CONSTRUCTABILITY

Figure 10



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CONSTRUCTION ACCESS

Figure 11

DISRUPTION TO AND RELOCATION OF EXISTING INFRASTRUCTURE, INCLUDING UTILITIES

- There are no existing structures or utilities that will need to be relocated.

RFEI #4: DISPLACEMENT

NUMBER OF PROPERTIES BY LAND USE TYPE / ACRES

- One property with one land owner (seven parcels).
- The site is General Planned and zoned for heavy industrial.
- The site has up to 640 acres available for the project.

NUMBER OF RESIDENTIAL AND COMMERCIAL PROPERTIES IMPACTED OR DISPLACED

- No Residential properties impacted or displaced.
- No Commercial properties impacted or displaced.

ACRES OF FARMLAND DISPLACED

- The site is currently producing agricultural land, but the Shafter General Plan identifies the zoning of the property as Industrial.
- Williamson Act Contracts (See Figure 12).
  - None

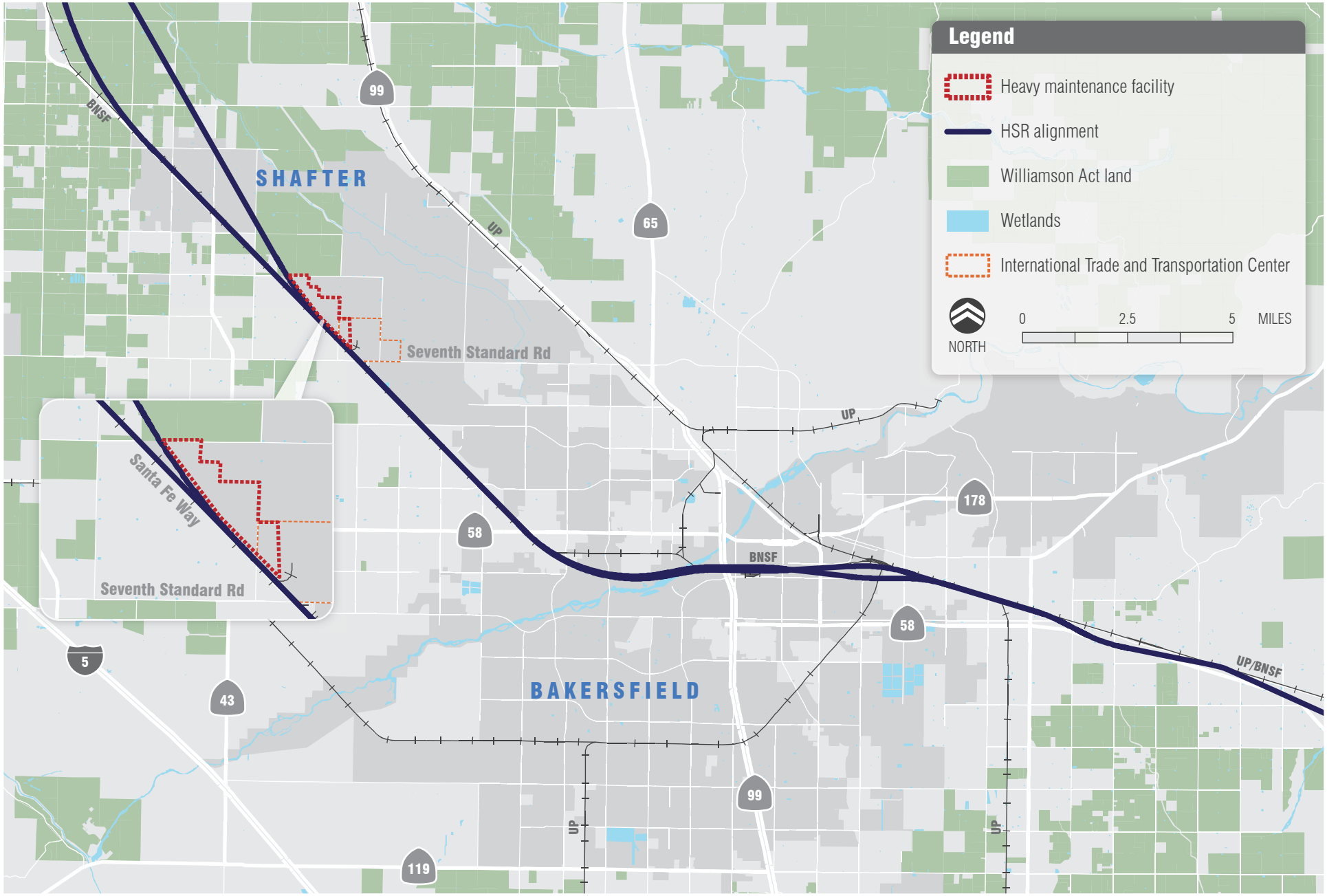
RFEI #5: TRAFFIC EFFECTS

IDENTIFY TRAFFIC CONGESTION POINTS

- 7th Standard Road west of Santa Fe Way is currently 2 lanes but is planned for improvement to 4 lanes to Interstate 5.

LEVEL OF SERVICE

- Both City of Shafter and the Metropolitan Bakersfield General Plans calls for a minimum level of service “C”.
- In 2017, with future development including this project, there is no substantial change in levels of service at the site (See Figure 13).



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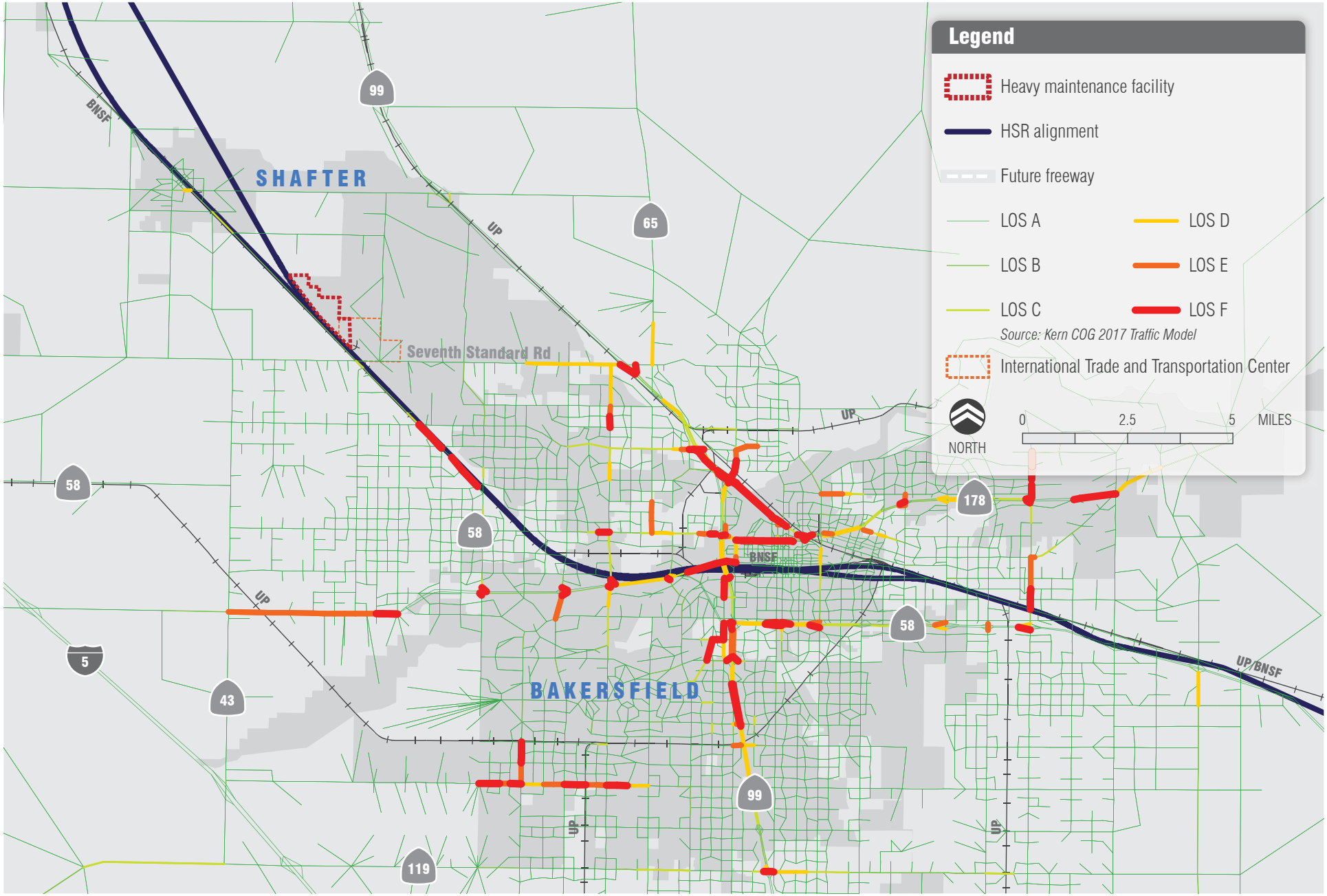
PRESERVED FARMLAND AND WETLANDS

Figure 12



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2017 TRAFFIC LEVEL OF SERVICE (LOS)

Figure 13

RFEI #6: ENVIRONMENTAL

UNDERGROUND STORAGE TANKS / HAZARDOUS MATERIALS

- None

WETLANDS

- None (See Figure 12)

RFEI #7: ECONOMIC INCENTIVES

COMBINED HEAVY MAINTENANCE FACILITY AND THE MAINTENANCE OF WAY STATION ON THE EXISTING SITE.

- There would be significant savings by combining the Heavy Maintenance Facility and the Maintenance of Way Station on the same site.

EXISTING BNSF RAILROAD SIDINGS LOCATED NEAR THE SITE SAVING SHIPPING COSTS BOTH DURING CONSTRUCTION AN ONGOING OPERATIONS.

- Heavy equipment could be brought in by rail.
- Construction materials could be brought in by rail.
- Ongoing supplies could be brought in by rail.

RFEI #8: OTHER

TEMPORARY PASSENGER TERMINAL

- An area in the vicinity of the Heavy Maintenance Facility is available for a temporary passenger terminal for use while the Bakersfield Station site selection and construction is completed. This temporary passenger site could provide easy and cost effective access from the High Speed Rail system.

CONCLUSION

The proposed Shafter site fully meets the siting requirements identified by the CHSRA and supports the local and regional goals of the City of Shafter and Kern County. The readiness of the site, no significant environmental impacts and presence of supporting transportation infrastructure will help facilitate the development of the facility by 2016.

Kern COG and all supporting agencies look forward to working with the CHSRA to further identify how the Shafter site meets the overall goals of the HSR program and offers economic benefits to the State and local areas with minimal environmental impacts on the surrounding lands.

APPENDIX A: LETTERS OF SUPPORT

Kern Council
of Governments

January 5, 2010

Mr. Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

Kern Council of Governments vigorously supports the proposed High Speed Rail (HSR) Heavy Maintenance Facility (HMF) in Shafter and believes it to be the best possible location in California from both a technical and logistical perspective. We urge you to offer careful consideration to the location's numerous strengths.

The 640-acre site just north of Bakersfield provides approximately 2.5 miles of direct frontage to the rail corridor, which could easily be developed to ensure the California High-Speed Rail Authority meets its 2017 deadline for opening. The location is near the geographic center of the HSR System, adjacent to the east alignment of the HSR mainline, and is within an expanding industrial area neighboring the International Trade and Transportation Center that would allow the HMF as a permitted use.

Numerous current and planned roadway improvements will provide steady and fluid access to and from the site on which all major utilities are already accessible, including: water, sewer, electricity, natural gas, telephone and fiber optics.

As you are aware, Kern County is a major railroading community with important local BNSF and UP switching yards, and is the southern terminus for Amtrak's *San Joaquin* passenger rail service. What you may not be aware of is the degree to which Kern County already satisfies the CHSRA's requirement for a significant percent of the desired workforce and the number of related training programs within close proximity of the Shafter site.

At the same time, existing highway (SR-99), rail (UP and BNSF) and air access (Meadow Field Airport) are available, to ease transportation of equipment and materials during construction. No existing structures would need to be removed and no other displacements would occur.

Best of all, the site does not lie on any protected lands or environmentally sensitive areas including Williamson Act lands, wetlands or those with underground storage tanks or existing hazardous materials. In addition to the HMF, it could also accommodate a MOWF, which, combined with the Heavy Maintenance Facility, could provide significant cost efficiencies.

As you can see, the proposed HSR Heavy Maintenance Facility at Shafter provides for itself a litany of solid technical advantages that can and will be put to good use as the centerpiece of a thriving transportation hub.

Thank you for your attention and consideration.

Sincerely,

Ronald E. Brummett
Executive Director

Kern Council of Governments
1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

BOARD OF SUPERVISORS

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Don Maben ..... District 2
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KATHLEEN KRAUSE
CLERK OF BOARD OF SUPERVISORS

Kern County Administrative Center
1115 Truxtun Avenue, 5th Floor
Bakersfield, California 93301
Telephone 661-868-3585
TTY Relay 800-735-2929

January 5, 2010

Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Support for location of Heavy Maintenance Facility in Shafter or Wasco

Dear Mr. Morshed:

The Kern County Board of Supervisors strongly supports location of the proposed High-Speed Rail Heavy Maintenance Facility (HMF) in Shafter or Wasco.

As the attached resolution states, either of these Kern County sites is ideal for location of the HMF. Our labor force, transportation infrastructure, and proximity to the most populous sector of California will enable cost-efficient train maintenance.

Our Board urges the Authority to locate this facility in Kern County, which stands ready to assist the California High-Speed Rail Authority in any way possible with siting, construction, and operation of the HMF at either Shafter or Wasco.

Sincerely,

Ray Watson

Chairman,
Kern County Board of Supervisors

ADK:POLGEN highspeed rail maint reso B.docx
CF 300.30.35

Attachment

cc: Community and Economic Development Department
Employers' Training Resource
Kern Council of Governments
Kern Economic Development Corporation
Shafter City Manager
Wasco City Manager

BEFORE THE BOARD OF SUPERVISORS

COUNTY OF KERN, STATE OF CALIFORNIA

In the matter of: Resolution No. 2010-005

SUPPORTING LOCATION OF HIGH-SPEED RAIL HEAVY MAINTENANCE FACILITY AT SHAFTER OR WASCO IN KERN COUNTY

I, KATHLEEN KRAUSE, Clerk of the Board of Supervisors of the County of Kern, State of California, hereby certify that the following resolution, on motion of Supervisor Maben, seconded by Supervisor Maggard, was duly and regularly adopted by the Board of Supervisors of the County of Kern at an official meeting thereof on the 5th day of January, 2010, by the following vote and that a copy of the resolution has been delivered to the Chairman of the Board of Supervisors.

AYES: McQuiston, Maben, Maggard, Watson, Rubio

NOES: None

ABSENT: None

KATHLEEN KRAUSE
Clerk of the Board of Supervisors
County of Kern, State of California

Judy A. Denney
Deputy Clerk

BOARD OF SUPERVISORS KERN COUNTY, CA

RESOLUTION

Section 1. WHEREAS:

a) The California High-Speed Rail Authority has called for Expressions of Interest identifying sites for construction of a Heavy Maintenance Facility (HMF) along the California High-Speed Train (HST) alignment to commission, maintain, overhaul, and retire HST rolling stock during both testing and HST operations; and

b) Two sites in Kern County, at Shafter and Wasco, possess the ideal capabilities and functional requirements needed to support the activities critical to efficiently maintaining and safely operating the HST rolling stock fleet and physical plant; and

c) Shafter and Wasco sites are located near the southern terminus of the only suitable test track area, 80 to 105 miles of at-grade alignment between Fresno and Bakersfield that will ultimately serve as a portion of the HST main line, and both sites enable directly adjacent connection to the HST test track and possess the dimensions needed for safe train deceleration and acceleration; and

d) Shafter and Wasco sites are located on agricultural land that is already zoned industrial, with no neighboring residential areas, yet the sites are sufficiently near the Greater Bakersfield Metropolitan Statistical Area to be easily accessed by a large workforce with minimal disruption to existing traffic patterns, and the Kern County 2020 General Plan contemplates that Shafter and Wasco will experience significant growth in population and transportation infrastructure; and

e) Since the HMF will be used during the pre-revenue service period for assembling, testing, acceptance, and commissioning the new rolling stock fleet and for decommissioning or retiring equipment from the system, proximity to a major port is critical to enable cost-efficient transport of new equipment to the HMF, and both the Shafter and Wasco proposed HMF sites are within 150 miles of the Port of Los Angeles; and

f) Kern County's engineering, heavy equipment fabrication, heavy maintenance, and operations management expertise that serve Kern's agricultural and oil industries provide the nucleus of a highly skilled workforce including technicians, engineering, and management personnel required for operation of the HMF; and

g) The County of Kern Employers' Training Resource program will expand its existing partnerships with businesses, high schools, and community college vocational programs as well as California State University Bakersfield to provide specialized workforce education and training matched to the skill sets required by the HMF; and

h) The County of Kern will mitigate traffic impacts of the HMF by expanding the Seventh Standard Road corridor to the Shafter site, by working with Caltrans, the Kern Council of Governments, and other partners to expand capacity on surface transportation routes to the Wasco site, and by working with the Authority to tailor Kern Regional Transit service to both sites to meet mass transit needs of the HMF workforce and reduce emissions by using fuel-efficient vehicles; and

Section 2. NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Supervisors of the County of Kern, State of California, as follows:

1. The Kern County Board of Supervisors strongly supports location of the High-Speed Train Heavy Maintenance Facility at either Shafter or Wasco.

2. The Board hereby pledges the full support, cooperation, and assistance of the County of Kern to the California High-Speed Rail Authority in all stages of planning, construction, and operation of the Heavy Maintenance Facility, including expedition of zoning, environmental review, permitting, job training, and mitigation of employee transportation impacts.

3. The Board pledges the County of Kern's financial assistance in partnership with the Cities of Shafter and Wasco in achieving site acquisition and sufficient improvements to the utility and transportation infrastructure that will enable immediate construction and aid in subsequent operation of the Heavy Maintenance Facility.

COPIES FURNISHED:
CAO, Co. Counsel
CEDD, KernCOG
KEDC, City of Shafter
City of Wasco
Calif. High-Speed Rail
1-6-10 JL

BOARD OF SUPERVISORS

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KATHLEEN KRAUSE
CLERK OF BOARD OF SUPERVISORS

Kern County Administrative Center
1115 Truxtun Avenue, 5th Floor
Bakersfield, California 93301
Telephone 661-868-3585
TTY Relay 800-735-2929

December 18, 2007

Honorable Quentin L. Kopp, Chair
California High Speed Rail Authority
925 "L" St., Suite 1425
Sacramento, CA 95814

RE: Support for the California High-Speed Rail Project

Dear Chairman Kopp:

The Kern County Board of Supervisors would like to express our renewed support for the California High-Speed Rail Project.

Our Board has long recognized the critical importance of the High-Speed Rail Project in meeting California's growing demand for transportation. As California continues to grow, high-speed rail is projected to supplant a substantial share of anticipated future increases in vehicle and air miles traveled, which will help to relieve congestion and improve air quality in the areas that it serves, particularly the Central Valley. Linking California's major metropolitan areas with an efficient high-speed mass transportation system that passes through the heart of California will also be key to economic development in the Central Valley, California's fastest growing area.

We must continue the progress that has been made on the High-Speed Rail Project so that California voters have the opportunity to approve financing for this vital infrastructure investment at the earliest possible time.

Sincerely,

Don Maben, Chairman
Kern County Board of Supervisors

I:\KRAUTER\Transportation\High-Speed Rail Support dec07.doc
CF 1000.30
cc: Greater Bakersfield Chamber of Commerce
Kern Council of Governments
The Honorable Roy Ashburn
The Honorable Dean Florez
The Honorable Nicole Parra
The Honorable Jean Fuller
The Honorable Bill Maze
Don Peterson

CITY OF SHAFTER

336 Pacific Avenue • Shafter, California 93263

January 6, 2010

Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Dear Mr. Morshed,

On behalf of the City of Shafter and as Mayor, I would like to go on record that the City of Shafter is very supportive of establishing the Heavy Maintenance Facility here in the City of Shafter.

We believe that the *Expression of Interest* the Authority will be receiving will present a site that is truly beneficial to the Authority and would be help advance the project.

The City of Shafter very much looks forward to seeing the Shafter site evaluated on its merits and I'm confident the City of Shafter can work with the Authority to see the project brought online quickly.

Thank you,

Cathy L. Prout

Cathy L. Prout
Mayor

CHAMBER

January 6, 2010

Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Support for location of Heavy Maintenance Facility in Kern County

Dear Mr. Morshed:

I write on behalf of the Greater Bakersfield Chamber of Commerce, a business organization representing nearly 1,500 California businesses collectively providing over 50,000 jobs, to express our support for locating the High Speed Rail Heavy Maintenance Facility (HMF) in Kern County, within or bordering either of the cities of Shafter or Wasco.

Our members believe that the High-Speed Rail Project is an innovative plan which will help California meet the increasing demands on our State's transportation infrastructure. Linking California's major metropolitan areas with an efficient, rapid transportation system that passes through the heart of California is vital to the future economic development of the Central Valley. Along with the opportunity for new jobs and increased business activity; the High-Speed Rail project offers a unique opportunity to reduce vehicle miles traveled through the Valley, and help to mitigate regional air quality issues.

We also believe that locating a Heavy Maintenance Facility in the South San Joaquin would be a win-win for the Authority and the Valley. Our County offers great benefits including plenty of land along or near the proposed HSR alignment, a talented labor force, and as a hub for logistics we have easy access to state highways and federal interstates. Furthermore, our cross-jurisdictional, multi-million dollar Thomas Roads Improvement Program will provide critical transportation improvements to our highway and street systems in the near future. Some of these improvements will be crucial should the HMF site in Kern County.

The Heavy Maintenance Facility would be an economic boon for Kern County, an area buffeted by the dueling crosswinds of a housing bust, a national recession, and a seemingly intractable water crisis. The facility would provide thousands of construction jobs at a time of high unemployment, and also provide over 2,000 permanent well-paying jobs.

We urge the Authority to locate the Heavy Maintenance facility in Kern County, at either Shafter or Wasco.

Sincerely,

Debra L. Moreno
President & CEO
Greater Bakersfield Chamber of Commerce

Golden Empire Transit District

A Pollution Solution

January 7, 2010

Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Support for Locating a Heavy Maintenance Facility in Kern County

Dear Mr. Morshed:

Golden Empire Transit District wants to express its support for locating a heavy maintenance facility in Kern County as part of the High Speed Rail Project. We have long supported the High Speed Rail Project as an important expansion of the State's transportation infrastructure and believe that having a heavy maintenance facility in Kern County makes sense economically, environmentally and logistically.

Golden Empire Transit District (GET) provides public transit service to the residents of the metropolitan Bakersfield area. Among our service offerings is express commuter service to major employment areas both within and beyond the metro area boundaries. While the proposed sites for a heavy maintenance facility in Kern County are outside the Bakersfield metro area, it is likely that the labor force to support a facility will include people residing within Bakersfield. GET envisions that commuter express bus service from Bakersfield to the maintenance facility would easily be warranted. Should the facility be sited in Kern County we would certainly analyze the feasibility of such a service as we are dedicated to helping reduce vehicle miles travelled in the San Joaquin Valley and to helping mitigate regional air quality issues.

GET believes that the High Speed Rail Authority's analysis will demonstrate that Kern County is a viable alternative for locating the heavy maintenance facility and we urge you to make a decision in favor of a Kern County site.

Sincerely,

Karen H. King

Karen H. King
Chief Executive Officer

cc: GET Board of Directors

1830 Golden State Avenue Bakersfield, California 93301-1012 (661) 324-9874 Fax (661) 869-6394

Office of the President
California State University, Bakersfield
33 BDC
9001 Stockdale Highway
Bakersfield, California 93311-1022

(661) 654-2241
FAX (661) 654-3188
www.csub.edu

January 7, 2010

Mr. Ronald Brummett
Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Dear Mr. Brummett:

California State University, Bakersfield (CSUB), strongly supports Kern Council of Governments' (Kern COG) *Request for Expression of Interest* for the High Speed Rail Authority to locate the Heavy Maintenance Facility (HMF) in Bakersfield, California. CSUB offers a broad range of general and specialized academic programs which could meet the educational needs of HMF employees. In particular, we have developed specialized university level certificate programs for "Transportation and Logistics" and "Geographic Information Systems for Transportation and Logistics" that would be available to said employees. Both certificate programs include high speed rail transportation content.

A significant objective in the University's strategic plan is to, "Partner with public and private organizations, elected officials, and other entities to support regional economic development." The High Speed Rail system will be a critical asset for California. CSUB welcomes the opportunity of working with Kern COG and the future employees of the HMF.

Sincerely,

Horace Mitchell
President

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 94-12

In the matter of:

TO SUPPORT THE PLANNING AND DEVELOPMENT OF A VERY HIGH SPEED GROUND TRANSPORTATION SYSTEM FROM SOUTHERN CALIFORNIA TO NORTHERN CALIFORNIA THROUGH THE SAN JOAQUIN VALLEY

WHEREAS, in 1989, the Assembly Select Committee on Mass Transit (page 160), identified the San Joaquin Valley as part of the "California Corridor" connecting San Diego and Sacramento; and

WHEREAS, the AB 971 (Costa) Study in 1990 recommended that the existing passenger rail service in the San Joaquin Valley be incrementally upgraded to a speed of 125 mph and that a Very High Speed Ground Transportation (VHSGT) System be implemented in the San Joaquin Valley; and

WHEREAS, the Intermodal Service Transportation Efficiency Act (ISTEA) of 1991, identified the San Joaquin Valley rail corridor as one of the five corridors suitable for VHSGT in the nation; and

WHEREAS, communities in the San Joaquin Valley are planning and developing multimodal transportation systems to provide intermodal connections to the VHSGT system; and

WHEREAS, the University of California at Berkeley's Working Paper 564, "High Speed Trains in California," (1992) identified service to the San Joaquin Valley as a priority when addressing VHSGT between Southern California and Northern California; and

WHEREAS, the voters of the State of California authorized $56 million for the improvement of the San Joaquin Valley Rail Corridor by approving Propositions 108 and 116; and

WHEREAS, Proposition 116 included $5 million to identify the final link in the VHSGT California Corridor, between Los Angeles and Bakersfield; and

WHEREAS, the implementation of a VHSGT system will assist in improving and maintaining the air quality in the San Joaquin Valley by providing an efficient alternative transportation system.

NOW, THEREFORE, BE IT RESOLVED THAT: The Kern Council of Governments supports the planning and construction of a Very High Speed Ground Transportation System in the San Joaquin Valley.

AUTHORIZED AND SIGNED THIS 7TH DAY OF JULY, 1994.

AYES: Burkett, Salvaggio, Moser, Santiago, Bryan, Prout, Ackermann, Booth, McLaughlin, Larwood, Shell, McCuen, Silver

NOES: None

ABSTAIN: None

ABSENT: Mata, Miller, Garza, Binger

Richard H. Moser, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments, duly authorized at a regularly-scheduled meeting held on the 7th day of July, 1994.

Ronald E. Brummett,
Executive Director
Kern Council of Governments

Date: Feb 2, 2009

BEFORE THE KERN COUNCIL OF GOVERNMENTS

STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 95-06

In the matter of:

SUPPORT THE ADOPTION OF A HIGH SPEED RAIL ALIGNMENT THROUGH THE POPULATED REGIONS OF THE ANTELOPE AND SAN JOAQUIN VALLEYS

WHEREAS, AMTRAK restored passenger rail service through the San Joaquin Valley during March 1974; and

WHEREAS, the state of California, through Section 403(b) of the AMTRAK Act, has provided financial support for passenger rail service between Oakland and Bakersfield since October 1979; and

WHEREAS, in October 1974 the connecting bus link between Bakersfield and Los Angeles was discontinued; and

WHEREAS, after the state of California began financially supporting the San Joaquin passenger rail service in October 1979, the bus link between Bakersfield and Los Angeles was restored; and

WHEREAS, in March 1995 the state of California, Department of Transportation Rail Program, developed a Strategic Business Plan for the San Joaquin AMTRAK passenger rail service; and

WHEREAS, the San Joaquin AMTRAK Strategic Business Plan recommends that corrective action plans be developed and implemented for under-performing routes; and

WHEREAS, the city of Ridgecrest and the Indian Wells Valley have limited intercity public transit service; and

WHEREAS, the city of Ridgecrest and the Indian Wells Valley have a current under-served population of 55,000; and

WHEREAS, the city of Ridgecrest and the Indian Wells Valley are projected to increase in population by 58% by 2010.

NOW THEREFORE, BE IT RESOLVED THAT the Kern Council of Governments supports the establishment of a new AMTRAK intercity passenger bus service between the cities of Ridgecrest and Bakersfield.

AUTHORIZED AND SIGNED THIS 6TH DAY OF APRIL 1995.

AYES: Salvaggio, Hall, Callahan, Garza, Lalor, Prout, Ackermann, Smith, Shell, McCuen, Silver

NOES: None

ABSTAIN: None

ABSENT: Burkett, Miller, Patrick, McLaughlin

Cathy L. Prout

Cathy Prout, Vice Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 6th day of April 1995.

_____

Ronald E. Brummett, Executive Director
Kern Council of Governments

Date: _____

APPENDIX B: EMPLOYMENT STATISTICS

Occupational Employment (May 2008) & Wage (2009 - 1st Quarter) Data

Occupational Employment Statistics (OES) Survey Results

(Sorted by MSA code)

(Released June 2009)

These survey data are from the 2008 Occupational Employment Statistics (OES) survey. The wages have all been updated to the first quarter of 2009 by applying the US Department of Labor's Employment Cost Index to the 2008 wages. Occupations are classified using the Standard Occupational Classification (SOC) codes. For details of the methodology, see the Overview of the OES Survey at http://www.labormarketinfo.edd.ca.gov.

Geography: Bakersfield MSA

Counties: Kern

MSA Code	Geographic Area Name	SOC Code	Occupational Title	May 2008 Employment Estimates	2009 - 1st Quarter Wages					
					Mean Hourly Wage	Mean Annual Wage	Mean Relative Standard Error (1)	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
012540	**Bakersfield MSA, California**	**49-0000**	**Installation, Maintenance, and Repair Occupations**	**13,230**	**$21.75**	**$45,237**	**2.83**	**$13.59**	**$20.72**	**$28.37**
012540	Bakersfield MSA, California	49-1011	First-Line Supervisors/Managers of Mechanics, Installers, and Repairers	1,040	$29.54	$61,442	2.2	$23.07	$28.20	$35.98
012540	Bakersfield MSA, California	49-2011	Computer, Automated Teller, and Office Machine Repairers	160	$21.60	$44,939	6.79	$16.09	$19.03	$27.08
012540	Bakersfield MSA, California	49-2022	Telecommunications Equipment Installers and Repairers, Except Line Installers	420	$26.45	$55,014	4.56	$23.94	$27.98	$30.41
012540	Bakersfield MSA, California	49-2091	Avionics Technicians	60	$23.36	$48,574	1.66	$18.61	$22.53	$27.29
012540	Bakersfield MSA, California	49-2093	Electrical and Electronics Installers and Repairers, Transportation Equipment	(3)	$32.83	$68,274	5.75	$27.86	$35.04	$38.84
012540	Bakersfield MSA, California	49-2094	Electrical and Electronics Repairers, Commercial and Industrial Equipment	300	$30.05	$62,495	3.2	$27.11	$29.90	$33.37
012540	Bakersfield MSA, California	49-2095	Electrical and Electronics Repairers, Powerhouse, Substation, and Relay	(3)	$34.46	$71,674	5.72	$31.53	$35.95	$39.24

MSA Code	Geographic Area Name	SOC Code	Occupational Title	May 2008 Employment Estimates	2009 - 1st Quarter Wages					
					Mean Hourly Wage	Mean Annual Wage	Mean Relative Standard Error (1)	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
012540	Bakersfield MSA, California	49-2098	Security and Fire Alarm Systems Installers	80	$16.20	$33,703	5.34	$12.96	$16.85	$19.05
012540	Bakersfield MSA, California	49-3011	Aircraft Mechanics and Service Technicians	480	$27.31	$56,812	3.41	$25.41	$27.89	$30.40
012540	Bakersfield MSA, California	49-3021	Automotive Body and Related Repairers	180	$18.42	$38,308	6.91	$14.45	$16.92	$20.09
012540	Bakersfield MSA, California	49-3023	Automotive Service Technicians and Mechanics	1,640	$18.48	$38,452	8.34	$10.50	$15.68	$23.89
012540	Bakersfield MSA, California	49-3031	Bus and Truck Mechanics and Diesel Engine Specialists	1,210	$18.27	$37,991	6.06	$11.90	$17.32	$24.04
012540	Bakersfield MSA, California	49-3041	Farm Equipment Mechanics	190	$14.20	$29,548	5.48	$10.99	$12.58	$16.69
012540	Bakersfield MSA, California	49-3042	Mobile Heavy Equipment Mechanics, Except Engines	550	$22.43	$46,646	4.04	$17.16	$21.98	$27.60
012540	Bakersfield MSA, California	49-3043	Rail Car Repairers	(3)	$26.27	$54,648	8.03	$20.92	$24.80	$35.11
012540	Bakersfield MSA, California	49-3052	Motorcycle Mechanics	(3)	$22.17	$46,121	12.73	$15.89	$22.93	$27.84
012540	Bakersfield MSA, California	49-3053	Outdoor Power Equipment and Other Small Engine Mechanics	30	$16.28	$33,872	8.46	$13.31	$16.90	$19.22
012540	Bakersfield MSA, California	49-3093	Tire Repairers and Changers	300	$14.16	$29,450	11.61	$9.51	$13.06	$16.84

MSA Code	Geographic Area Name	SOC Code	Occupational Title	May 2008 Employment Estimates	2009 - 1st Quarter Wages					
					Mean Hourly Wage	Mean Annual Wage	Mean Relative Standard Error (1)	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
012540	Bakersfield MSA, California	49-9012	Control and Valve Installers and Repairers, Except Mechanical Door	60	$28.87	$60,059	4.9	$25.97	$29.35	$33.20
012540	Bakersfield MSA, California	49-9021	Heating, Air Conditioning, and Refrigeration Mechanics and Installers	300	$19.97	$41,549	5.49	$14.70	$20.77	$24.58
012540	Bakersfield MSA, California	49-9041	Industrial Machinery Mechanics	580	$22.96	$47,749	3.74	$16.80	$21.49	$27.63
012540	Bakersfield MSA, California	49-9042	Maintenance and Repair Workers, General	2,680	$18.62	$38,724	2.9	$12.58	$17.93	$24.47
012540	Bakersfield MSA, California	49-9043	Maintenance Workers, Machinery	170	$22.04	$45,849	6.23	$14.69	$22.80	$28.03
012540	Bakersfield MSA, California	49-9044	Millwrights	110	$28.28	$58,829	5.97	$24.20	$28.88	$32.08
012540	Bakersfield MSA, California	49-9051	Electrical Power-Line Installers and Repairers	670	$39.29	$81,737	2.98	$33.67	$40.25	$46.45
012540	Bakersfield MSA, California	49-9052	Telecommunications Line Installers and Repairers	(3)	$17.70	$36,806	18.08	$10.13	$12.60	$26.44
012540	Bakersfield MSA, California	49-9069	Precision Instrument and Equipment Repairers, All Other	30	$31.87	$66,288	4.37	$27.28	$29.52	$32.20
012540	Bakersfield MSA, California	49-9094	Locksmiths and Safe Repairers	50	$18.78	$39,064	7.7	$13.97	$17.12	$24.05

MSA Code	Geographic Area Name	SOC Code	Occupational Title	May 2008 Employment Estimates	2009 - 1st Quarter Wages					
					Mean Hourly Wage	Mean Annual Wage	Mean Relative Standard Error (1)	25th Percentile Hourly Wage	50th Percentile (Median) Hourly Wage	75th Percentile Hourly Wage
012540	Bakersfield MSA, California	49-9098	Helpers--Installation, Maintenance, and Repair Workers	300	$13.62	$28,338	4.38	$10.17	$12.20	$16.10
012540	Bakersfield MSA, California	49-9099	Installation, Maintenance, and Repair Workers, All Other	350	$19.31	$40,161	10.9	$12.24	$15.24	$22.15

Kern Council
of Governments

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

BRIEFING: May 5, 2011 BOARD MEETING AGENDA ITEM #8

TO: **Chairman Pringle and Authority Board Members**

FROM: **Jeff Abercrombie, Regional Director**

DATE: **April 27, 2011**

RE: **Fresno to Bakersfield Section Supplemental Alternatives Analysis**

Discussion

The purpose of this agenda item is to summarize the investigation of proposed changes to the Preliminary Alternatives Analysis Report for the Fresno to Bakersfield Section, previously approved at the June 3, 2010, Board Meeting and the Supplemental AA Report issued in September 2010.

The proposed changes relate to the investigation and refinement of alternative alignments throughout the entire Fresno to Bakersfield section as a result of preliminary engineering conducted from September 2010 through April 2011.

Staff Recommendations

The staff recommends consideration for the Board to approve the following:

Fresno Subsection

- ✓ Change UPRR West elevated profile to at-grade from Clinton to Jensen
- ✓ Add a second station location at Mariposa Street
- × Remove UPRR East and Crossover alternatives from further consideration

Hanford/Kings County Subsection

- ✓ Shift existing alignment between Conejo and Corcoran in two locations

Corcoran Subsection

- ✓ Add a new at-grade alignment on west side of BNSF through Corcoran
- ✓ Shift Corcoran Bypass alignment closer to Corcoran

Allensworth Subsection

- ✓ Shift Allensworth Bypass alignment to the west

Wasco-Shafter Subsection

- ✓ Shift alignment closer to BNSF near Kimberlina Road
- ✓ North of Shafter: Change profile from elevated to at-grade
- ✓ South of Shafter: Change profile from elevated to at-grade, and shift alignment from east to west of BNSF
- ✓ Shift Wasco-Shafter Bypass to the east

- ✓ Add new Shafter HMF site west of BNSF

Bakersfield Subsection

- ✓ Change from elevated to at-grade profile from Hageman Road to Palm Avenue

BNSF Right-of-Way

- ✓ Change alignment definitions for all alternatives from “share BNSF right-of-way” to “remain adjacent to BNSF right-of-way”

Attachments:

- ✓ Supplemental AA Report Executive Summary

Fresno-Bakersfield Supplemental AA Report Executive Summary

Background and Purpose of this Supplemental Alternatives Analysis

This May 2011 Fresno to Bakersfield Supplemental Alternatives Analysis (AA) Report updates the Preliminary AA Report that the California High-Speed Rail Authority (Authority) issued for the Fresno to Bakersfield high-speed train (HST) section in June 2010, and the Supplemental AA Report issued in September 2010. It presents documentation and analysis of modifications made to the alternatives contained in those prior reports, including:

- Additions of new alternatives (alignments, station site, and heavy maintenance facilities),
- Removal of existing alternatives,
- Shifts in the horizontal alignments of alternatives, and
- Changes in profiles of existing alternatives from elevated to at-grade.

These modifications are the result of eight months of development of the alternatives since September 2010 involving preliminary engineering, environmental impact analysis, public and stakeholder input, federal and state environmental agency input, and value engineering (review of engineering designs to identify most cost-effective solutions).

Each of the modifications recommended here is based on one or more of the following benefits:

- Reduced impacts on sensitive natural resources and urban populations,
- Increased benefits to local residents, property owners, and business owners,
- Reduced project and stakeholder costs, and
- A less impacting, more cost-effective project overall.

Recommendations

The staff recommends Board approval of the following modifications:

Fresno Subsection (Figure ES-1)

- Change UPRR West Alternative profile from elevated to at-grade from San Joaquin Street to Jensen Avenue. Placing this 2.8-mile section of the project at grade will provide benefits to city residents and property owners in terms of reduced noise and visual impacts, improved traffic flow due to the creation of several road grade separations over the Union Pacific Railroad, and greater freight railroad safety due to the closure of several at-grade crossings. Placing the alignment at grade will enhance the City's ability to integrate the HST station into its plans for the downtown, as well as reduce overall life cycle costs for the HST project and for local stakeholders.

- Add an alternative station location at Mariposa Street. This location is a new alternate to the Kern Street location, which was included in the Preliminary AA Report as the only station location for the western alignment alternative. The City of Fresno believes this site is more consistent with the City's vision for the station area, and will allow the City to establish the HST station as a focal point for its downtown economic development and redevelopment initiatives.

- Remove UPRR East and Crossover Alternatives from further consideration. The UPRR East Alternative parallels the UPRR West Alternative on the east side of the UPRR right-of-way. The Crossover Alternative is a combination of the UPRR West and East Alternatives that requires two crossovers of the UPRR facility. The benefits of removing these alternatives mirror those associated with the changing the western alignment from elevated to at-grade. In addition, removal of the eastern alignment has the added benefits of

eliminating direct impacts to the historic SP Depot and allowing the City additional flexibility in planning for development of the property that otherwise would have been occupied by the HST guideway and structures. Removal of these alternatives has the added benefit of eliminating the need for expensive elevated crossings of the UPRR tracks.

Hanford/Kings County Subsection (Figure ES-2)

- Shift existing alignment between Conejo and Corcoran in two locations. The locations are between Conejo and the proposed Kings-Tulare Regional Station (east of Hanford at SR-198) and again between Idaho Avenue (south of the KTR Station) and Niles Avenue just north of Corcoran. In the case of the northern shift, the new alignment more directly follows property boundaries and the 7½ Avenue utilities corridor which runs north-south through the area. While this shift has the benefit of being less disruptive to agricultural properties and operations (including numerous dairies) and of being more consistent with the Authority's objective of following existing transportation and utility corridors as closely as possible, it does result in displacement of several residential properties in the Lacey Rural Community. The southern shift allows the HST alignment to avoid the Kaweah Delta Water Conservation District's Tulare Lakebed Mitigation Site, which covers approximately 1,300 acres north of Corcoran (east of SR-43 and north of Nevada Avenue), as well as approximately five acres of sensitive wetlands and other high quality aquatic resources. This shift also avoids key agricultural operations in the area west of SR-43.

Corcoran Subsection (Figure ES-3)

- Add new alternative west of BNSF at grade. This alternative begins at Nevada Avenue north of Corcoran and ends at Quebec Avenue (Avenue 144) south of Corcoran. Placement of this section at grade provides benefits to city residents and property owners in terms of reduced noise and visual impacts, improved traffic flow due to the creation of several road grade separations over the BNSF tracks, and greater freight railroad safety due to the closure of several at-grade crossings. In addition, the HST project and local stakeholders will benefit from a reduction in overall life cycle costs.
- Shift Corcoran Bypass Alternative closer to Corcoran. As a result of the realignment of the Hanford alignment to avoid wetlands and other aquatic resources north of Corcoran, it is possible to shift the Corcoran Bypass Alternative to west, closer to Corcoran. Because of this shift, the bypass is considerably shorter and has less impact on agricultural resources and facilities. Project life cycle costs are lower as well.

Allensworth Subsection (Figure ES-4)

- Shift Allensworth Bypass Alternative to the west. This modification extends from approximately 5 miles north of Allensworth State Historic Park to Taussig Avenue, a total distance of 19.1 miles. This shift allows the alignment to avoid encroachment into sensitive natural resources, including wetlands and endangered species habitat, and reduces impacts on agricultural land and facilities as well.

Wasco-Shafter Subsection (Figure ES-5)

- Shift BNSF Alternative closer to BNSF tracks near Kimberlina Road. This minor shift allows the HST alignment to run closer to the BNSF, thereby largely eliminating "landlocked" property between the two facilities. (BNSF tracks will be shifted closer to the HST alignment in one location as well.) The shifted alignment also avoids important agricultural property and facilities immediately to the east.

- North of Shafter: Change BNSF Alternative profile from elevated to at-grade. The profile change, located between Merced Ave and Fresno Avenue approximately (1.5 miles), results in the addition of two grade separations, thereby improving local traffic flow and freight railroad safety. The change reduces overall life cycle costs as well.

- South of Shafter: Change BNSF Alternative profile from elevated to at-grade, and shift alignment from east to west of BNSF. Modification is situated between Los Angeles Avenue south of Shafter to Hageman Road near Bakersfield, a total length of 9.2 miles. Placement of this section at grade will benefit residents and property owners in terms of reduced noise and visual impacts, improved traffic flow due to the creation of several road grade separations over the BNSF tracks, and greater freight railroad safety due to the closure of several at-grade crossings. Shifting the alignment from the east side to the West side of the BNSF removes conflicts with the Shafter International Trade and Transportation Center and with the Shafter Cemetery. It also reduces the need to move or relocate various BNSF track facilities.

- Shift Wasco-Shafter Bypass Alternative slightly to the east. This realignment permits avoidance of a property eligible for placement on the National Register of Historic Places and on various active oil extraction and storage facilities in the area.

- Add new Shafter candidate heavy maintenance facility (HMF) site west of BNSF. This addition is requested by Kern COG to provide for a competitive HMF site south of Shafter that can be accessed from the shifted alignment on the west side of BNSF. The total area of land required, accessibility to jobs, and traffic impact are similar to those characteristics of the proposed HMF site on the east side of BNSF.

Bakersfield Subsection (Figure ES-6)

- Change profile from elevated to at-grade between Hageman Road and Palm Avenue. The total length of this modification is 2.3 miles, and applies to both the Bakersfield North and South Alternatives. Changing to an at-grade profile benefits residents and property owners in terms of reduced noise and visual impacts, improved traffic flow due to the creation of several road grade separations over the BNSF tracks, and greater freight railroad safety due to the closure of several at-grade crossings. The HST project and local stakeholders also received a modest benefit in the form of a reduction in life cycle costs.

Use of BNSF Right-of-Way

- Change alignment definitions for all alternatives from “share BNSF right-of-way” to “remain adjacent to BNSF right-of-way.” Through the Preliminary AA and Supplemental AA reports, it was planned that the HST would share BNSF right-of-way wherever possible to the extent allowed by safety considerations, BNSF business and operations requirements, and infrastructure conflicts. Subsequent discussions with the BNSF and refinement of preliminary designs has resulted in a need to change this approach – namely, to keep the HST outside of BNSF right-of-way, but otherwise remain as close as possible to them.

Figure ES-1. Fresno Subsection

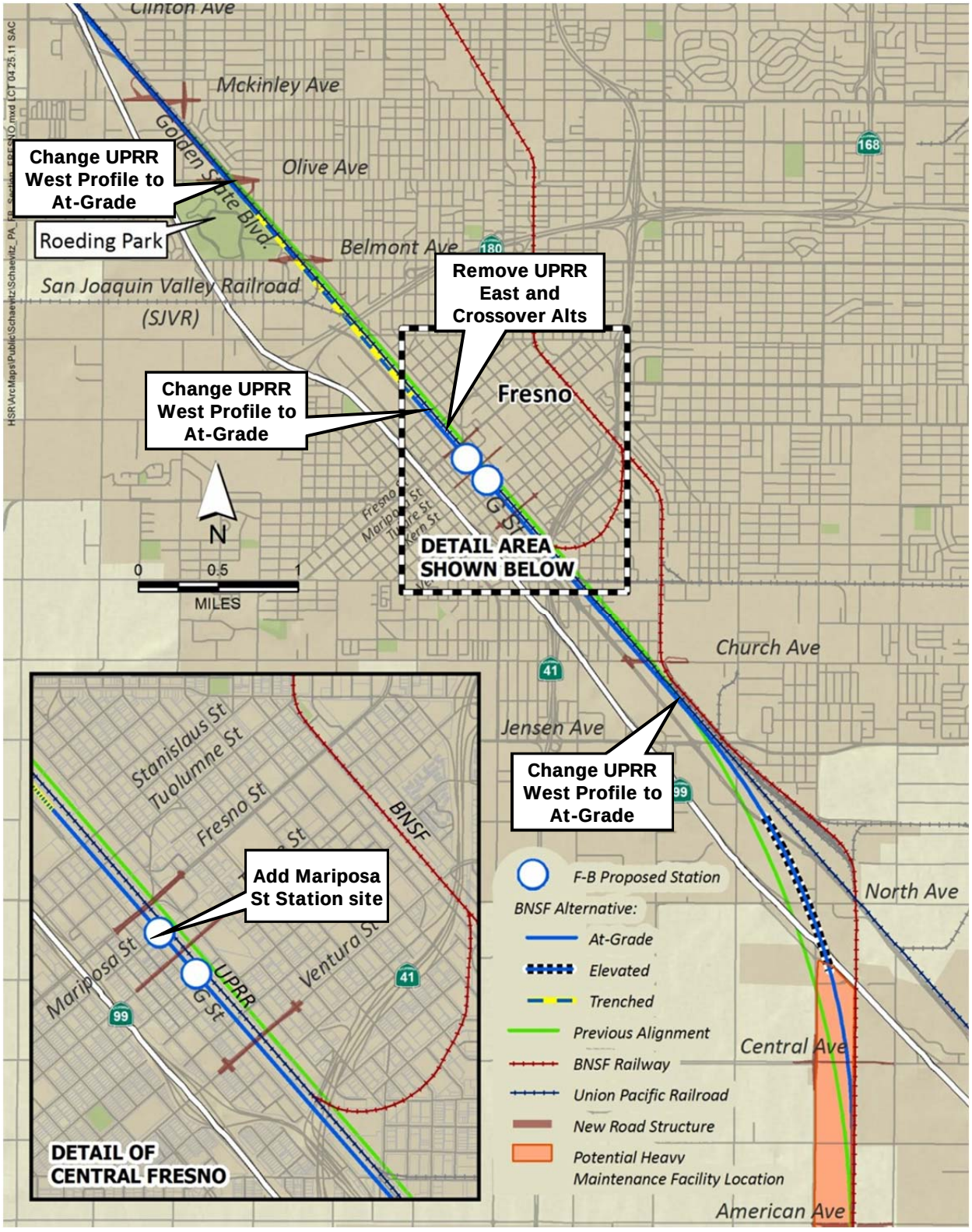

Figure ES-2. Hanford/Kings County Subsection

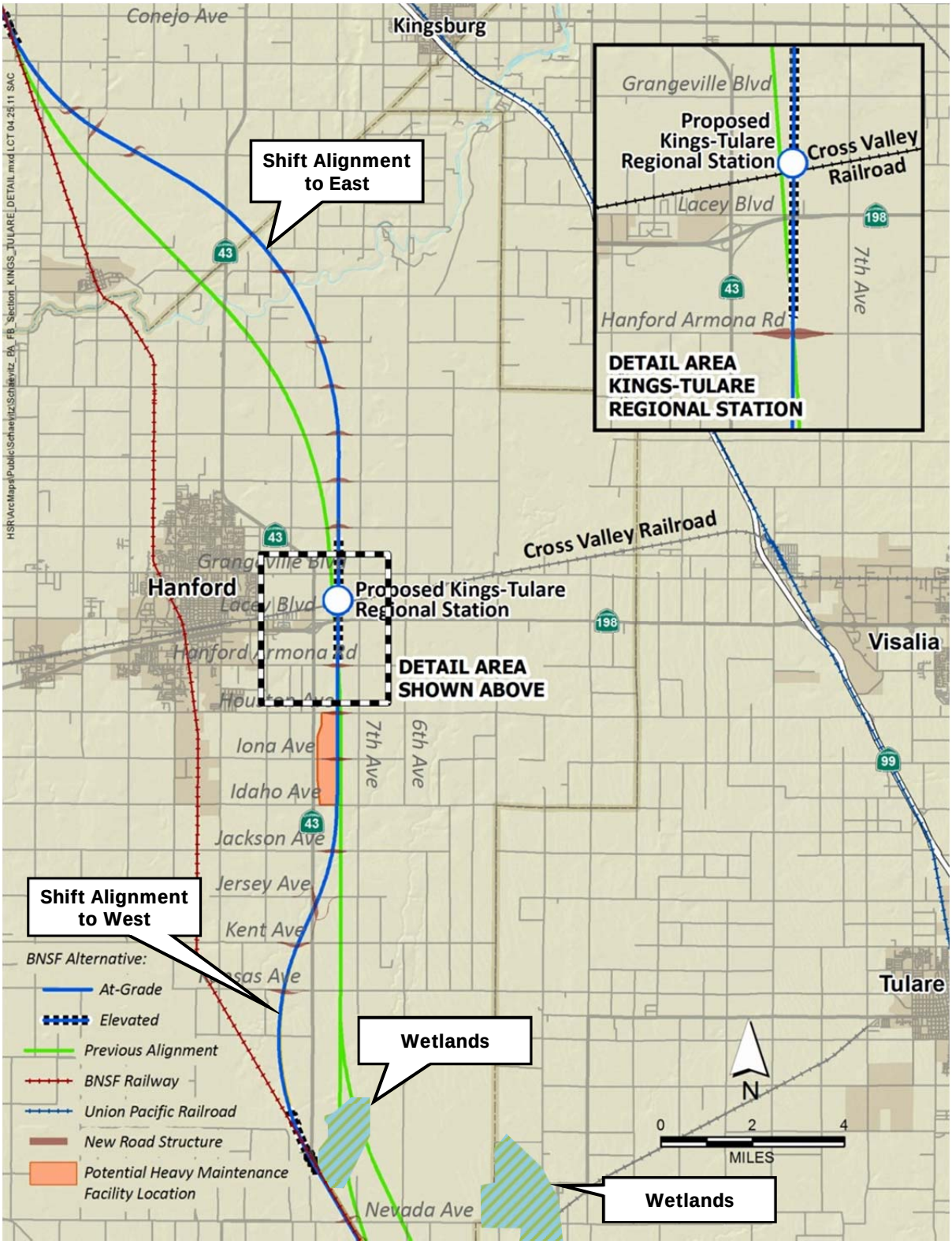

Figure ES-3. Corcoran Subsection

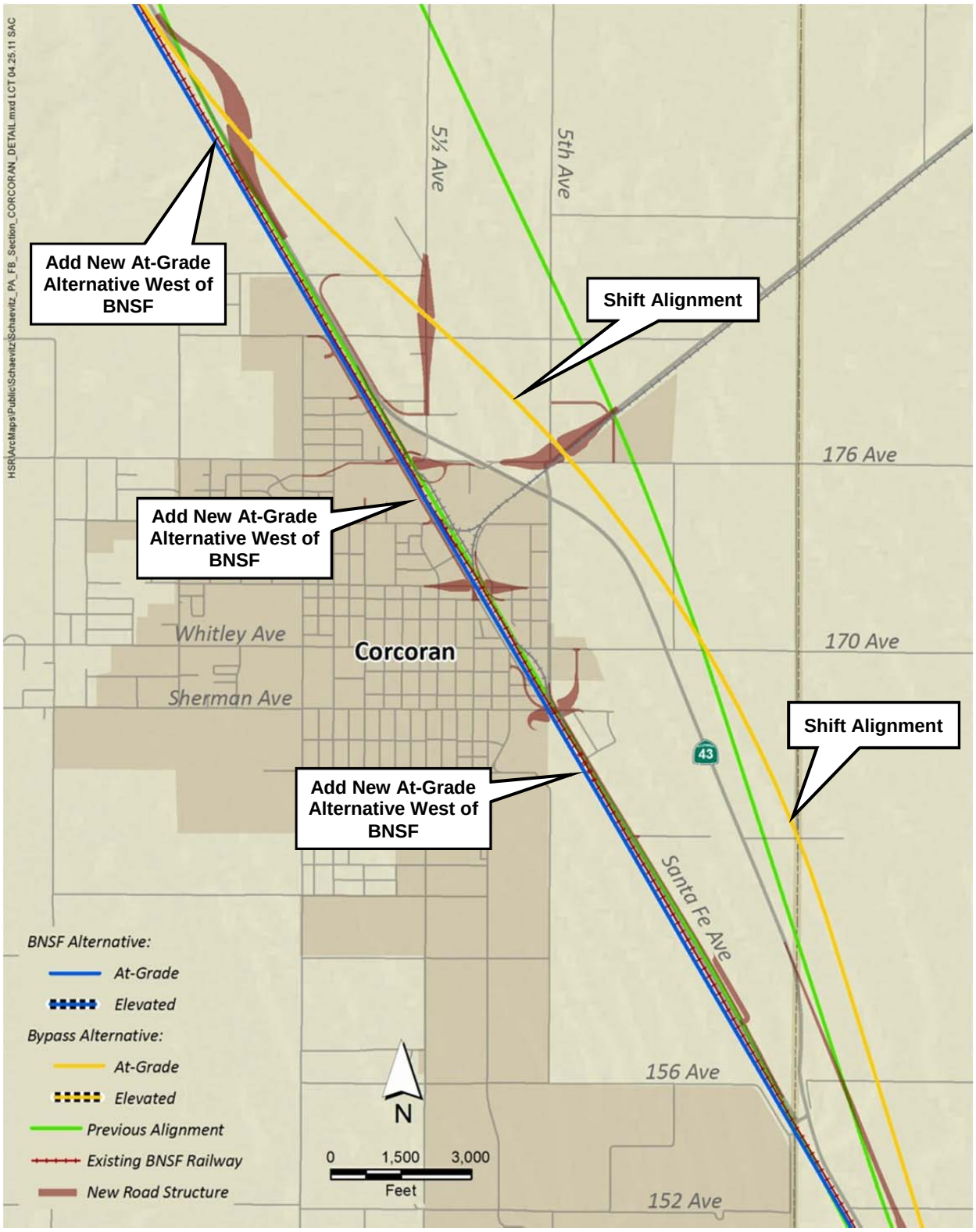

Figure ES-4. Allensworth Subsection

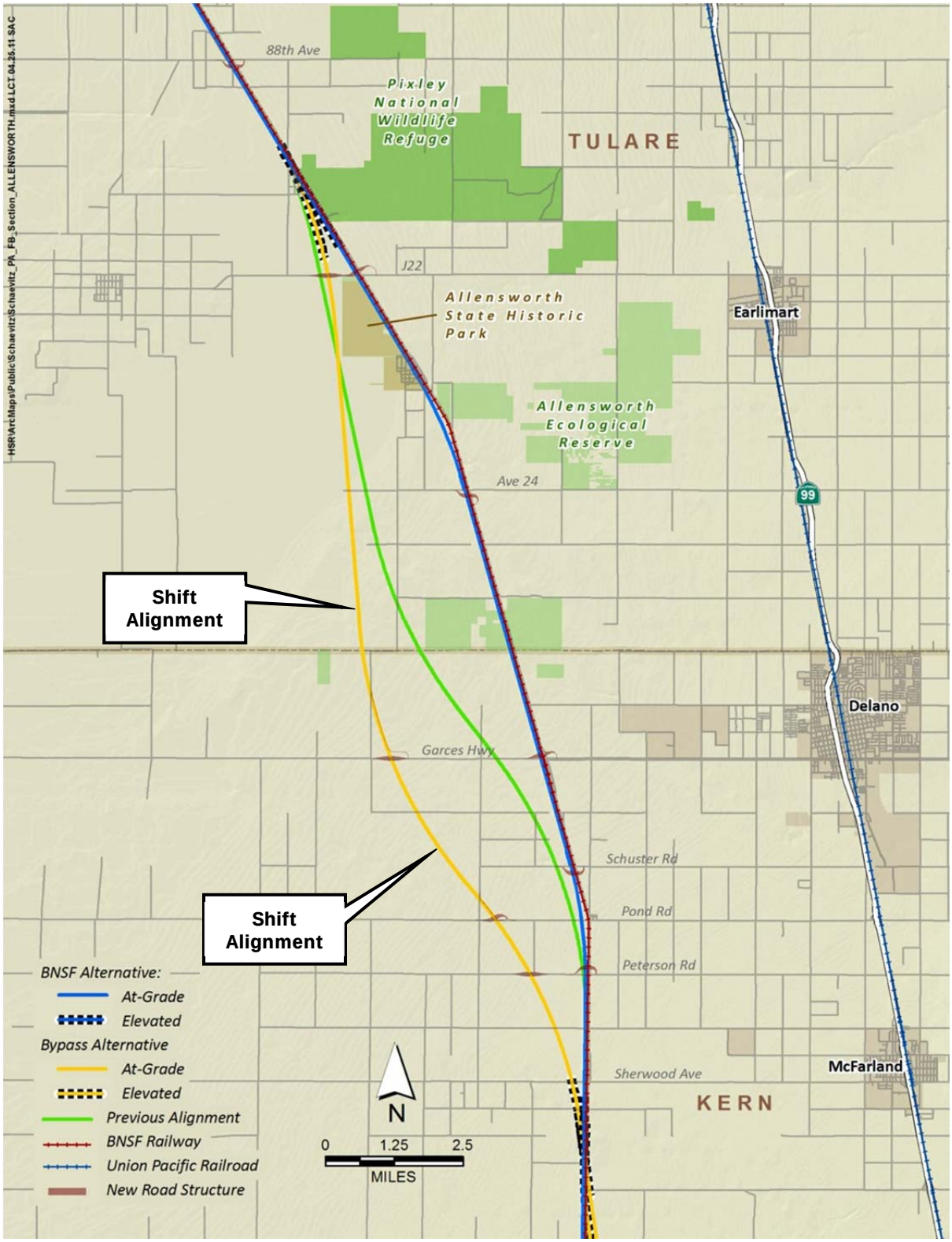

Figure ES-5. Wasco-Shafter Subsection

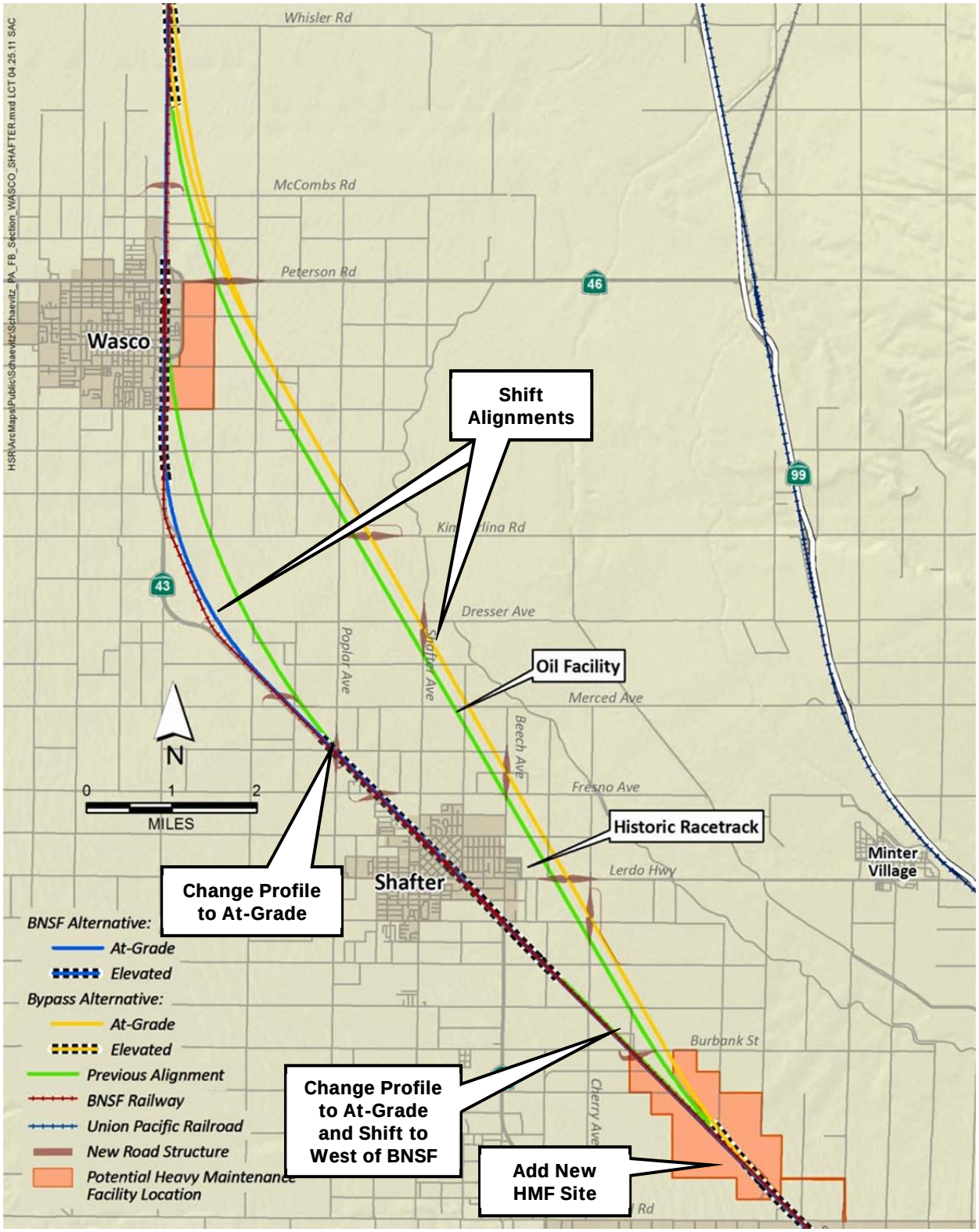

Figure ES-6. Bakersfield Subsection (West Bakersfield Detail)