

California High-Speed Rail Authority Request for Expressions of Interest

Bakersfield Heavy Maintenance Facility at Wasco





**Kern Council
of Governments**

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 Wasco 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 Wasco 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.

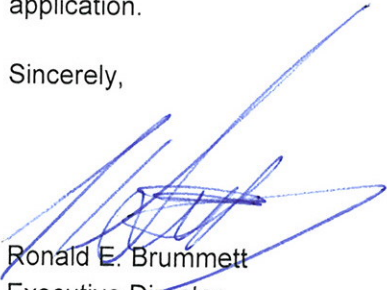
The proposed site is located in the City of Wasco north of the City of Bakersfield in a designated heavy industrial zone. It has good access from J Street in the City of Wasco. The site consists of up to 421 acres and has 1.5 miles of frontage to the CHSRA alignment. Thus, it meets CHSRA's operational program needs. The site meets the seven RFEI criteria and could be quickly developed.

The Wasco 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

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EXECUTIVE SUMMARY

The proposed site for the Bakersfield High Speed Rail Heavy Maintenance Facility is just north of Bakersfield in Wasco, California. The site consists of 421 acres and provides 1.5 miles of frontage near the rail corridor and could be readily developed to ensure CHSRA meets its opening target of 2017.

The proposed Wasco 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 Wasco. 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 in meeting these criteria include:

- The location is near the geographic center of the HSR System, ½ mile from the east alignment of the HSR mainline.
- The site is zoned heavy industrial by the City of Wasco 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 within a ¼ mile of the site including water, sewer, electricity, natural gas and telephone.
- 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 Wasco site.
- Existing highway (SR-46, 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 Wasco combined with the Heavy Maintenance Facility could provide considerable cost savings. Kern COG and all supporting agencies look forward to working with the CHSRA to further identify how the Wasco 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

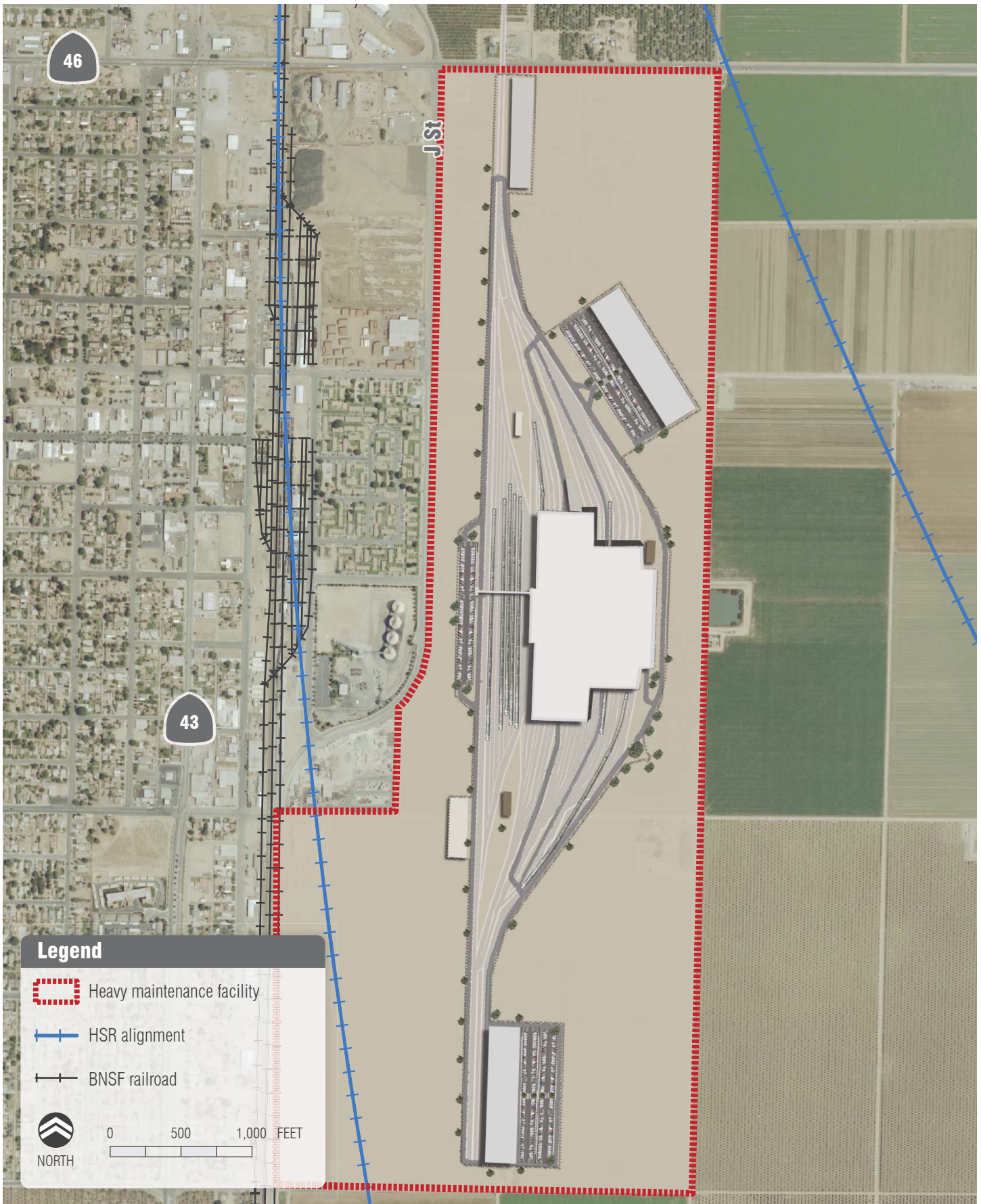
The proposed site for the Bakersfield High Speed Rail Heavy Maintenance Facility is located just north of the City of Bakersfield in Wasco, California (Figure 1). The Wasco site is near the geographic center of the California High Speed Rail System (HSR), 253 miles from the San Francisco Terminal and 341 miles from the San Diego Terminal. It is approximately 26 miles north of the Downtown Bakersfield Station and is easily accessible from SR-46. The proposed site is just west of the east alignment of the High Speed Rail mainline and the BNSF Railway alignment.

The site consists of 421 acres and provides about 1.5 miles of frontage near the rail corridor. It is located ½ mile west of the east alignment of the HSR mainline and a ¼ mile east of the existing BNSF tracks. Access into the site would be from J Street in Wasco. 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 - 421 acres
Rail Frontage:	1.5 miles
Zoning:	Heavy Industrial
Number of Parcels:	5
Wetland Impacts:	none
Residential Displacement:	none
Business Displacement:	none
Access:	Overcrossing of BNSF in Wasco is currently programmed.





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 UP corridor between 7th Standard Road and E. Lerdo Highway as a good location for the HMF. However, subsequent studies have identified the BNSF corridor as more promising than the UP corridor, which makes the Wasco site a more 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. **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 421 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 and 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 Wasco 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 1.5 miles along the track. The Wasco 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 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 Wasco site has excellent rail frontage to accommodate the track connection needs as well as the adjacency objectives of CHSRA.

Controlled Access - Concept Plan shows a single access driveway for traffic to/from the HMF. J Street, which connects to Highway 46, would provide the primary access to the HMF.

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. As can be seen from the information provided above, the Wasco site appears to be the most logical location for the HMF.

RFEI SITE CRITERIA

The following summarizes the ability of the Wasco 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 Wasco, on SR-46 and J Street.
- The site is approximately 6.5 miles from the SR-99/SR-46 Interchange.
- The site is 19 miles from Interstate 5 via SR-46.
- The site is near the geographic center of the HSR System, less than ½ mile from the east alignment of the HSR mainline (See Figure 3 and Figure 4).
- The site is within an industrial area and the site is zoned Heavy Industrial.
- The site is less than ¼ mile from the BNSF tracks.

DISTANCE FROM HIGH SPEED RAIL MAINLINE

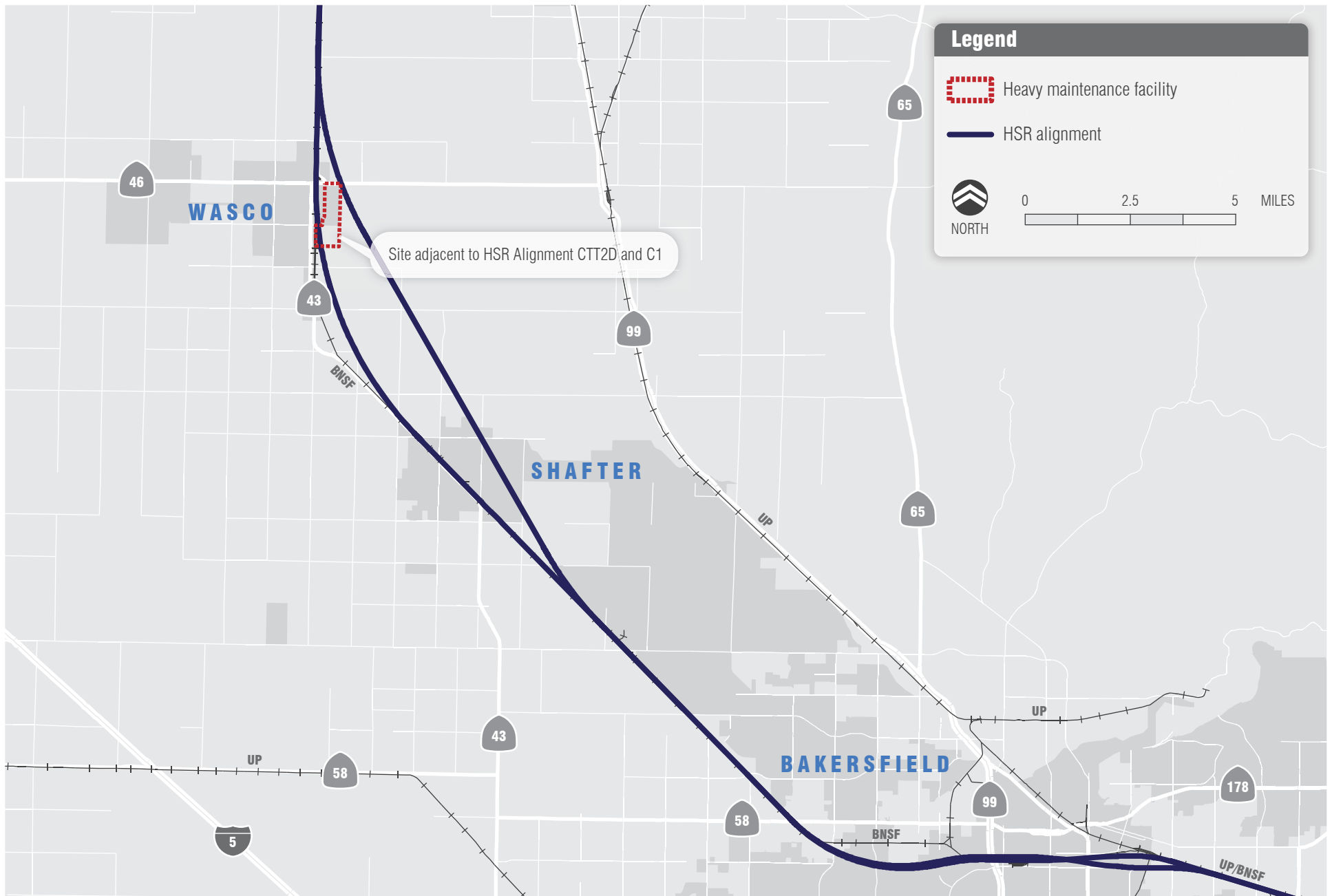
- The site is less than ½ mile from the east alignment CTT2D (Figure 4).
- Figure 5 shows the mileage to other Terminal Maintenance and Yard Storage Facilities.

TRANSPORTATION

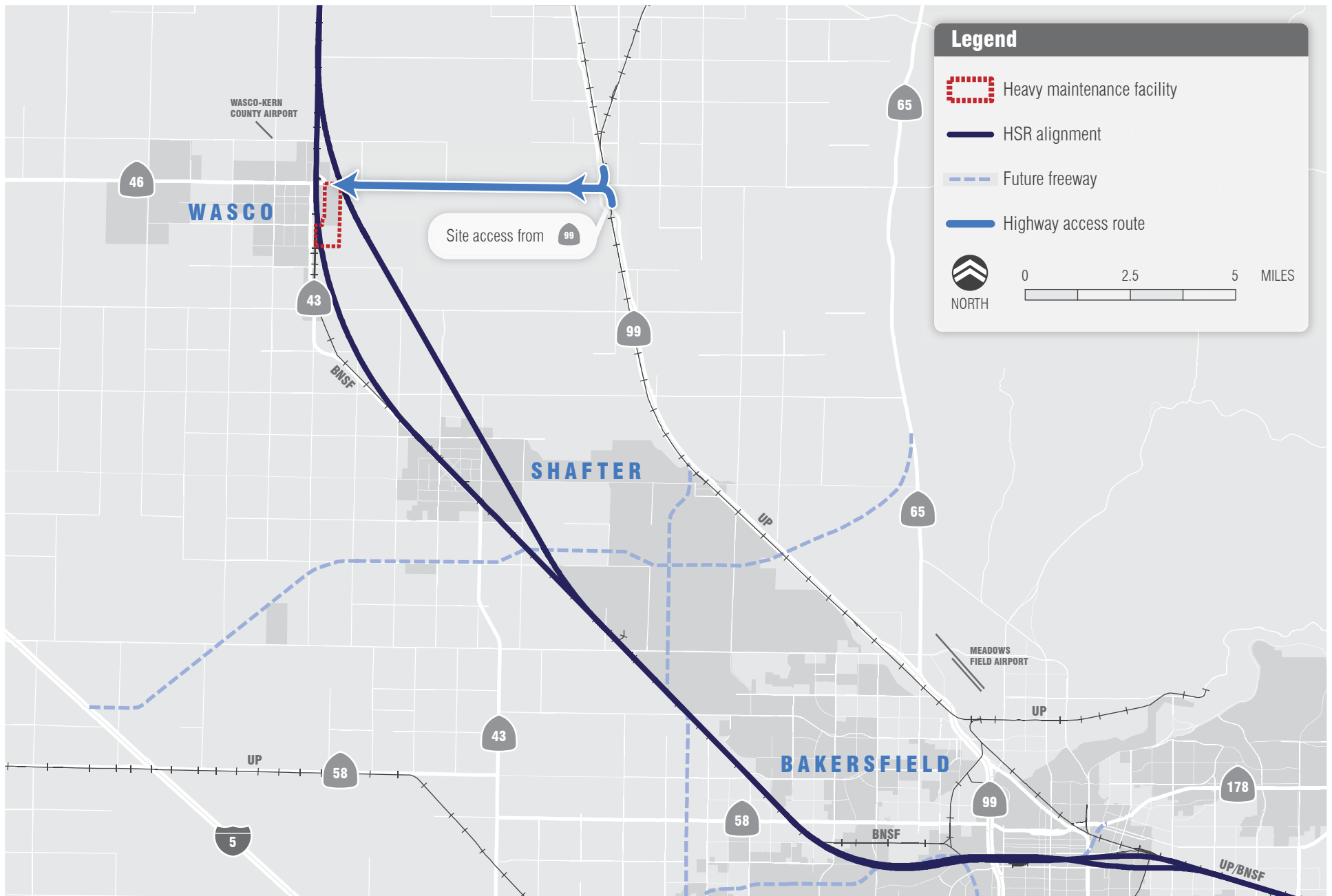
(see Figure 6)

- Current Road Improvements
 - SR-46 from Interstate 5 to the Kern County line (19miles) is scheduled to be widened to a 4 lane divided highway to accommodate freight movement via truck.









➤ **Planned Road Improvements**

- An Interchange is planned at SR-46 and Interstate 5 at a cost of \$45 million.
- SR-46 is planned to be widened to a 4-lane divided highway from the Kern County line through Wasco to SR-99.
- A BNSF grade separation in Wasco is planned at a projected cost of \$39 million.

➤ **Other Transportation Facilities**

- Meadows Field Airport within 21 miles with access to scheduled passenger and freight service. Meadows Field Airport has longest runway in the San Joaquin Valley at 11,000 ft. 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.

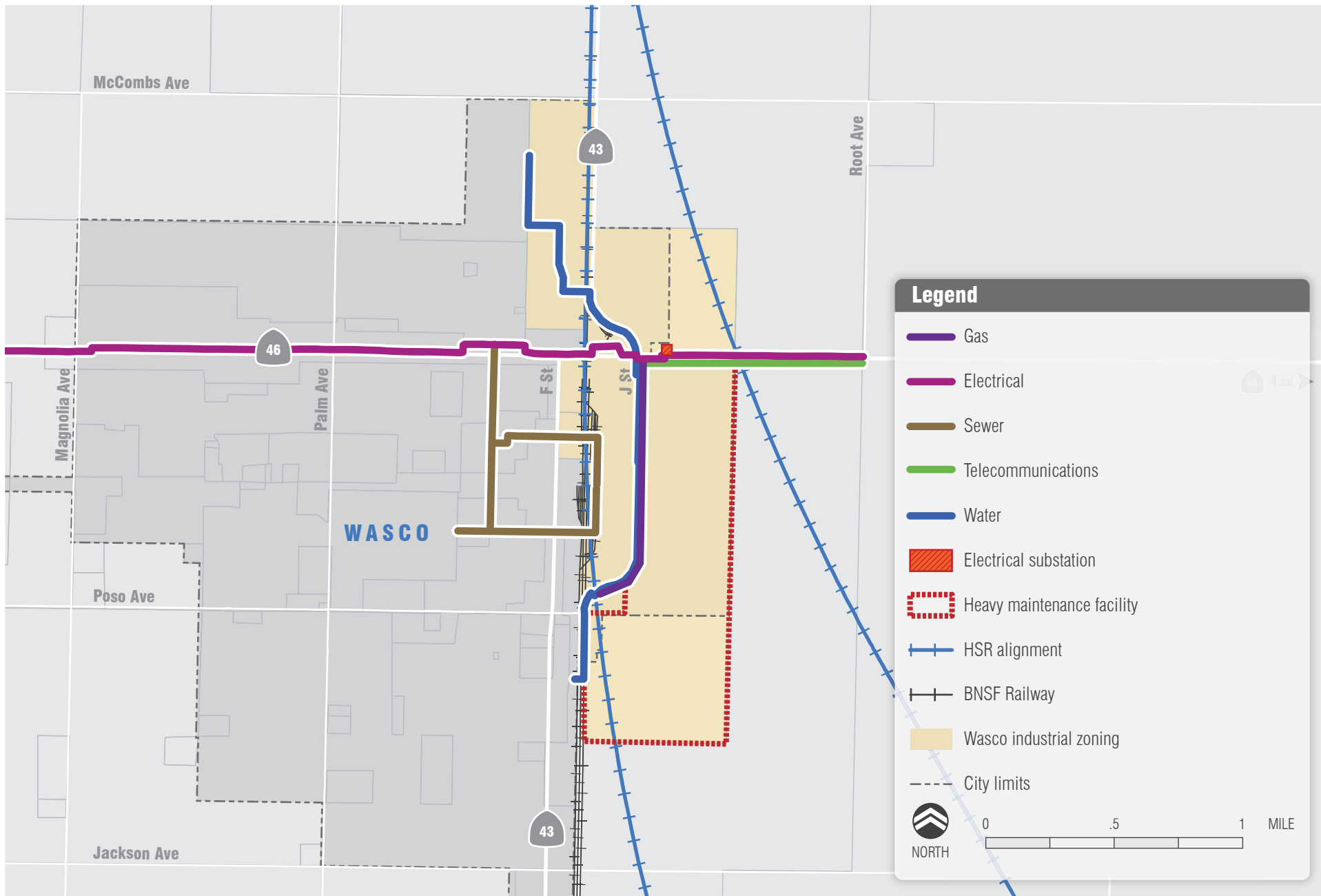
AVAILABILITY OF SITE UTILITIES

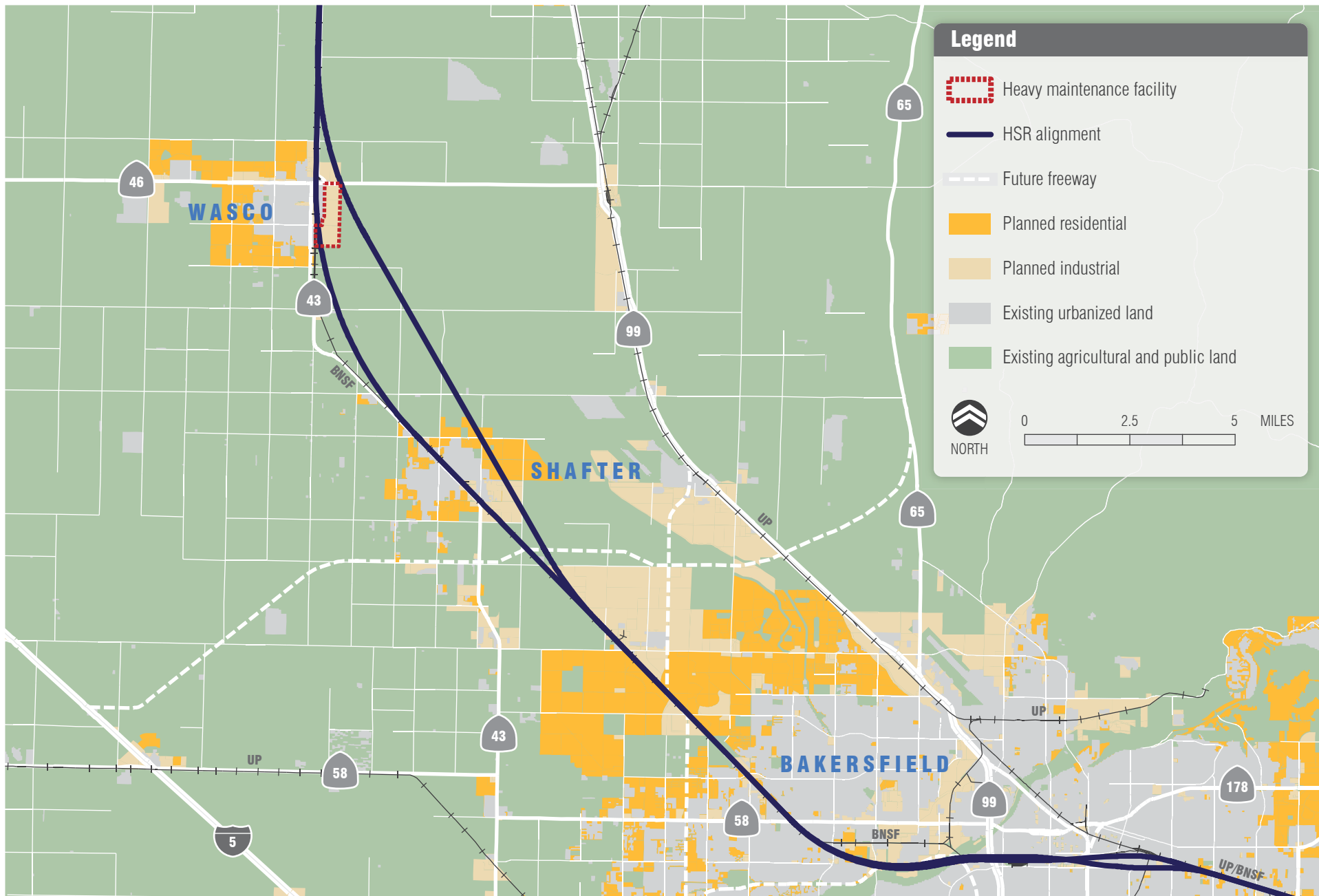
(see Figure 7)

- Water service is provided by the City of Wasco and existing water lines are within ¼ mile of the site.
- Sewer service is provided by the City of Wasco and sewer lines are within ¼ mile of the site.
- Electricity is provided by PG& E and is within ¼ mile of the site.
- Natural gas is provided by Southern California Gas and is within ¼ mile of the site.
- Telephone service is provided by AT&T and is within ¼ mile of the site.

CONSISTENCY WITH LOCAL ZONING

- The site is zoned IH (Heavy Industrial) and conforms to the zoning ordinance and the City of Wasco General Plan (2002). (Figure 8)





PLANNED GROWTH AND ADOPTED BLUEPRINT

- The site is adjacent to SR-46 and J Street in the City of Wasco and is zoned Heavy Industrial. The facility would be a compatible use for the site (See 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.

RFEI #2: AVAILABILITY OF LOCAL LABOR FORCE

ECONOMIC BENEFIT TO CITIES AND LOCAL COMMUNITIES

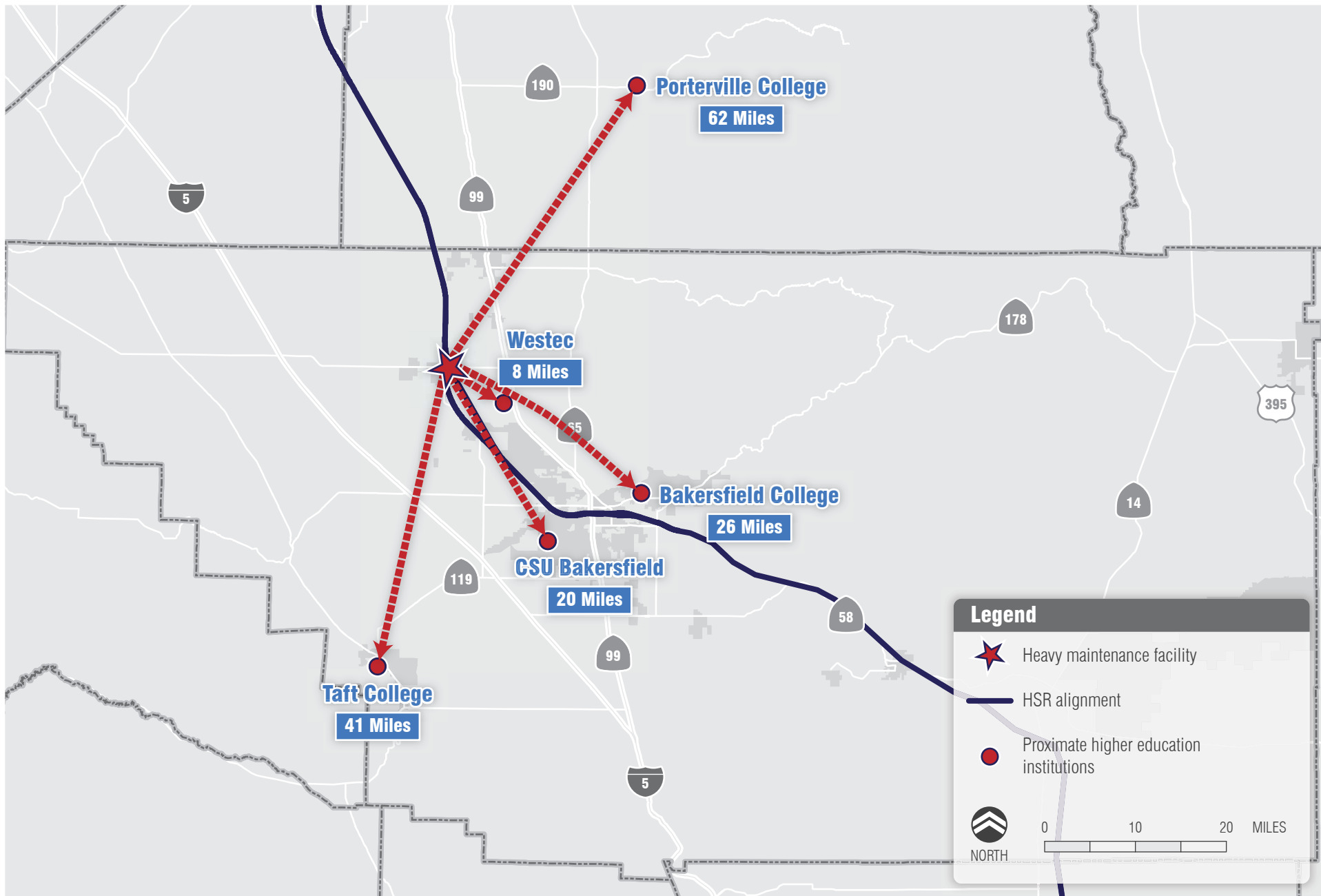
- The facility would provide significant employment and economic benefits to the region, both during construction and ongoing operation.
- Kern County has historically been a major railroading community with important local BNSF and UP switching yards. It is the southern terminus for Amtrak's San Joaquin passenger rail service.

WORKFORCE

- Kern County provides 12% of 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, and 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).
- 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).
- Wasco has an abundance of new housing with development still occurring. The starting price is just over \$100,000 for a new home in City of Wasco.

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)

- The BNSF Railway is near the site which would permit the shipping of construction materials to the site.

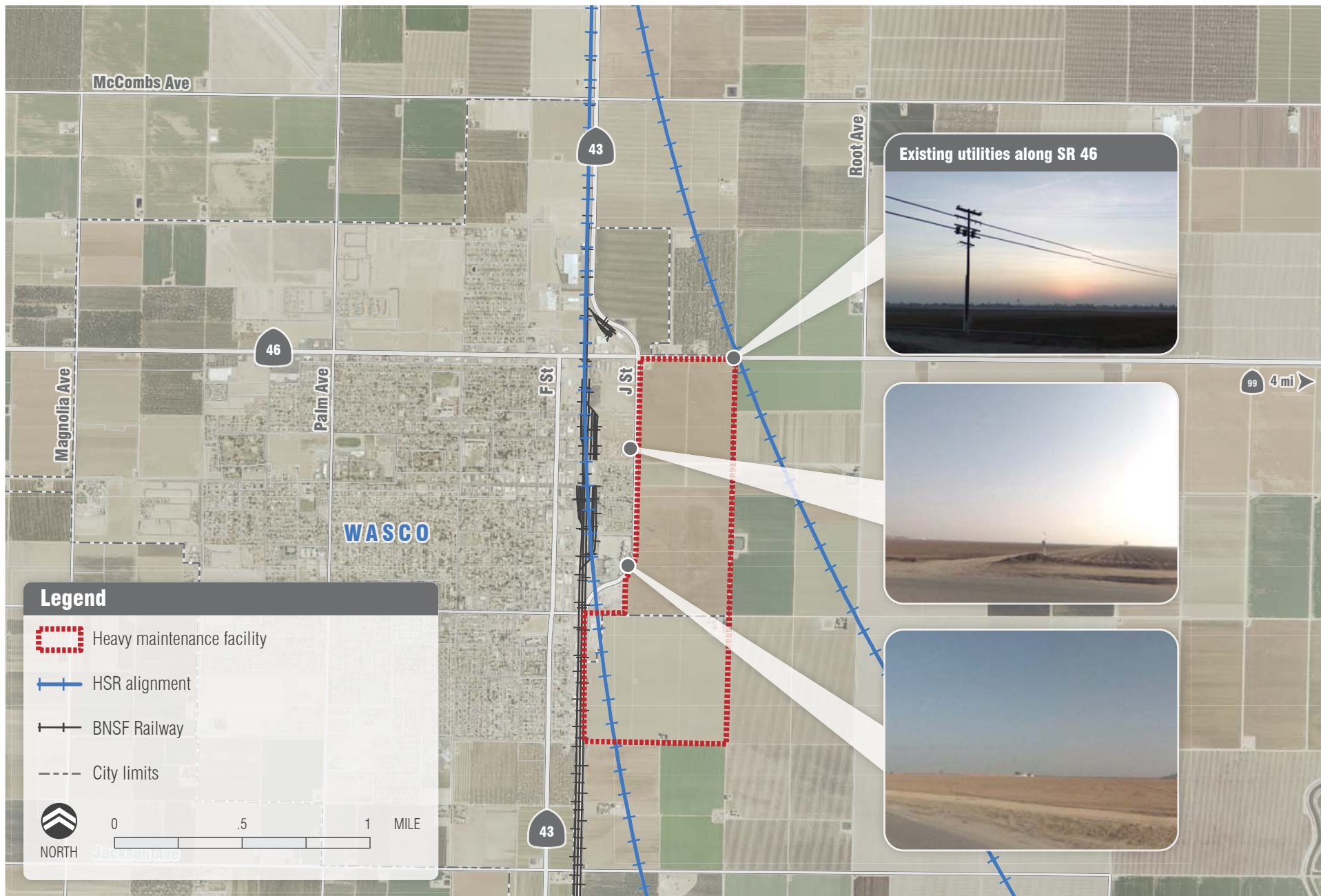
DISRUPTION TO AND RELOCATION OF EXISTING INFRASTRUCTURE, INCLUDING UTILITIES

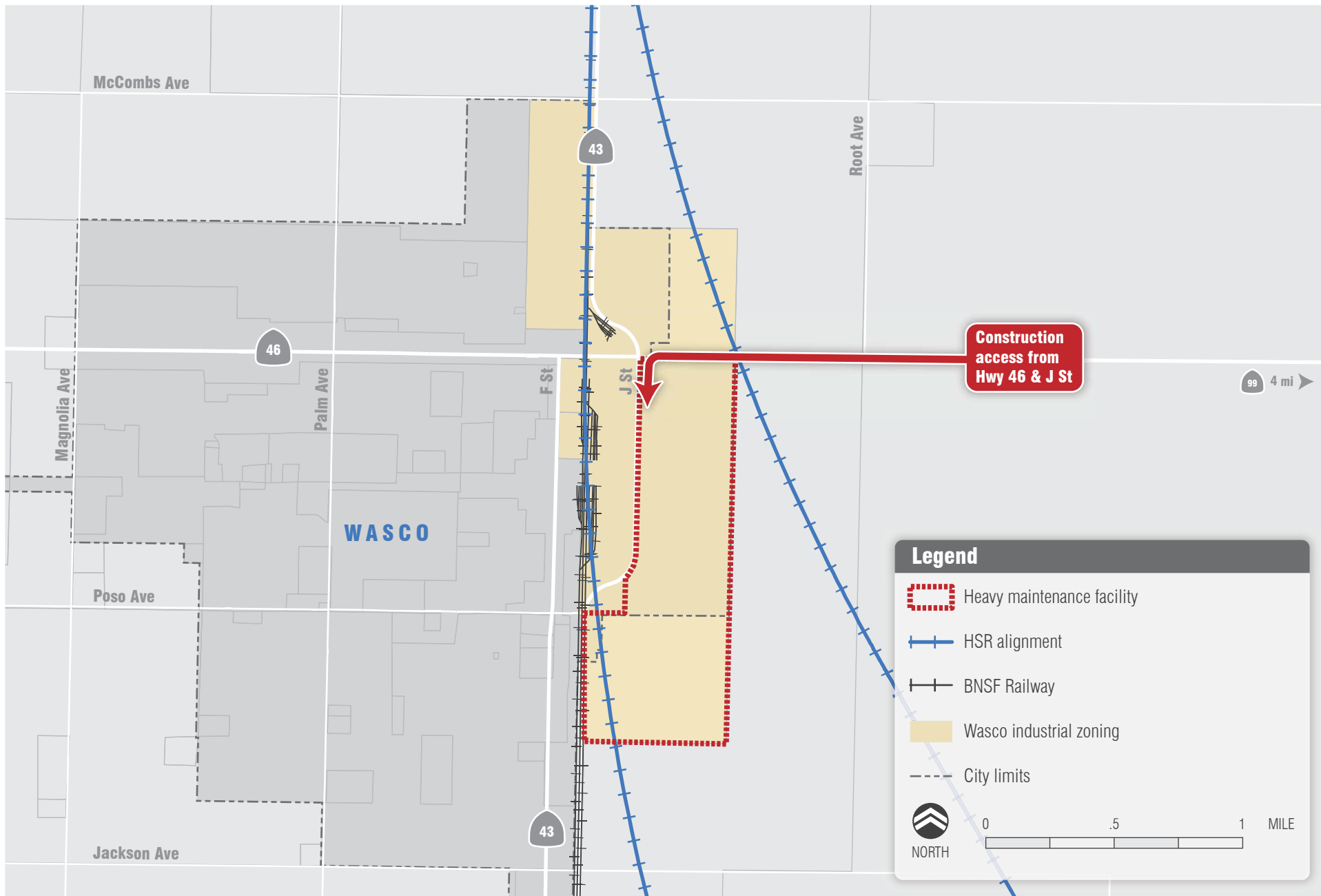
- There are no existing structures or utilities that will need to be relocated.

RFEI #4: DISPLACEMENT

NUMBER OF PROPERTIES BY LAND USE TYPE / ACRES

- The site consists of 5 parcels.
- The site is zoned heavy industrial.
- The site consists of 421 acres.





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 Wasco 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

- None

LEVEL OF SERVICE

- The City of Wasco General Plan 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.

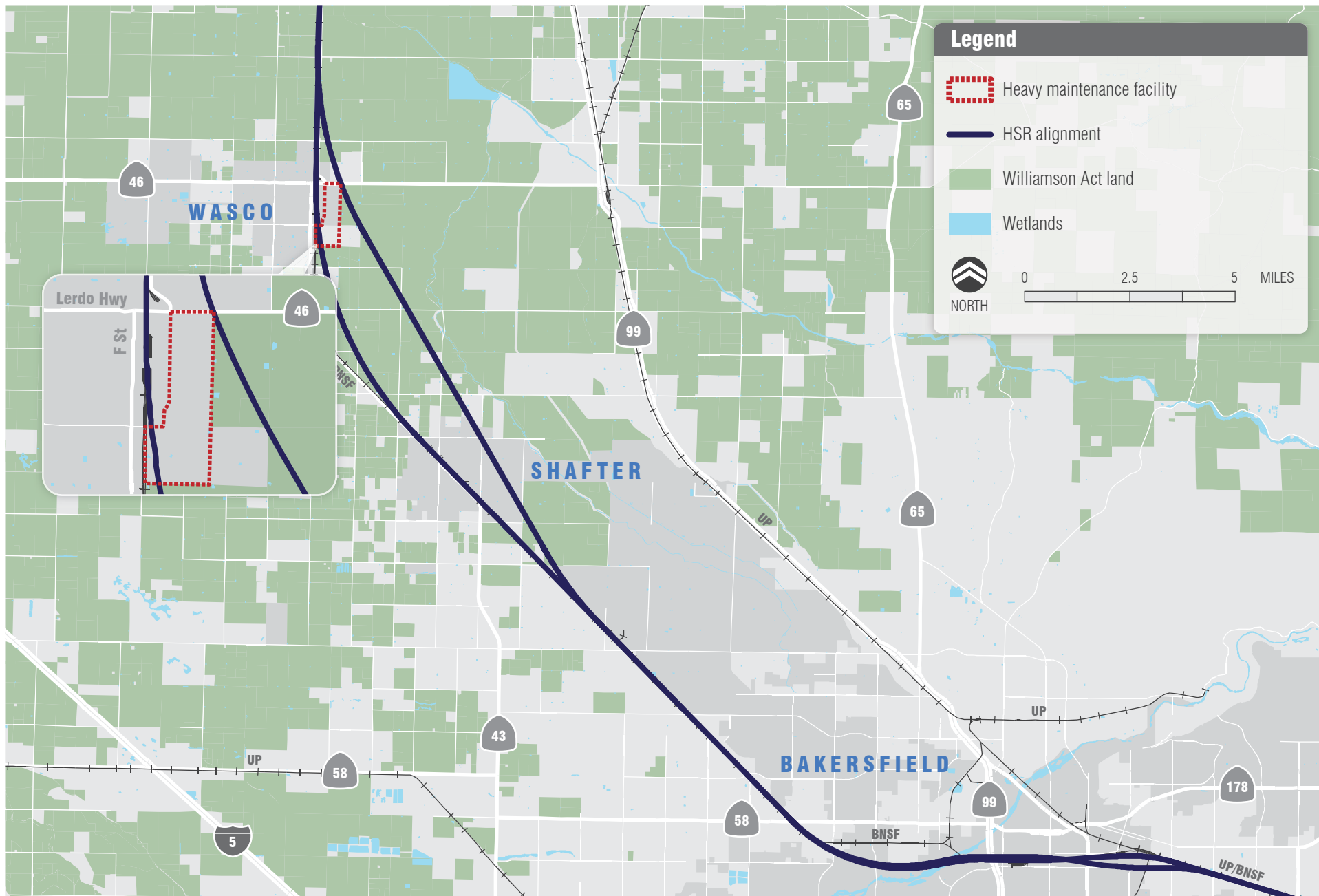
RFEI #6: ENVIRONMENTAL

UNDERGROUND STORAGE TANKS / HAZARDOUS MATERIALS

- None known.

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.

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 Wasco site fully meets the siting requirements identified by the CHSRA and supports the local and regional goals of the City of Wasco 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 Wasco 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 Wasco and believes it to be the best possible location in California from both a technical and logistical perspective. In addition, locating the HMF in Kern provides the California High-Speed Rail Authority with superb access to a skilled labor force while helping to alleviate some of the highest, chronic unemployment in the state. We urge you to offer careful consideration to the location's numerous strengths.

The 421-acre site provides 1.5 miles of frontage near the rail corridor and could be readily developed to ensure CHSRA meets its opening target of 2017. The location is near the geographic center of the HSR System, ½ mile from the east alignment of the HSR mainline, and within an expanding heavy industrial area.

At the same time, Kern's workforce stands trained and ready to deliver skilled technical and vocational positions for construction and operation. Kern County provides:


- 12 percent of the state's Commercial Machinery Repair/Maintenance Workforce (CA EDD).
- 11 percent of Numerical Tool and Process Control Programmers for the Aerospace Industry (CA EDD).
- 90 percent of the state's population resides within a four-hour drive of the site.

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 percent.

As you can see, the proposed HSR Heavy Maintenance Facility at Wasco 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

BOARD OF SUPERVISORS

SUPERVISORS

Jon McQuiston District 1
Don Maben District 2
Mike Maggard District 3
Raymond A. Watson District 4
Michael J. Rubio District 5



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,

A handwritten signature in black ink, appearing to read "Ray Watson", is written over the word "Chairman".

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.

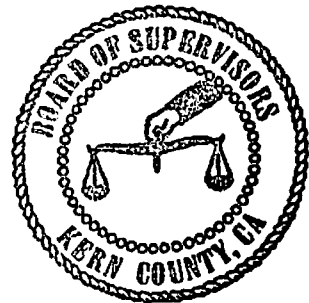
AYES: McQuiston, Maben, Maggard, Watson, Rubio

NOES: None

ABSENT: None

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


Deputy Clerk



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, Kern COG
KEDC, City of Shafter
City of Wasco
Calif. High-Speed Rail
1-6-10 Jd

BOARD OF SUPERVISORS

SUPERVISORS

Jon McQuiston District 1
Don Maben District 2
Mike Maggard District 3
Raymond A. Watson District 4
Michael J. Rubio District 5



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

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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



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,

A handwritten signature in black ink, reading "Debra L. Moreno".

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

Greater Bakersfield Chamber of Commerce
Your Partner in Business.



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,

A handwritten signature in black ink that reads 'Karen H. King'. The signature is written in a cursive style.

Karen H. King
Chief Executive Officer

cc: GET Board of Directors



**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.

Resolution No. 94-12
July 7, 1994
Page 2

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.

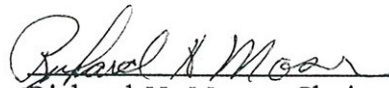
AUTHORIZED AND SIGNED THIS 7TH DAY OF JULY, 1994.

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

NOES: None

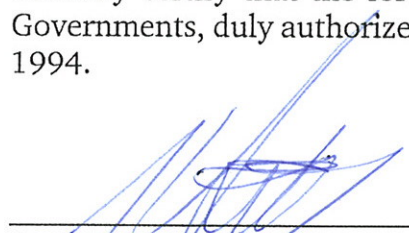
ABSTAIN: None

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.

Resolution No. 95-06

Support for the Adoption of a High Speed Rail Alignment

Page 2

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.

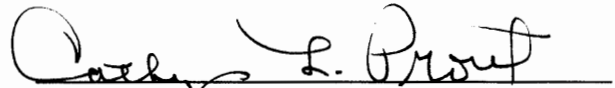
AUTHORIZED AND SIGNED THIS 6TH DAY OF APRIL 1995.

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

NOES: None

ABSTAIN: None

ABSENT: Burkett, Miller, Patrick, McLaughlin



Cathy 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

BAKERSFIELD HIGH SPEED RAIL HEAVY MAINTENANCE FACILITY AT WASCO

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

BAKERSFIELD HIGH SPEED RAIL HEAVY MAINENANCE FACILITY AT WASCO

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

BAKERSFIELD HIGH SPEED RAIL HEAVY MAINTENANCE FACILITY AT WASCO

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

BAKERSFIELD HIGH SPEED RAIL HEAVY MAINENANCE FACILITY AT **WASCO**

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**