

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

BOARD MEETING

TRANSCRIPT OF PROCEEDINGS

BAKERSFIELD CITY HALL

BAKERSFIELD CITY COUNCIL CHAMBERS

1501 TRUXTUN AVENUE

BAKERSFIELD, CA 93301

TUESDAY, MAY 10, 2016

9:30 A.M.

Reported by: Martha Nelson

APPEARANCESBOARD MEMBERS

Dan Richard, Chairman

Tom Richards, Vice Chair

Lynn Schenk

Daniel Curtin

Bonnie Lowenthal

STAFF

Jeff Morales, Chief Executive Officer

Janice Harlan, Board Secretary

Thomas Fellenz, Chief Counsel

Diana Gomez, Central Valley Regional Director

Mark Mcloughlin, Director Of Environmental Services

PUBLIC COMMENT

Harvey Hall, Mayor, City of Bakersfield

Alan Tandy, City Manager, City Of Bakersfield

Ashley Swearengin, Mayor, City Of Fresno/Fresno Works

Oliver Baines, Fresno Councilmember/Fresno Works

Ram Nunna, Lyles College of Engineering, Fresno State

Rob Terry, Fresno COG

Nathan Ahle, Fresno Chamber of Commerce

APPEARANCES (Cont.)PUBLIC COMMENT (Cont.)

Dan Sousa, Fresno Works

Martin Dietz, Fresno Works

Lee Ann Eager, Fresno Economic Development Corporation

Ed Dunkel, Precision Civil Engineering, Inc.

Cheryl Wegman, Mayor, City Of Wasco

J. Paul Paris, City Manager, City Of Wasco

Scott Hurlbert, City Manager, City Of Shafter

Richard Chapman, Kern County Economic Development

Lauren Skidmore, Kern4HMF

John Spaulding, State Building & Construction Trades
Council of California

Jennifer Patino, CSU Bakersfield

Ahron Hakimi, Kern Council of Governments

Craig M. Pope, Kern County Public Works

Dan Leavitt, San Joaquin Regional Rail Commission

Robert Poythress, Mayor, City Of Madera

Charles Rigby, Mayor Pro Tem, City Of Madera

Andrew Medellin, City Of Madera

Norman Allinder, City Of Madera

Charles Follette, Santa Monica

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Bill Descary

Carol Bender

Frank Oliveira, MEL's Farms, Mike Rosa Family Trust

Adam Cohen

Bob Bell, Downtown Bakersfield Development Corporation

Holly King

Beatris Sanders, Kern County Farm Bureau

Louis Gill, Bakersfield Homeless Center

Kevin Bush, Black Chamber Of Commerce

Marvin Dean, San Joaquin Valley High-Speed Rail Authority

Alan Scott, Citizens for High-speed Rail Accountability
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Cherylyn Smith

Jason Cater, Downtown Business Development Corporation,
Bike Bakersfield

Patrick Jackson, NAACP

Jacqueline Ayer, Acton Town Council

Pam Wolter, Acton Town Council

Kathleen Trinity

Terry Maxwell, City Council, City Of Bakersfield

Rebecca Whitcomb

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P R O C E E D I N G S

9:34 a.m.

PROCEEDINGS BEGIN AT 9:34 A.M.

BAKERSFIELD, CALIFORNIA, TUESDAY, MAY 10, 2016

CHAIRMAN RICHARD: Good morning. This meeting of the California High-speed Rail Authority will come to order. And I'd like to ask our Secretary to please call the roll to establish a quorum.

MS. HARLAN: Director Schenk?

BOARD MEMBER SCHENK: Here.

MS. HARLAN: Vice Chair Richards?

VICE CHAIR RICHARDS: I'm here, thank you.

MS. HARLAN: Director Rossi?

BOARD MEMBER ROSSI:

MS. HARLAN: Director Curtin?

BOARD MEMBER CURTIN: Here.

MS. HARLAN: Director Correa?

BOARD MEMBER CORREA:

MS. HARLAN: Director Lowenthal?

BOARD MEMBER LOWENTHAL: Here

MS. HARLAN: Director Paskett?

BOARD MEMBER PASKETT:

MS. HARLAN: And Chair Richard?

CHAIRMAN RICHARD: I'm here.

And Vice Chair Richards, will you lead us in the

1 Pledge of Allegiance, please?

2 VICE CHAIR RICHARDS: Please stand.

3 (The Pledge of Allegiance is made.)

4 CHAIRMAN RICHARD: Thank you. I want to welcome
5 everyone this morning and say how much we appreciate being
6 here in Bakersfield. In the four-and-a half years that
7 I've been on the High-Speed Rail Authority Board, this is
8 the first time while I've been on the Board that we've met
9 in Bakersfield, so it's been many, many years. You gave us
10 a beautiful lovely morning in your fair city.

11 And I also want to express our thanks to the
12 Mayor and the City Manager and the City government for
13 allowing us to use your chambers this morning here.

14 We're going to do something a little bit out of
15 order today. Normally, we have all public comment come
16 first for any item on the agenda. But there've been a
17 number of questions that have come up and I think a number
18 of people are here today, because of the questions about
19 the various alignment possibilities that are going to be
20 discussed. And we thought that it would be best to allow
21 our staff to make a presentation first, so that members of
22 the public can be informed about that prior to standing up
23 and making their comments. We thought that it would help
24 you and help inform the discussion.

25 But before we do that, I'm very pleased to say

1 that we're graced by the presence of the City's leaders.
2 And Mayor Hall is with us this morning and has asked to
3 address us. And it's an honor to have you do that
4 Mr. Mayor. Thank you very much, Mayor Hall.

5 MAYOR HALL: Good morning, Chairman Richard,
6 Members of the Board, Mr. Morales and staff. I'm Mayor
7 Harvey Hall. And it is my privilege to welcome all of you
8 to the City of Bakersfield. I want to thank you for
9 holding this meeting here today, as this is a great
10 opportunity for those in the Southern San Joaquin Valley to
11 interact directly with the High-Speed Rail Authority and
12 learn more about the High-Speed Rail Project.

13 As I am sure you are all aware, the City of
14 Bakersfield has been engaged with your agency since the
15 initiation of the High-Speed Rail Project many years ago.
16 The City Council and its staff have diligently analyzed the
17 work of the Authority over the years to ensure that the
18 City was well informed about the potential changes a
19 project of this magnitude might bring to our community.

20 During that time, our staff has worked to make
21 certain that the City's views regarding this project were
22 clearly articulated and understood by the Authority. I
23 know at times this has placed the City in an adversarial
24 position to the High-Speed Rail Project. But I am pleased
25 that in the more recent times, through positive

1 collaboration, the City and the Authority have been able to
2 achieve significant progress on finding a mutually
3 agreeable path forward.

4 Evidence of this collaborative effort can be
5 found in the information provided to support item three on
6 today's agenda. By working together, the City and the
7 Authority have identified a much more preferable path for
8 the high-speed rail through Bakersfield than what was
9 previously considered.

10 I am happy to see the results of this work in the
11 recommendation before you to include the F Street
12 Alternative as the initial staff-recommended preferred
13 alternative alignment in the Bakersfield area for inclusion
14 in the forthcoming draft supplemental environmental
15 document. I am hopeful that this spirit of collaboration
16 and cooperation will continue between our two agencies as
17 the environmental process moves forward and ultimately
18 through the realization of high-speed rail service to
19 Bakersfield.

20 For the members of the public here today, I want
21 to remind them whether you support the High-Speed Rail
22 Project or not, you must realize that it is incumbent upon
23 the City to take the necessary steps to plan for the
24 eventuality of this project. So Bakersfield is positioned
25 to take advantage of this new form of interstate

1 transportation.

2 I look forward to your Board's approval of item
3 three today. And I thank you for allowing me this time
4 this morning to address you. I hope that all of you have a
5 enjoyable day in Bakersfield. And thanks again for coming
6 to Bakersfield and allowing our community this opportunity.
7 Thank you very much.

8 CHAIRMAN RICHARD: Mr. Mayor, thank you.

9 And we had a chance to visit for a few moments
10 this morning and I reiterated to you, and it's something
11 that I hope becomes clear from our meeting today, that the
12 High-speed Rail Authority is absolutely committed to
13 pushing this project all the way into Bakersfield.

14 We will work with you to figure out the best
15 alignments to do that. But the opportunity to connect this
16 great economic center with other parts of California, I
17 think, is before us. And we're going to continue to work
18 with you on that. So thank you again, sir, for taking time
19 to come and welcome us today and for allowing us to use
20 your chambers here.

21 With that, we will move immediately to item three
22 only for the presentation part. And then that will be
23 followed by public comment and the rest of our agenda. We
24 hope that this will be a useful sequence for members of the
25 public.

1 And Mr. Morales, do you want to introduce this
2 item, or how do you want to do it or just have Ms. Gomez?

3 CHIEF EXECUTIVE OFFICER MORALES: No. I think
4 Diana can lead in, and as you said will present, have
5 discussion, comment afterwards, and then question and
6 answer after the public comment period.

7 CHAIRMAN RICHARD: All right.

8 So Diana Gomez is our Regional Leader for the
9 Central Valley. She should be known to many of you and
10 she's been an absolute asset to the project.

11 So Ms. Gomez, good morning.

12 MS. GOMEZ: Good morning. Good morning, Chairman
13 and Board Members, so we're going to do a presentation.
14 There'll be three speakers during the presentation: myself;
15 our Director of Environmental Services, Mark McLoughlin;
16 and also the City Manager of the City of Bakersfield, Alan
17 Tandy.

18 So as we all recall, in the Fresno to Bakersfield
19 Project Section, which was 114-mile corridor we approved,
20 we certified in summer of 2014 the final environmental
21 document. In that document there was the preferred
22 alternatives that were included in parts of the BNSF
23 Alternative. It had the Corcoran Bypass, Allensworth
24 Bypass Alternative, the Bakersfield Hybrid Alternative and
25 three station locations: one in Fresno, Kings/Tulare and

1 one in Bakersfield. At the time the Board approved,
2 certified, all of the preferred alignments except for in
3 the City of Bakersfield although the FRA did approve the
4 entire document.

5 As part of our -- after we certified the document
6 there was several lawsuits, legal challenges, and the City
7 of Bakersfield was one of those who challenged the
8 document. So several months afterwards the Authority
9 signed a settlement agreement with the City of Bakersfield.

10 And what it did, it identified a proposed
11 conceptual new alignment and station location. It allowed
12 for us to coordinate between both the City and the
13 Authority to refine a locally-generated alternative. It
14 also outlined engagement with public and affected
15 stakeholders. It also provided the environmental impacts
16 of a new alignment to be evaluated into a supplemental
17 draft document, which we intend to do later in 2016, but
18 also compare that with the current approved alignment,
19 which was the Hybrid Alignment and the Truxton Station.

20 So the locally-generated alignment that was
21 conceived by both the Authority and the City and several
22 stakeholders, it's a 23-mile corridor. The station is at F
23 Street and Golden State Avenue. The northern terminus of
24 the LGA starts at Poplar Avenue in the City of Shafter and
25 continues southeast, coinciding with the May 2014 Project,

1 until it splits and proceeds along Burbank Street.

2 As it approaches State Route 99 the LGA begins to
3 turn southeast and continues through the City of
4 Bakersfield. The proposed F Street Station would be
5 located just east of the Kern River. The station site is
6 bounded by the Kern River to the west, the UPRR to the
7 north, Chester Avenue to the east and State Route 204 to
8 the south. Beyond the station, the alignment would
9 continue southeast until the south terminus of the section
10 at Oswell Street, which was part of the previous document.

11 The May 14 Project also began at Poplar Avenue in
12 Shafter and continued southeast adjacent to the State Route
13 43 and BNSF, so that would be the Hybrid Alignment.

14 It approaches Brimhall Road. It begins to turn
15 east and it continues east through the City of Bakersfield.
16 The Truxton Avenue Station would be bounded by U Street to
17 the West, Truxton Avenue to the north, Sonora Street to the
18 east and Hayden Court to the south. The Hybrid Alignment
19 would continue east until Oswell, which is where they both
20 meet.

21 What we're requesting today is -- it's based on a
22 new federal law -- but what we're requesting the Board is
23 based on MAP-21 and the implementing guidances. The new
24 federal law was passed in 2012. And it applies to federal
25 transportation agencies such as the Federal Railroad

1 Administration, which is our federal partner. The new law
2 is known as MAP-21. MAP-21 creates a new requirement for
3 Federal environmental lead agencies to the maximum extent
4 practicable combined the Federal environmental statement
5 and the record of decision into a single document.

6 The Department of Transportation, FRA's parent
7 agency has issued guidance to this effect, which can be
8 found in one of the websites. I won't go into too much
9 detail.

10 Traditionally and prior to MAP-21, the
11 environmental document or Impact Statement and the ROD were
12 two separate documents separated in time, the Environmental
13 Impact Statement being issued and available for public
14 review at least 30 days prior to the ROD issuance. In that
15 traditional arrangement identification of a preferred
16 alternative for the first time was in the Impact Statement,
17 which allowed the public some time prior to agency decision
18 via the ROD to acknowledge that the agency is identifying
19 as a preferred choice and expresses their views on the
20 preference and its potential environmental impacts.

21 The request that we're asking is -- the
22 previously preferred alternative was not identified like I
23 mentioned until the final -- the request is consistent with
24 CEQA, which requires draft EIRs to identify its proposed
25 project.

1 Under MAP-21, however, identification of a
2 preferred alternative for the first time in the
3 Environmental Statement that would also be the ROD would
4 provide the public no opportunity to comment prior to a
5 decision. Accordingly, federal agencies have been moving
6 toward identifying the preferred alternative in the draft
7 to ensure that the public can review and comment on the
8 preferred alternative, and its potential impacts prior to
9 an agency's final decision, via combined of the
10 Environmental Statement and the ROD.

11 FRA sister agencies, FHWA and FTA issued
12 guidance, which the DOT endorsed as appropriate in which
13 they strongly recommend that the preferred alternative be
14 identified in the draft document in order to facilitate
15 issuing a combined Environmental Statement and ROD
16 document. This approach is consistent with MAP-21
17 withstanding NEPA Regulations that authorize
18 identifications of a preferred alternative in the draft.

19 Based on MAP-21, FRA has indicated to the
20 Authority its intent to issue a combined document for
21 future alignment decisions in the state-wide high-speed
22 rail system, including decisions about an alignment through
23 Bakersfield. To facilitate, the FRA intends to identify
24 its preferred alternative in future draft environmental
25 documents, including forthcoming Draft Supplemental Fresno

1 to Bakersfield that would focus on the Bakersfield
2 alignments, which is why we're here today.

3 So identification of a preferred alternative is
4 not an approval, or even a tentative approval, of that
5 alternative. It is a preliminary identification of an
6 alternative that the agencies believe at that point in time
7 would best meet purpose, and need, and project objectives,
8 pending the analysis and public comment to be received in
9 the draft document and the final document; and concurrence
10 by other regulatory agencies such as the U.S. Army Corps of
11 Engineers.

12 For the past month we have been working with the
13 City of Bakersfield and the City of Shafter to refine the
14 locally-generated alternative. At this time Alan Tandy
15 will talk about what this alternative -- how it impacts the
16 City of Bakersfield.

17 CHAIRMAN RICHARD: Thank you.

18 Mr. Tandy, good morning. Welcome.

19 MR. TANDY: Good morning, Mr. Chairman and Board.
20 Again, as the Mayor welcomed you, I also extend welcome and
21 hope you return.

22 I would like to start by expressing thanks to
23 Jeff Morales, Diana Gomez, the other members of the High-
24 speed Rail Authority staff, who have been working vary
25 cooperatively with the City the last number of months. It

1 is much nicer to be in a position of cooperation and
2 exchange of ideas and possible solutions than in court.
3 And we hope to continue the new and enhanced relationship.

4 The City and the High-speed Rail Authority have
5 had at least two public workshops and well over 20 meetings
6 with potentially impacted parties locally to consider
7 impacts of the locally-generated alternative to them. I am
8 pleased to report that your staff and the Authority worked
9 cooperatively and problem solved, tried to accommodate the
10 wishes of those constituents wherever possible and that
11 most of those meetings ended in a positive manor.

12 The locally generated alternative is shorter,
13 straighter, lower, faster and less costly than the Hybrid.
14 It impacts fewer residents and businesses. It is buffered
15 on one side by an existing rail line. Most importantly, it
16 does not negatively take out the City Corporation Yard,
17 which is the point from which we provide all of our field
18 services in the city, all parking for our arena and
19 convention center, and our police maintenance garage. And
20 it does not negatively impact key elements of our community
21 tax base, including World Oil and Dignity Health.

22 MAP-21 and the use of a preferred alternative may
23 be new to the High-speed Rail Authority; it is not new in
24 the City of Bakersfield. A freeway project that we have
25 worked on with Caltrans for the last ten years utilized

1 this tool this last year. And the process has gone well
2 and successfully.

3 On behalf of the City Council and the
4 constituents they represent, we encourage you to support
5 the High-speed Rail staff recommendation. And again, thank
6 you for working with the ninth largest city in California.

7 CHAIRMAN RICHARD: Thank you, Mr. Tandy. And
8 may I also say that I appreciate those kind words about our
9 staff, but I think the phrase is it takes two to tango, so
10 I think we would also thank you and the city leadership for
11 working with us. I know things started off in a
12 contentious way, but we just chalked that up to people
13 trying to protect their communities. And fortunately, I
14 think we are moving in a positive direction here, so thank
15 you sir.

16 Ms. Gomez?

17 MS. GOMEZ: So I'm going to talk a little bit
18 about the outreach that we have been doing. And then we'll
19 have Mark talk about the technical details of the studies
20 so far.

21 So as we mentioned, the potential benefit, it is
22 a shorter alignment in miles and travel times. It does
23 have potentially fewer impacts to home businesses and
24 schools. It's more cost efficient. The F Street Station
25 would revitalize station location and an area around the

1 station. These are the preliminary assessments and the
2 detailed analysis informed by the forthcoming environmental
3 document will still be developed.

4 As mentioned earlier, as of April 26th, we have
5 conducted over 54 stakeholder meetings, 10 technical
6 working group meetings. We've met with an activity center.
7 We've had three community open houses. We have met with
8 numerous of the businesses including Bidart Brothers, Seko
9 Ranch, the Mercado Latino, Sumner Street businesses, Renfro
10 Ranch, (phonetic) Bakersfield Homeless Shelter and
11 Halliburton, and others too that we did not mention. And
12 in every case, when we have met with them, we have taken
13 their concerns and modified or made adjustments to the
14 locally-generated alignment to minimize those impacts.

15 I do want to state that the City of Bakersfield
16 has participated in all of those meetings with us,
17 specifically when we go out and do the community events.
18 We've also met with the school districts potentially
19 impacted by the locally-generated alignment and the Hybrid
20 Bakersfield City School District, Fairfax School District,
21 Beardsley School District and Kern High School District.

22 So a lot of activity has been done around
23 community engagement and we will continue to do community
24 engagements as the draft is being developed and once it is
25 released.

1 Now, we're going to have Mark, Director of
2 Environmental Services, talk about some of the technical
3 information that we have discovered so far.

4 CHAIRMAN RICHARD: Okay.

5 Mr. McLoughlin, good morning.

6 MR. MCLOUGHLIN: Good morning Chairman, Members
7 of the Board, Mark McLoughlin. I'm the Director of
8 Environmental Services for the Authority.

9 So part of what we do -- and I'll try not to get
10 too into the weeds -- but there are important things that
11 I'll talk about today as it relates to different technical
12 parts of the project. So the staff have already taken a
13 look at the potential evaluation, and impacts of the
14 project, and have some preliminary analysis also.

15 So we look at primarily the resources, the
16 environmental resources, habitat, wetlands waters, but we
17 also look at community issues. And we also look at ways to
18 set up these technical reports that will be done in the
19 eventual environmental document, the EIS/EIR.

20 And currently, we're preliminarily finding that
21 the LGA has a little less impact than the Hybrid on many
22 items, including the protected waters, which is important
23 in the 404(b)(1) Analysis as we move forward with the Corps
24 and the EPA. Also less cost and less travel time, which is
25 important to the project.

1 CHAIRMAN RICHARD: Can you just clarify that 404
2 is Section 404 of federal law --

3 MR. MCLOUGHLIN: The Clean Water Act, yes.

4 CHAIRMAN RICHARD: -- Clean Water Act. That's
5 the Corps of Engineers purview over the project.

6 MR. MCLOUGHLIN: Correct. And we currently have
7 a Integration MOU with the Corps and also the USEPA.

8 So part of it, we also take a look at -- there's
9 a lot of merits in these four items that we'll talk about.
10 There's Section 4(f), aquatic habitats, agricultural lands
11 and also residential displacements.

12 So in the LGA in the May of 2014 and the May 2014
13 Project are similar to each other in terms of that
14 engineering focus, maintenance and the environmental
15 impacts. The impacts associated with transportation, air
16 quality, and public utilities, energy, geology and soils,
17 safety and security, and culture resources are very similar
18 between the two alternatives.

19 However these resource topics demonstrate the
20 merits of the LGA in moving forward. So this information
21 presented in the preliminary, is preliminary, and will
22 continue to be refined as we release the draft EIR EIS and
23 move into that 404(b)(1) process.

24 So one of the items, and I'll go into a little
25 bit more detail here, is Section 4(f). Any federally-

1 funded transportation project is required to evaluate
2 impacts to Section 4(f) properties. These are historic
3 properties. Publicly accessible and recreational
4 facilities are considered 4(f) uses if there are impacts to
5 those properties. If an alternative impacts a Section 4(f)
6 use it must demonstrated that all efforts to avoid this
7 impact are properly -- have been considered in the process.

8 In the May 2014 Project the FRA concluded that
9 impacts to the Kern River Parkway and Mill Creek Linear
10 Park were a de minimus. However the City of Bakersfield,
11 as the responsible agency for these recreational
12 facilities, did not submit a letter of concurrence,
13 agreeing to these findings of the de minimus.

14 It's also important to know and distinguish,
15 however, that the City has indicated that under the LGA
16 that the City has currently verbally agreed with the de
17 minimus finding associated with the impacts to that Kern
18 River Parkway and also Wheel Park. In the absence of the
19 City's concurrence under the May 2014 Project, the City's
20 support under the LGA further demonstrates the merits of
21 this alternative.

22 So on aquatic habitats, which is important as you
23 reference in the 404(b)(1) Section of the Clean Water Act,
24 that waters are very important whether they're quality of
25 waters, waters of the US, vernal pools, and other types of

1 wetlands are important in the analysis of that (b) (1)
2 Analysis. And currently the LGA is apparent as the
3 preliminary LEDPA, which is the Least Environmentally
4 Damaging Practical Alternative. So that's the primary way
5 that the Corps and the EPA looks at in addition to other
6 factors.

7 We also have fewer direct impacts to waters of
8 the US in the Hybrid. And the distinction there is quality
9 and quantity; it's a very important distinction there.

10 To go further, we also took a look at the
11 evaluation from the May 2014 Project and the LGA. We
12 evaluated the wetland impacts, assessed the quality of the
13 habitat based upon the relative conditions of the wetland
14 features. So wetland features are categorized either as
15 excellent, good, fair, or poor depending on the relative
16 condition of the wetland and/or waters. If a wetland
17 feature scores high, it is considered an excellent quality
18 water, such as vernal pools are probably the highest
19 quality waters that we have in California right now in this
20 region.

21 Good quality waters, which consist of seasonal
22 riverine, and vernal pool habitats are of lesser quality,
23 fair quality features include ditches and seasonal wetlands
24 -- also if a wetland feature scores low, poor quality such
25 as a canal or a detention basin. That's kind of the

1 ranking as we go from high to low.

2 For the May 2014 Project good quality waters are
3 associated with the Kern River Parkway crossing. The May
4 2014 was directly 2.26 acres of good quality waters. For
5 the LGA there is no good quality waters are located within
6 the impact of the foot print, and therefore the LGA would
7 not result in impact to those good quality waters. It's an
8 important distinction.

9 So also on the community impacts it's important
10 to note also that the methodology we used in these impacts,
11 and businesses are generally conservative. If we touch a
12 parcel or impact by the project we consider that an impact.
13 The actually impacts may ultimately be less when the
14 project actually gets built and we refine where that actual
15 footprint will be.

16 So as you can see the important pieces that the
17 LGA has 17 on the residential and 148 on the 2014. So
18 stark differences as we go down the line for that. Also
19 very important -- a very important resource here that we
20 acknowledge in the Central Valley is the agricultural lands
21 in which we're going to operate. The LGA would cause
22 nearly \$1.35 million less of Ag business revenue than the
23 previous made 2014. And we'd also have less impacts to
24 important farmland and land under Williamson contract.

25 So these maps show also the comparison in Ag

1 lands. On the left we have the May 2014 and the dark green
2 is prime farmland up for both alternatives. The 2014
3 Project would result in the conversion of 906 acres of
4 important farmland. The LGA alternative results in the
5 conversion of 655 acres.

6 Also the dark green indicates parcels that are
7 under Williamson Act, an important thing to note under
8 Williamson Act, of the importance of these lands. 2014
9 would permanently impact 601 acres of land and the LGA
10 alternative would be 252, so quite a reduction.

11 CHAIRMAN RICHARD: I'm sorry. Can you just go
12 back to the -- I just want to make sure members of the
13 public can understand this chart. And maybe they do, but I
14 don't quite.

15 So on the -- I'm looking at the screen here -- on
16 the left there's more areas of dark green and they don't
17 occur on the one on the right. So can you just talk about
18 the significance of the colors there for a second?

19 MR. MCLOUGHLIN: Good point, I'm not sure if
20 that's a different -- if one of the maps -- it has to do
21 with the Williamson Act and then also important farmland.
22 I can't see the detail there, Mr. Chair.

23 CHAIRMAN RICHARD: Oh, it's down in the corner.

24 MR. MCLOUGHLIN: I can't in that left-hand table
25 there.

1 (Off mic colloquy about map.)

2 CHAIRMAN RICHARD: Okay. So it looks like the
3 dark green on the left, Mr. Morales was telling me, is
4 prime farmland. And then the map on the right is
5 Williamson Act contract lands.

6 MR. MCLOUGHLIN: Correct.

7 CHAIRMAN RICHARD: And again the darkest green
8 are prime Ag land and the lighter colors are gradations
9 down from that?

10 MR. MCLOUGHLIN: Right. The red line is the
11 existing Hybrid and the purple is the LGA.

12 CHAIRMAN RICHARD: Okay. Thank you.

13 MR. MCLOUGHLIN: Thank you.

14 So this is another important topic on the project
15 on environmental justice. So we have to note that
16 environmental justice is a requirement by an Executive
17 Order and a federal requirement. And environmental justice
18 is also a state policy.

19 For the document an environmental justice
20 community is one that contains 50 percent or more minority
21 persons and/or 25 percent or more low-income persons or the
22 percentage of the minority and/or low income persons is
23 more than 10 percentage points greater than the average of
24 the surrounding area.

25 A minority is a self-identifying non-white

1 person. Communities are defined at the census block level;
2 90 percent of the study area to note is within an
3 environmental justice community. Both of the existing
4 alternatives have disproportionate adverse effects on
5 environmental justice communities.

6 The noise impacts would be more intense for the
7 LGA than the 2014 Project. And the LGA would have less
8 intense adverse effects from community division and land
9 use to note, and park impacts. We also know that our
10 policy is not just applicable to the environmental
11 document. It's also applicable to everything that the
12 Authority engages in terms of programs, the policies, and
13 our activities.

14 So here's a map of the census data, with an
15 overlay of the 2014 Project and the LGA. And it's based on
16 population density. There's another tool called
17 CalEnviroScreen that's also used. But this only tracks
18 health impacts to communities. We'll utilize this data in
19 addition to the environmental data from the census track to
20 combine those.

21 So to summarize, from our preliminary analysis,
22 that both of them, the LGA and the 2014 Hybrid are similar
23 in engineering, maintenance and environmental impacts. But
24 we also have to do full analysis of the merits of that LGA,
25 including the community support and engagement, the impacts

1 to aquatic habitats, less displacement of residential
2 dwellings and significantly fewer impacts to the important
3 farmland and Williamson Act.

4 For the project also operationally, we have a
5 higher design speed, shorter trip time and lower
6 anticipated costs, which is important in the overall focus
7 of the program.

8 So the next steps that we have today is also
9 Board concurrence to identify the LGA as the preferred
10 alternative in the Draft EIR/EIS, and also pending approval
11 of the US Army Corps of Engineers and the USEPA in our
12 Checkpoint 404(b)(1) Analysis.

13 As Diana mentioned, there'll be continued
14 engagement with community stakeholders, the City and the
15 counties, and also the communities in which we operate --
16 specifically those environmental justice communities. We
17 will circulate the Draft Supplemental EIR/EIS, have a
18 public review, an agency review about 45 days, and we'll
19 respond to those comments in the final SEIR/SEIS
20 Supplemental. We'll compare the LGA and the Hybrid and
21 then a decision to get to what the eventual preferred
22 alternative will be. But it's in no way, at this point and
23 time, a final until we go through those steps.

24 So what we're requesting today is identify the
25 LGA as a preliminary preferred. And then we will then move

1 on to request concurrence from the Corps and the EPA that
2 the LGA is the tentative least -- or apparently least
3 environmentally damaging practical alternative as defined
4 by the Clean Water Act.

5 Also, after that concurrence, if we are
6 successful in that LGA will be identified in the Draft
7 Supplemental EIR/EIS as the preferred.

8 That completes the presentation.

9 CHAIRMAN RICHARD: Okay. I think we want to
10 hear from the public, but I wanted to raise one or two
11 questions that I hope will help the public in understanding
12 this in discourse with the Board. And so I'll direct them
13 to -- I may direct some of them to our General Counsel, Mr.
14 Fellenz, to try to understand this.

15 So we've obviously seen correspondence from
16 people on both sides of this question. And so I think that
17 there is some concern about the use of the term "preferred
18 alternative." So as I understand it that's a legal term of
19 art, if you will, that is contained in the various federal
20 and state laws.

21 MR. FELLEENZ: Yes. That's correct.

22 CHAIRMAN RICHARD: Okay. And then just my second
23 question is that so basically at this point in terms of
24 designating one of the alignments, in this case the Locally
25 Generated Alignment as the preferred alternative, which is

1 what we're being asked to do -- in terms of designating an
2 alignment as preferred this is something that the new
3 Federal MAP-21 law requires? Encourages? Or Allows?
4 What's the right verb there?

5 MR. FELLEENZ: It encourages and the FRA --

6 CHAIRMAN RICHARD: Federal Railroad
7 Administration.

8 MR. FELLEENZ: -- Federal Railroad Administration
9 has indicated that that's the direction that they want to
10 go with, which is to identify the preferred and they've
11 communicated that to us. And their intent is with the
12 Supplemental EIR/EIS, for this extension into Bakersfield,
13 that that's what they will be using in the EIS process,
14 because they're the lead agency there.

15 CHAIRMAN RICHARD: Okay. So then my
16 understanding then is that the federal law, the statute,
17 MAP-21 encourages this. The implementing agency, the FRA,
18 has issued guidance that further encourages and promotes
19 this notion of picking a preferred alternative at this
20 stage in the process?

21 MR. FELLEENZ: Yes. The Federal Highway
22 Administration, and the FTA as well, have put the guidance
23 out. And that FRA, the Federal Railroad Administration,
24 has decided to follow that for our project.

25 CHAIRMAN RICHARD: And then my last question on

1 this -- and again I don't want to hold off public comment,
2 I just want to try to be helpful with it is -- for people
3 who want to support a different alignment are they
4 prejudiced at this point by this designation if that is the
5 action the Board takes?

6 MR. FELLEENZ: No. This is not a decision by the
7 Board, in that this is just an early opportunity for staff
8 to share with the Board and ask their concurrence, that the
9 information as Mark and Diana have presented so far
10 indicates that --

11 CHAIRMAN RICHARD: This is a better alignment --

12 MR. FELLEENZ: -- this is the preferred, under
13 the standards that are used, that Mark laid out.

14 CHAIRMAN RICHARD: Okay. All right, I know
15 there's been a lot of concern about that expressed in parts
16 of the community and I want to make sure that we're clear
17 on that.

18 Ms. Schenk, did you want to add something?

19 BOARD MEMBER SCHENK: Yes. And again we don't
20 want to delay public comment, but I too have heard the same
21 concerns. And there is certainly a basis for
22 misunderstanding here.

23 So while we're hearing from the public if Counsel
24 could draft an additional "whereas" in our resolution that
25 explains this a little more thoroughly, because it's sort

1 of conclusionary in the ultimate resolution.

2 MR. FELLEENZ: Sure, I would be happy to do that.

3 CHAIRMAN RICHARD: Okay, other questions?

4 Vice Chair Richards at this point?

5 VICE CHAIR RICHARDS: Yes. Thank you,

6 Mr. Chairman.

7 Just a quick question, Tom, we've heard it
8 referred to as preferred and preliminary preferred. I
9 think that the language you used is preliminarily
10 preferred?

11 MR. FELLEENZ: Yes.

12 VICE CHAIR RICHARDS: So what is the implication
13 for the difference between preliminarily preferred and
14 preferred, at this point?

15 MR. FELLEENZ: In the draft the EIR will be
16 designated as the preferred and that draft should come out
17 I think the end of this summer. So this is kind an early
18 review of that for the public to then be able to focus on
19 what appears to be, based on the information provided by
20 staff, the direction toward the inclusion of a preferred in
21 the draft EIR.

22 VICE CHAIR RICHARDS: Okay, subject to our later
23 action?

24 MR. FELLEENZ: Yes.

25 VICE CHAIR RICHARDS: Okay. Thank you.

1 CHAIRMAN RICHARD: Other questions at this point?
2 Mr. Curtin?

3 BOARD MEMBER CURTIN: Not really a question, but
4 the terminology I'd like to focus on is the locally
5 generated alternative. And hopefully, whatever alternative
6 we end up will continue to have those initials, the locally
7 generated alternative, when it's finally preferred.

8 CHAIRMAN RICHARD: Thank you.

9 Okay. We're going to turn to public comment now.
10 I'd like to make it clear to the public that we take our
11 obligations under the open meeting laws very seriously.
12 And the fact that I was trying to help clarify or frame the
13 issues for you in no way is meant to discourage people from
14 expressing whatever views they have to express to us today.
15 So not that as we sit here in Bakersfield I think people
16 will be shy about that, but I just thought that I would
17 make that point.

18 So it is our practice to take comments in the
19 order in which they are received, but also to afford our
20 public-elected officials an opportunity to speak first.

21 And just one small thing, I noted some people are
22 filming the proceedings with smart phones and that's
23 certainly your right, but is it not correct these will all
24 be available on the website? The entire proceedings are
25 videotaped, so I just was just getting nervous that

1 somebody was going to lose feeling in their arms by holding
2 up their camera.

3 FEMALE VOICE: Save your data.

4 CHAIRMAN RICHARD: But you're welcome to do that
5 and yeah, you don't want Verizon or whomever hitting you
6 with data charges. So anyway, our proceedings are fully
7 videotaped and available on our website for High-Speed
8 Rail.

9 So I will take comments in order. I see some
10 people still have green cards, if you could provide them to
11 Ms. Alley, (phonetic) who is there. And we'll start.

12 So we have an incursion from the north, Mayor
13 Ashley Swearengin, from the City of Fresno, has traveled to
14 Bakersfield this morning.

15 Madam Mayor, always great to see you.

16 MAYOR SWEARENGIN: Thank you. Good morning,
17 Mr. Chair and Members of the Authority. It is great be
18 with you here today in our sister city, down the 99, in
19 Bakersfield.

20 I'm here representing Fresno Works, which is a
21 coalition of about two dozen public and private partners,
22 who gathered in 2009 to support the Fresno location for the
23 heavy maintenance facility. I'm joined by my colleague
24 from the Fresno City Council, Oliver Baines,
25 representatives from the Fresno Council of Governments, the

1 Fresno Chamber of Commerce, private sector partners, the
2 Fresno State College of Engineering, State Center Community
3 College District, as well as well as the Economic
4 Development Corporation serving Fresno County.

5 I want to just make three points there this
6 morning and then I'll step aside and let you get on to
7 other comments from the public on your business. Number
8 one, I want to reinforce the long-standing support for
9 high-speed rail that you've received from the City of
10 Fresno, and from Fresno Works.

11 I recall before being elected mayor there were a
12 group of civic leaders, public and private in the Fresno
13 area, who petitioned then Governor Schwarzenegger to
14 support the project and to move forward with construction
15 beginning in the Central San Joaquin Valley. That led to
16 2008 with Fresno County being very active in helping to
17 pass the bond measure in the first place.

18 And then in 2009, Fresno Works was formed to help
19 make sure that our area is given every consideration for
20 the heavy maintenance facility.

21 The second thing I wanted to reinforce with you
22 this morning are the ways in which the City of Fresno,
23 specifically as one of the partners on the ground in the
24 Fresno region supporting high-speed rail has worked very
25 actively to facilitate, encourage, anticipate your needs

1 and ultimately leverage the investment of high-speed rail
2 to the benefit of our residents in the greater Fresno area.

3 Those efforts over the last seven years include
4 the following. First of all, we've developed an
5 environmentally clear 2035 General Plan, which reduces
6 greenhouse gasses in the Fresno area by 40 percent,
7 compared to status quo development. And takes into
8 consideration high-speed rail and really centers our entire
9 Land Use Plan around what will happen in the middle of our
10 city in Downtown as a result of high-speed rail.

11 We've rewritten a 60-year-old development code to
12 anticipate the need for mixed use and transit-oriented
13 development. That was approved by our City Council earlier
14 this year.

15 And then we took the aggressive and comprehensive
16 step to rezone our entire city on February 4th. And
17 rezoning the city created mixed use zone districts and
18 transit-oriented development down the spine of our city,
19 and in the heart of our city, which of course is the
20 location of the station area.

21 We have also prioritized, planned, funded
22 environmentally cleared and gotten through the lawsuits.
23 And now construction has begun on the Fulton Street
24 Reconstruction Project, which is the front door for the
25 Fresno High-Speed Rail Station. It has been an incredible

1 effort to get to this point. If we had not moved that
2 project forward, I dare say that there would not be hope
3 for a successful station area in Downtown Fresno. We'll
4 cut the ribbon on that project in early next year.

5 And then next month, we'll break ground on Bus
6 Rapid Transit, which is our local transit accelerated fixed
7 route service to support high-speed rail.

8 And then lastly, we will environmentally clear
9 our Fulton Corridor Specific Plan this summer, which
10 includes all the aspects of our station area planning.

11 So in short, in anticipating investment of high-
12 speed rail we have completely accommodated through land use
13 planning, and our own transportation and infrastructure
14 planning, all the ways in which we can support this
15 investment and make sure we leverage it to really create
16 the value what we want to see for the residents of Fresno.

17 Thirdly, and lastly, I just want to reinforce our
18 support for the heavy maintenance facility in Fresno. We
19 believe that we are putting forward the most competitive
20 and the most viable alternative. Obviously, that is
21 subject to debate and many others will contest that later
22 today in public comment. But let me again go on the record
23 urging the City of Fresno's complete support for the
24 efforts of the Fresno Works Coalition.

25 Thank you, Mr. Chair and best of luck with your

1 proceedings today.

2 CHAIRMAN RICHARD: Thank you, Mayor. You'll be
3 happy to know that Lee Ann Eager was sitting at the bar
4 last night making sure that we weren't spirited away by
5 people in Bakersfield on the --

6 MAYOR SWEARENGIN: Then she's doing her job well.

7 (Laughter.)

8 CHAIRMAN RICHARD: Yes. I don't know how I know
9 that. I must have just read a report somewhere.

10 Councilmember Oliver Baines from Fresno Works;
11 good morning, Councilmember.

12 COUNCILMEMBER BAINES: Good morning, Mr.
13 Chairman and Members of the Board, and a special good
14 morning to my friend, Vice Chairman Richards. So thank you
15 for having us this morning.

16 I always hate to follow our mayor. She always
17 makes such a compelling argument. And after she speaks,
18 I'm not sure how to follow up and what to say, but I'll
19 simply say this because there's quite a bit of public
20 comment you all want to get to.

21 What the Mayor described to you -- and I'm going
22 to focus on the heavy maintenance facility, which is so
23 very important to us -- what our Mayor described to you
24 what Fresno has been doing is preparing. I like to think
25 of our role in this as being visionaries right along with

1 you.

2 The vision for high-speed rail came a couple of
3 decades ago, and if you think back and as we come forward,
4 a lot has happened to prepare. And it took a tremendous
5 vision, tremendous leaps forward to get to this point.

6 Well funny enough, we've been doing the very same
7 thing, almost on a parallel track. We have had a very same
8 vision. We have prepared our city, as you heard, in many
9 ways. We have prepared our community. The City of Fresno
10 has been a stalwart supporter along the way with you as you
11 heard from our highest elected official and several members
12 of the Fresno City Council as well.

13 We have come alongside that vision and realized
14 what the promise and the future of high-speed rail is. We
15 are the visionary city, right along with you. So as you
16 contemplate where to locate a heavy maintenance facility,
17 and all the surrounding assets that come with it, please
18 remember your visionary partners along the way in Fresno.

19 We have been right there with you. We see the
20 vision. We understand the vision. We know that this is
21 going to change the complexity of the United States of
22 America. And we are proud that this project is starting
23 right in the Central Valley, right in the heart of Fresno.

24 So thank you. We appreciate your time and
25 effort. We appreciate the heavy lift that you all do as

1 Board Members. History will -- you all are on the right
2 side of history in this effort. And we want to be right
3 there with you. Thank you.

4 CHAIRMAN RICHARD: Thank you, Councilmember.

5 Ram Nunna from Fresno State and I should say
6 he'll be followed by Rob Terry.

7 MR. NUNNA: Good morning. My name is Ram Nunna.
8 I'm Dean of the Lyles College of Engineering at Fresno
9 State. California State University Fresno is a partner of
10 the Fresno Works Team. We remain committed to
11 participating in the Education Subcommittee.

12 Along with our other education partners we are in
13 the process of researching the required undergraduate and
14 graduate programs that will have an emphasis in high-speed
15 rail management.

16 Currently, Fresno State is one of the largest
17 campuses of the CSU system, with more than 23,000 students.
18 This year 1,700 of them pursued engineering programs and
19 construction management programs at Fresno State. The
20 colleges within Fresno State are of critical interest to
21 the High-Speed Rail Authority and would include the Craig
22 School of Business, the College of Science and Math, our
23 Department of Industrial Technology, and of course the
24 Lyles College of Engineering.

25 Graduation is coming up in two weeks and many of

1 our graduation seniors are leaving the region to seek high-
2 paying jobs elsewhere. Securing the high maintenance
3 facility will reduce Fresno's brain drain of our young
4 college graduates, providing them more desirable job
5 opportunities especially in manufacturing, energy logistics
6 and even more.

7 As Dean of the College of Engineering, I stand
8 before you today to let you know that Fresno State is here
9 to reaffirm a commitment to the Fresno Works heavy
10 maintenance proposal. And to reassure you that we, as a
11 university, are moving forward with the development of
12 educational programs that will position Fresno County as
13 the best viable site for the heavy maintenance facility for
14 the State. Thank you very much.

15 CHAIRMAN RICHARD: Thank you, Professor.

16 Rob Terry, Fresno COG followed by Nathan Ahle, I
17 think it is. Is that pretty good?

18 MR. TERRY: Thank you, Chairman, Members of the
19 Board. My name is Rob Terry with the Fresno Council of
20 Governments. I appreciate the opportunity to speak before
21 you today and thank the City of Bakersfield for hosting
22 this meeting.

23 I stand before you today as a representative of
24 the Fresno COG as the regional transportation planning
25 agency for the Fresno region. We are a collection of the

1 16: Fresno County and 15 incorporated cities. We have been
2 an active and engaged member of the Fresno Works Group
3 since its inception. In 2010, the Board passed a
4 resolution of support for the heavy maintenance facility
5 and for COG's involvement in seeking that. That has been
6 an active and an ongoing, still consistent commitment to
7 seeking this site since that time.

8 I would like to point out that we have extremely
9 viable funding for the area out of Measure C, our self-help
10 tax. We have, as a region, committed \$25 million to the
11 placement of a heavy maintenance site in Fresno. That is
12 something that we continually like to point to, and want to
13 point out that, that shows -- really puts our money where
14 our mouth is to show our commitment to this site and to
15 bringing the heavy maintenance facility to the Fresno area.

16 The proposed site has excellent access to State
17 Routes 99 and State Routes 41, making it terrific with
18 highly functioning road infrastructure that is already in
19 place. And it continues to be an active and engaged
20 corridor and continues to be a very active partnership
21 amongst all of the member agencies in the Fresno Council of
22 Governments.

23 So I stand before you to continually express our
24 support for the heavy maintenance facility siting in Fresno
25 and I think you very much for your time today.

1 CHAIRMAN RICHARD: Thank you, sir.

2 Is it Mr. Ale, (phonetic) did I mispronounce it?

3 MR. AHLE: Ahle.

4 CHAIRMAN RICHARD: Mr. Ahle, I'm sorry.

5 MR. AHLE: Oh, no worries.

6 CHAIRMAN RICHARD: He'll be followed by Dan
7 Sousa.

8 MR. AHLE: Good morning, Chairman Richard,
9 Members of the Board. It's great to be here and great to
10 be back in Bakersfield. My name is Nathan Ahle. I'm the
11 President and CEO of the Fresno Chamber of Commerce. We
12 represent nearly 1,200 members and over 75,000 employees in
13 the greater Fresno area.

14 And we are happy to share our support for the
15 heavy maintenance facility in Fresno. And we have long
16 been a key player in Fresno Works' efforts to develop the
17 HMF in Fresno County.

18 In that plan, we have identified an area that we
19 developed as an industrial park that's adjacent to the HMF.
20 This park will offer financial incentives including
21 enterprise, foreign trade and hub zones, global and
22 national marketing through the Fresno EDC, and technical
23 assistance and help with the fast track and permitting
24 process substantially expediting any HSR-oriented projects.

25 We anticipate this HMF will draw a steady stream

1 of visitors that will want to learn more about high-speed
2 rail and rolling stock and/or to market their equipment and
3 technology.

4 Fresno County is the ideal site for this HMF,
5 given that it houses premier medical facilities that are
6 equipped to address the healthcare needs of the influx of
7 tourists and new employees in the Fresno area due to high-
8 speed rail.

9 For example, Community Regional Medical Center is
10 one of our members of the Chamber of Commerce and is one of
11 the largest providers of health care services in the
12 Central Valley. It is the only burn and Level 1 trauma
13 center between Los Angeles and Sacramento. Fresno County
14 also has a strong Emergency Response Service Plan in place
15 that has been coordinated through a public/private
16 partnership to be able to address possible critical life-
17 saving situations.

18 In short, the Fresno Chamber's mission is to
19 support and promote the success of the regional business
20 community through effective advocacy, education and
21 relationship building. This has been exemplified through
22 our work in the planning and development of the HMF in
23 Fresno County. And we look forward to continuing to work
24 with the Authority and everyone involved to meet the needs
25 of the business community as we expand high-speed rail

1 development in the Fresno area. Thank you very much.

2 CHAIRMAN RICHARD: Thank you, Mr. Ahle.

3 Dan Sousa followed by Martin Dietz.

4 MR. SOUSA: Good morning Mr. Chair and the Board.
5 My name is Dan Sousa, I am a CTE Coordinator and
6 Apprenticeship Coordinator representing State Center
7 Community College District. And to today, I'm here to
8 represent State Center Community College District and say
9 that we are a proud participant of the Fresno Works heavy
10 maintenance facility.

11 Fresno County maintains the region's largest
12 combination of higher education and CTE training
13 facilities. Students are pursuing higher education and
14 training every year across almost a dozen public and
15 private university and community college campuses.

16 The technical training needed for the heavy
17 maintenance facility can easily be met in the Fresno area:
18 such programs as maintenance mechanic, industrial mechanic,
19 welding programs, and strong electrical programs to serve
20 our region and our community in these job prospects.

21 The State Center Community College District has
22 three college campuses and one center within the Fresno
23 County region, or within Fresno County. Currently there
24 are over 62,000 students enrolled in the three campuses and
25 the center alone.

1 We have commenced early registration for the
2 upcoming fall semester and expect our student population to
3 continue to grow. State Center offer art and science
4 degree programs and over 60 CTE programs within those
5 campuses. State Center has received state and national
6 recognition as a model CTE educational institution in
7 community partnerships, competency-based education, and job
8 placement including pre-apprenticeship and apprenticeship
9 programs.

10 As a representative for the State Center
11 Community College District I stand before you today to let
12 you know that our educational institutions' commitment to
13 the support of the Fresno County proposal for the heavy
14 maintenance facility remains strong. And we are diligently
15 working with other local educational institutions to
16 establish the training and support that is necessary to
17 prepare the future workforce for the high-speed rail system
18 and more importantly for the heavy maintenance facility's
19 future employment opportunities. Thank you.

20 CHAIRMAN RICHARD: Thank you, sir.

21 Martin Dietz, followed by Lee Ann Eager.

22 MR. DIETZ: Good morning, Members of the Board,
23 Chairman Richard and staff. My name is Marty Dietz. I'm
24 an architect. I'm also President of Darden Architects.
25 I'm also president the Fresno-Clovis Convention and Visitor

1 Center Bureau, the 501©(3) Board. I'm a 37-year resident
2 of Fresno and I'm interested in strengthening the Fresno-
3 Clovis local economy and marketing the Fresno-Clovis region
4 as a destination for expanding business in many forms
5 including everything from manufacturing to tourism.

6 Out of 29 counties in California, based on the
7 visit California's 2016 Outlook Forum, Fresno County is now
8 number five in visitor spending. We are pleased with the
9 growth of our community. Increasing spending in Fresno
10 County is resulting in positive economic activity and it's
11 a win-win for all.

12 I'm also a member of the Fresno Works Group,
13 who's interested in promoting the City of Fresno as the
14 best location for the heavy maintenance center. It's the
15 right choice because of the flexible 700-square acre site,
16 conforming to California High-Speed Rail criteria, no
17 environmental obstacles, it's adjacent to the BNSF
18 alignment. Fresno has the deepest labor pool and the
19 Central Valley's most extensive support infrastructure,
20 including those you've heard about, airport, college and
21 universities and emergency services.

22 Thank you for your time this morning.

23 CHAIRMAN RICHARD: Thank you, Mr. Dietz.

24 Lee Ann Eager followed by Ed Dunkel, good
25 morning.

1 MS. EAGER: Good morning. Thank you for outing
2 me that I was at the bar.

3 (Laughter.)

4 I'm Lee Ann Eager, President and CEO of Fresno
5 County Economic Development Corporation.

6 The reason that we brought this illustrious group
7 with us today is, as the Mayor said, this group got
8 together in 2009. These are the same members that were
9 there in 2009, working on putting together a proposal for
10 the maintenance facility. But it's also the same group
11 that gets together every month, sometimes every day,
12 working on this project. So this group from Fresno has
13 been supportive of making sure the maintenance facility
14 comes to Fresno County, but also making sure that the high-
15 speed rail comes through the City of Fresno.

16 I just got back on Thursday from a trip to
17 Germany. I was at the Hanover Massa show with the
18 President of the United States. And then I went to Berlin.
19 And Siemens allowed me to take a tour of some of the
20 stations in Berlin and also a heavy maintenance facility.
21 I think I told Jeff I'm going for the world book of records
22 for visiting maintenance facilities. This was my number
23 six from around the world.

24 So one of the things that we, of course, do is to
25 make sure that we're prepared; that we have an Education

1 Committee, we have a Training committee. We have our
2 Safety Committee, making sure that what we're doing in
3 Fresno County is what needs to be done in order to get our
4 system going in order to make sure that we're prepared for
5 this.

6 But I do want to congratulate my friends here
7 from the Central Valley; for those of you in Kern County
8 and Bakersfield, congratulations on the work that you've
9 done to get you to this place. I know it isn't easy.

10 I want to congratulate my friends from Madeira.
11 They got a stop. Congratulations. That's great. We're
12 all working towards that same goal. And I think our new
13 view now is in order to get that track, in order to get
14 that train on that track, in order to get the people on
15 that train on that track, that it takes a Valley. So we
16 want to -- you can use it. It takes a Valley.

17 Fresno County's proud to be a part of that Valley
18 that's going to be the first high-speed train in the entire
19 country. And so we thank you for your work and we're going
20 to continue to work hard to assist you with that. Thank
21 you.

22 CHAIRMAN RICHARD: Thank you, Ms. Eager.

23 Ed Dunkel?

24 MR. DUNKEL: Mr. Chairman, Members of the Board,
25 good morning. If you want to look bad, you always follow

1 Lee Ann Eager. So thank you very much for that (laughter).

2 As President of Precision Civil Engineering, I'm
3 a participant of the Fresno Works effort to bring a heavy
4 maintenance facility to Fresno County. I'm also a fifth-
5 generation Fresno County resident and this is an exciting
6 time in our history. And also, we are a very energetic
7 supporter of the Fresno State's program for high-speed
8 rail.

9 Precision Civil Engineering is a multi-
10 disciplinary engineering and surveying firm that includes
11 CEQA and NEPA documentation, technical studies, and
12 sustainable development. And we've lent our services to
13 the development of the Fresno Works partnership. We
14 believe this displays Fresno County's commitment in
15 supporting the Authority in creating a facility that
16 minimizes adverse impacts to the environment and energy
17 independence.

18 We are confident that the heavy maintenance
19 facility will be a global showcase in sustainability,
20 minimizing opportunities for green -- and maximizing
21 opportunities for green job creation and training, energy
22 efficiency, and power generation as well as natural
23 resource protection.

24 Today we stand here before you as a proud
25 supporter of the high-speed rail and the partnership of

1 Fresno Works. As such, we are strongly committed to such
2 and strongly committed to establishing strong local, state,
3 national and international bonds and partnerships to assist
4 in the transformation of supporting a California high-speed
5 rail vision into a reality. We appreciate the opportunity
6 to speak here today and this is a very exciting project.

7 Again, we've been supporters since '09 in trying
8 to bring this to our fair county. And there's been a lot
9 of effort, time, blood, sweat and tears. It's a great
10 project. A lot of us have taken hits, bullets, because
11 we're supporters. But we know what this means to the State
12 and what it means to our county. And we appreciate the
13 opportunity to speak before you today. Thank you.

14 CHAIRMAN RICHARD: Thank you, Mr. Dunkel.

15 I want to issue a small apology. I had said that
16 we would take elected officials first. But as I started
17 going through the cards, I realized that people are grouped
18 together with their communities of interest and I thought
19 it was just going to break things up. So I'm just going to
20 go in order.

21 But so next is the City of Wasco, starting with
22 Mayor Cheryl Wegman. Mayor, thank you for your
23 understanding of that, followed by Paul Paris who is the
24 City Manager. Good morning.

25 MAYOR WEGMAN: Good morning Chairman Richard,

1 Board Members and Mr. Morales. My name is Cheryl Wegman.
2 I am the Mayor of the City of Wasco. I'm here today to
3 speak about item number four, the mitigation agreement
4 between the California High-Speed Rail Authority and the
5 City of Wasco.

6 For several years, the City of Wasco has been
7 preparing for the impacts the rail system will have on our
8 city. We have been working tirelessly with members of the
9 High-Speed Rail Authority in an effort to be collaborative
10 and cooperative with the needs and desires of the High-
11 Speed Rail Authority. Item number four is one of these
12 efforts.

13 Throughout the past two-and-a-half years, the
14 city has been diligently examining the impact that the
15 proposed route would have on the city. And specifically to
16 the Wasco farm workers housing. This housing has been in
17 the City of Wasco since the 1940s and once served as an
18 internment camp during World War II. Now this community
19 within the city houses over 200 farm worker families,
20 hardworking individuals who provide for their families
21 daily, while working in the fields.

22 These individuals live on the edge of our city,
23 having to cross heavily used freight railroad tracks to
24 attend school, go shopping, go to church and other
25 activities. The daily noise that they experience from the

1 freight trains is something we wish no one would have to
2 experience as the engineers on these trains blast their
3 horns upon entering the city until exiting the city a
4 distance of two-and-a-half miles, signaling 24 hours a day.

5 It was initially suggested that the use of sound
6 walls would be sufficient to mitigate the noise created by
7 the high-speed rail. However, during discussions with
8 high-speed rail representatives, depictions of the visual
9 intrusion the sound barrier would present were not met with
10 positive reactions.

11 Indeed the depictions solidified the city's
12 desire to do more for these marginalized citizens. A plan
13 was developed to move the farm worker housing to another
14 location within the city that would reintegrate the
15 residents into the city. These plans continued to evolve,
16 however the nucleolus of the plan involves mitigation money
17 from the Authority.

18 The success of this project is dependent on
19 numerous approvals and funding sources, including the
20 Affordable Housing and Sustainable Communities Program,
21 low-income housing tax credits, and assistance from HUD and
22 the USDA. Only by working together as a team will this
23 project and mitigation efforts be successful. By
24 continuing to work together, the overall Authority Plan
25 will be successful.

1 The City of Wasco is dedicated to working with
2 the Authority and pledges to continue to do so. I thank
3 you for your consideration of my comments for item number
4 four, and for your consideration of the City of Wasco,
5 who'll be directly affected by the Authority's project.
6 Thank you.

7 CHAIRMAN RICHARD: Madam Mayor, thank you. Thank
8 you for your leadership on this. We appreciate it.

9 Paul Paris, City Manager from Wasco. Good
10 morning, sir.

11 MR. PARIS: Good morning. Good morning Chairman
12 Richard and Board Members and Mr. Morales, thank you for
13 the time.

14 My name is J. Paul Paris and I'm the City Manager
15 for the City of Wasco. I'm also here today to speak about
16 item number four, the mitigation agreement between the
17 California High-Speed Rail Authority and the City of Wasco.
18 I understand item three is the big one, but we need to
19 interject here.

20 As the Mayor mentioned, the City of Wasco has been
21 preparing for the impacts the rail system will have on our
22 city for several years. We have put a number of projects
23 on hold while the Authority and the City supportively work
24 together to obtain the best results for both parties.

25 I understand the Board may not know all of the

1 impacts that will occur in our city, but I would like to
2 point out some of them, including the relocation of the
3 city well that provides potable water, the creation of
4 under crossings where the rail would have shut off access
5 to parts of the city, and the relocation construction of
6 our Amtrak station.

7 The processes involved in these discussions were
8 very lengthy. However they were productive and very
9 fruitful. Most importantly however, your staff handled
10 these matters professionally and with good leadership.
11 City leadership has been proud to work with HSR staff on
12 these particular issues.

13 Throughout the past two-and-a-half years, the
14 City has been diligently working with HSR staff in
15 determining the impact of the route to the Wasco farm
16 workers housing. As mentioned by the Mayor, this housing
17 has been in the city since the 1940s and houses over 200
18 farm worker families. These individuals are the backbone
19 of the agricultural industry and work long hours to provide
20 for their families.

21 Once done with work, these individuals want to
22 come home to enjoy their families, have a good meal and
23 relax, much like everybody else. However, their homes are
24 literally across the street from the BNSF Rail Line. This
25 disproportionate noise they experience from the freight

1 trains is something that occurs regularly throughout the
2 day and evening.

3 You can imagine trying to have a conversation
4 with your family when a freight train rumbles by less than
5 350 to 1,000 feet from your residence and you understand
6 what they go through on a daily basis. Upon learning the
7 HSR would also be nearby and learning the farm worker
8 housing would experience additional severe noise impacts,
9 city staff began to search for a solution to this issue.
10 The depictions of sound walls to minimize the noise impact
11 created by the HSR, again as the Mayor mentioned were not
12 well received.

13 However after discussing the matter with HSR
14 staff and working with our local Housing Authority, of
15 which representatives are here, a solution to this issue
16 seemed clear. If the High-Speed Rail Authority would
17 identify the city's plan to move the farm worker housing as
18 an appropriate mitigation plan the city would be able to
19 begin the process of securing the remaining funds necessary
20 to begin the farm worker housing relocation.

21 These funds would be secured from the Affordable
22 Housing and Sustainable Communities Program, low-income
23 housing tax credits and assistance from HUD and the USDA.
24 Presented to the Board today is the beginning of this plan.

25 Item four, if approved, would allow the City and

1 the HSR to begin the process of mitigating the impacts of
2 the rail system on our most vulnerable citizens, citizens
3 who have been marginalized due to their location on the
4 outskirts of the city limits, and due to their separation
5 from the mainstream of the city.

6 The city has taken steps to ensure that these
7 citizens are involved in this process and have held town
8 hall meetings in recent months. All who have attended are
9 excited about the possibility of starting over in a new
10 location surrounded by family and friends.

11 Even more exciting to many is the fact a new
12 school will be built right across the street, thereby
13 wiping out the need for the children to cross a busy
14 freight line to go to school. One unexpected benefit from
15 this project is the reduction of greenhouse gas, as the
16 students will no longer have to be bused to nearby schools.

17 I thank you for your consideration of my comments
18 to item number four and for your consideration of the
19 citizens of Wasco, who will be directly affected by the
20 Authority's project. The City thanks you as well and will
21 continue to partner up with the High-Speed Rail and its
22 endeavors on this particular project.

23 Again, thank you.

24 CHAIRMAN RICHARD: Thank you very much, sir. I
25 appreciate those comments.

1 A representative of the City of Shafter, Scott
2 Hurlbert.

3 MR. HURLBERT: Good morning, Chairman Richard,
4 Members of the Board and Mr. Morales.

5 I do want to thank you for traveling here to Kern
6 County today to meet locally with folks. And I think there
7 are probably a lot of people here that are hearing some of
8 these issues for the very first time that haven't been able
9 to travel north to see your meetings. And I really do
10 appreciate that. I wrote a few notes. I think I'm going
11 to diverge a little bit from those, and in deference to
12 some of the comments that have been made, in having a
13 presentation beforehand.

14 I think that what is clear in discussing the LGA
15 versus the Hybrid is that for the City of Bakersfield, the
16 LGA most likely is a superior alignment. I think what's
17 kind of been left out of some of the discussion is the
18 substantial additional impacts to the City of Shafter,
19 north of 7th Standard Road, that this alternative alignment
20 creates. And I think that there are going to be impacts no
21 matter what, Hybrid or LGA.

22 But I really think it's critical to the integrity
23 of the process that the environmental analysis that's done
24 on the LGA, the entirety of the LGA from its divergence
25 near the center of Shafter clear to the F Street Station,

1 are studied and analyzed in a way that's equal and
2 transparent to the process that's used for the Hybrid
3 Alignment.

4 I think that it's clear that it's better for
5 Bakersfield. It's not clear whether or not it's better for
6 Shafter. I suspect there are substantially more impacts
7 than have been identified by these preliminary studies that
8 have been done. And so really, that's my request to you
9 today is to insist that the process be transparent, that
10 the criteria be defined and published ahead of time for how
11 these decisions will be made.

12 And I think the same goes for the heavy
13 maintenance facility. I think one of the things that's
14 also left out of the impacts is that the Shafter site for
15 the heavy maintenance facility takes a serious hit in
16 viability with the LGA, versus the Hybrid. I think the
17 Shafter site is a very competitive site. Free land is
18 tough to get over. And with this LGA Alignment I think
19 that there are some additional costs introduced here that
20 need to be included in the analysis of the impacts to the
21 landowners, to the communities that are affected.

22 And that's what I wanted to get across today.
23 Again, thank you for coming. I appreciate your time.

24 CHAIRMAN RICHARD: Thank you, Mr. Hurlbert.

25 We now have a number of people from Kern County,

1 related to the heavy maintenance facility. We'll start
2 with Richard Chapman from the Kern Economic Development
3 Corporation, followed by Lauren Skidmore, from Kern4HMF.

4 MR. CHAPMAN: Here's a handout (indiscernible)

5 CHAIRMAN RICHARD: You brought us reading
6 material, Mr. Chapman.

7 MR. CHAPMAN: Yes. And we also have that
8 available online PDF form, but a little light reading for
9 you.

10 My name is Richard Chapman, the Presidency of
11 Kern Economic Development Corporation. And thanks for
12 having me here today, Chairman Richard and Members of the
13 Board. Our organization, Kern EDC is charged with the
14 economic development strategy, the steward of the economic
15 development strategy for Kern County. And our purpose is
16 to retain and recruit family wage jobs for Kern County.

17 And submitted it for your consideration are
18 copies of our newly minted 2016 Market Overview. And what
19 we wanted to do is provide some context to the incredible
20 industrial diversity that Kern County offers future jobs
21 for your projects and many others. And wanted to highlight
22 page 12, where we list the top ten reasons to do business
23 in Kern County.

24 What we like to do is use quantitative rankings
25 from around the country, trusted sources like Brookings,

1 Bureau of Labor Statistics, Bureau of Economic Analysis and
2 Forbes.

3 By far, the number one site selection for
4 projects like the heavy maintenance facility and the high-
5 speed rail is workforce availability and quality.
6 Regardless, around the country these types of projects,
7 consultants' site selectors look for the available
8 workforce and quality workforce. It's that cost
9 competitive edge.

10 We have a saying in economic development. A calf
11 doesn't brand itself, so I can talk about Kern County. We
12 all can talk about our regions, why they're conducive for
13 your projects. But what we like to do, again, is use
14 national trusted groups for these rankings.

15 So for instance Brookings rated Kern County
16 number four for STEM jobs. And these are the sweet spot,
17 we believe, for the High-Speed Rail. Forbes Magazine rated
18 Kern County number nine for engineering jobs. So again,
19 these are outside folks branding our county.

20 And more importantly it's that transferability of
21 skills, the underemployed. So with the oil prices at \$40 a
22 barrel, we have available workforce as well as under
23 employed workforce.

24 That compatibility factor -- the Bureau of Labor
25 Statistics looking at the NAICS Code 81.13, which is

1 industrial machinery and Occupation Codes 47 and 51, which
2 we believe are the majority of the jobs that you have. We
3 have over 100:1 ratio of available workers as well as under
4 employed workers that would fit the needs for a high-speed
5 rail.

6 So, in conclusion, we're here today to offer a
7 product, cost competitive product, strategic location for
8 your future jobs. We urge you to take a closer look as is
9 our motto. And we do truly believe that Kern County is the
10 best investment a business can make. But again, don't take
11 our words for it. Take the words in terms of Brookings,
12 Melkin, (phonetic) Bureau of Labor Statistics and Bureau of
13 Economic Analysis and others.

14 Thank you for your time.

15 CHAIRMAN RICHARD: Thank you, sir.

16 Lauren Skidmore followed by John Spaulding.

17 MS. SKIDMORE: Good morning, Chairman Richard and
18 Members of the Board. First off, welcome to Bakersfield
19 and Kern County. We are thrilled to have you here and I'm
20 personally thrilled to welcome you to a city that I moved
21 back from Fresno for. So thank you.

22 (Laughter.)

23 My name is Lauren Skidmore, as I mentioned. I'm
24 representing --

25 CHAIRMAN RICHARD: Wow. You can't see the

1 pained expressions behind you.

2 MS. SKIDMORE: Hey, I did get my degree from
3 there, so I give them a little credit.

4 I am representing Kern4HMF. It is a coalition of
5 local businesses, governments, schools and leaders
6 supporting the placement of the heavy maintenance facility
7 in Kern County. Other coalition members are here today and
8 have spoken on behalf of their organizations, so thank you
9 to them.

10 As mentioned in the staff report for item number
11 three, prior Board action mentions the maintenance of
12 infrastructure facilities in Shafter in your final EIR from
13 Fresno to Bakersfield. We understand that the project is
14 unfolding and due to very technical components of this
15 project, things change. But we hope all decisions made
16 today and in the future take into account the impacts on
17 our heavy maintenance facility locations in Kern.

18 I have spoken with Diana and she assures me that
19 the Shafter heavy maintenance facility is still viable with
20 the Locally Generated Alignment. But I do hope to gain
21 clarification that our facilities stay not just viable, but
22 cost-friendly and competitive.

23 We seek criteria for selection of the heavy
24 maintenance facility and other facilities, because we do
25 feel that you should place this facility in the best

1 location for high-speed rail. This criteria may also ease
2 some of these great debates that happen at some of your
3 meetings. And we hope that the criteria is fair and a
4 reflection of the vision of high-speed rail; cost
5 effective, environmentally friendly and futuristic.

6 Ironically, the Shafter location is being offered
7 for free. It has no environmental issues and is included
8 in the Kern County Sustainable Community Strategy, ensuring
9 a plan for reducing greenhouse gas.

10 As well, our locations are larger locations than
11 necessary. We have a fabulous labor pool, as described by
12 Richard Chapman, and our educational entities are preparing
13 their students for jobs of the future, so if you want, you
14 can leave this meeting and just begin your project
15 tomorrow.

16 Overall, Kern County is business-friendly. We
17 seek industries that would diversify our economy. And we
18 are always interested in providing opportunities to expand
19 jobs in Kern County. We welcome you to support any
20 facilities. And if you want to place all your facilities
21 in county, we would welcome that as well.

22 But we feel that you and any of your facilities
23 would be a great fit. So thank you.

24 CHAIRMAN RICHARD: Thank you, Ms. Skidmore.

25 John Spaulding followed by Jennifer Patino, nice

1 to see you again, Mr. Spaulding.

2 MR. SPAULDING: Thank you Chairman Richard,
3 Members of the Board, Mr. Morales. I'm John Spaulding, the
4 Executive Secretary of the Building And Construction Trades
5 Council.

6 A couple of months ago, I spoke in Sacramento
7 about the labor pool that we have available for the
8 construction of high-speed rail and that hasn't changed.
9 We still have an extensive labor pool, and we have now with
10 the downturn in the economy in the oil fields, we have that
11 availability. And those are members that will make good
12 members of ours to become part of the construction
13 workforce. I represent 8,000 building trades and
14 construction members in Kern County, along the high-speed
15 rail. Please note that our area has memberships -- begins
16 at the Kern County line and continues on through Rosemont.

17 Thank you for Section 4, which while although it
18 begins one mile north of the Kern County line, has extended
19 22 miles to the south. We are looking forward to the start
20 of the construction by California Rail Builders, with a
21 local contractor chosen to be his general contractor,
22 Griffith Company.

23 As a member of Kern4HMF, we encourage you to
24 continue to construct and move south in your plans to
25 construct high-speed rail, so that the high-speed rail

1 heavy maintenance facility near 7th Standard Road can be
2 used. 2025 is too far off to wait for the future jobs.
3 That's the date we keep hearing in all the presentations,
4 up and running by 2025, stopping at Poplar is not popular.
5 We want you to come further south than Poplar Avenue. And
6 we hope funding will become available for that.

7 I also encourage you enhance the Wasco Station,
8 whether it be temporary or not. It will reflect high-speed
9 rail at its very best. It cannot be a loading dock or a
10 bus station. It's an opportunity to share in the high-
11 speed rail facility and the experience.

12 Please come further into Kern County before 2025.
13 That's nine years away, 2025 is just a date, nine years is
14 what it is. Thank you very much.

15 CHAIRMAN RICHARD: Thank you, Mr. Spaulding. Is
16 it Ms. Patino or Patinio? (phonetic)

17 MS. PATINO: That's fine (indiscernible) Patinio,
18 but I'm here.

19 CHAIRMAN RICHARD: Okay, well. I'm just going to
20 leave that where it is.

21 (Laughter.)

22 MS. PATINO: Good morning, Chairman Richard and
23 esteemed Members of the Board. It's nice to see you again.

24 CHAIRMAN RICHARD: Thank you.

25 MS. PATINO: I'm Jennifer Patino. I'm the

1 Director of Professional Development for Programs at CSU
2 Bakersfield in the Extended University Division.

3 This morning, I thought I'd start with a short
4 story. It's a true story though. Last week Dr. Novak, the
5 Dean of Extended University, had to travel to one of our
6 sister schools to do an early morning presentation. It was
7 at San Francisco State and he decided to go up the day
8 before and leave by 11:00 a.m., so he could check into his
9 hotel, have an early dinner and prepare for the next day.
10 His GPS said it would take three hours and 56 minutes.

11 Four hours into the trip, he was still an hour and a half
12 out of San Francisco. Five hours into the trip, he still
13 had an hour to go. It took him six-and-a-half hours that
14 day to get to San Francisco.

15 I told that story to highlight exactly our plight
16 here in the Central Valley. Sometimes those that live in
17 larger cities like San Francisco, San Jose, and Sacramento
18 don't understand the difficulties that others face when
19 traveling to their areas. Yes, we know your traffic is
20 terrible and horrible at times. And it can take upwards of
21 two hours to get across town. But we in Kern County can't
22 even get to your area in under six hours. So how is a
23 person who is trying to provide for their family go to
24 where the jobs are that takes almost a whole work day to
25 get there?

1 March 2016 Labor statistics put Kern County
2 under-employment rates at 11.6 percent. That's one of the
3 highest in California. But this is where CSU Bakersfield
4 is stepping in.

5 In the last year and a half, CSU Bakersfield
6 provided training and education related to the high-speed
7 rail to tradesmen and women who are under-employed. These
8 trainings were in partnership with the High-Speed Rail
9 Authority and 14 union chapters of the Trades in connection
10 with the Fresno and Bakersfield WIB.

11 Additionally, this past March, an international
12 high-speed rail conference in training was held at CSUB.
13 Experts presented from France, Spain, Portugal and Germany.
14 This was in thanks to our mutual friend Rod Diridon, who
15 also presented there.

16 Diana was also a presenter. Thank you.

17 Our CSUB students were invited to attend for free
18 and had the opportunity to learn with current engineers
19 from all over the world and country just how the high-speed
20 rail has changed other economies, countries and engineering
21 as a whole. Currently, at CSUB, a student working on their
22 engineering degree can get a concentration in high-speed
23 rail. This program, besides being the first and only of
24 its kind, has been very successful. And in June, ten
25 students from this program will be walking at commencement.

1 The high-speed train simulator we received in
2 March from CSR is almost fully operational. When it is
3 completed we look forward to providing real-time experience
4 and training to more students, as well as any programming
5 and training we can provide in partnership with you, the
6 California Authority.

7 We are looking to the future in how high-speed
8 rail is going to change the landscape of California. CSUB
9 will be here to educate and train the public in whatever
10 they need.

11 Because CSUB is centrally located our students
12 will be able to work on the high-speed rail and yet live in
13 an affordable location. In that regard, the prospect of
14 maintenance sites or the heavy maintenance facility coming
15 to Kern County is vital to propel our community forward by
16 providing more opportunities for training, education and
17 more importantly employment.

18 As the High-Speed Rail Project develops CSUB
19 looks forward to providing the necessary education needed
20 by our future high-speed rail workers. Thank you.

21 CHAIRMAN RICHARD: Thank you, Ms. Patino.

22 MS. PATINO: Thank you.

23 CHAIRMAN RICHARD: Ahron Hakimi followed by Craig
24 Pope. I hope I pronounced your name correctly, sir.

25 MR. HAKIMI: Yes, you did.

1 Good morning Mr. Chairman and Authority Members
2 and Mr. Morales. My name is Ahron Hakimi. I'm the
3 Executive Director of Kern Council of Governments, Kern
4 County's transportation planning agency.

5 Thank you Chairman Richard, and Commissioners,
6 for coming to Bakersfield; we welcome you to our city and
7 appreciate you taking the time to hold your meeting here.
8 This is an important decision that will have long-lasting
9 effects on our economy and our transportation network.
10 Kern Council of Governments unquestionably supports your
11 staff's recommendation to adopt the F Street Alignment.

12 As a licensed civil engineer, charged with
13 overseeing the region's planning association for
14 transportation projects in Kern County, I support
15 performance-based designs that minimize impacts as is
16 clearly the case here.

17 The LGA significantly reduces the number of homes
18 and businesses that the Authority will have to acquire to
19 build the Bakersfield Station as well as route high-speed
20 rail through the region. Reducing right-of-way purchases
21 should also allow for a considerably accelerated completion
22 schedule, shaving months if not years, off your project.

23 Furthermore, this alignment provides for a
24 straighter path and faster speeds than the original
25 alternative, which will only benefit the Authority's goal

1 to reduce travel time throughout the state.

2 Today's meeting demonstrates the progress our
3 agencies and organizations can make when we communicate
4 openly about our respective needs transparently to assure
5 the public is confident in our processes and often enough
6 to assure that those first two standards are achieved.

7 Thank you again for your time and consideration.

8 CHAIRMAN RICHARD: Thank you Mr. Hakimi.

9 Craig Pope followed by Dan Leavitt.

10 MR. POPE: Good morning, Chairman Richard,
11 Members of the Authority. Craig Pope, Director of Public
12 Works for Kern County. I'm here representing the Board of
13 Supervisors, who unfortunately couldn't be here today,
14 because they're in session right now as we speak.

15 First, I'd like to appreciate you coming to Kern
16 County to bring forward these concerns. We at the county
17 have been working with your staff the whole time through
18 this. And we appreciate the effort they put into it and I
19 think you're coming up with some good solutions here.

20 Kern County has been a partner with rail since
21 its come to the Valley and made it over the Tehachapi
22 Mountains. We know rail, we know how to work with rail.
23 We continue to do so.

24 Also, the county is a partner with heavy
25 industry. We know under understand that. We have the

1 technical expertise. We have the manpower here. We're
2 looking forward to this project being completed through
3 this area.

4 We'd like to thank Jeff Morales for bringing
5 together staff led together by Diana Gomez for bringing
6 credibility to the high-speed rail. It has been a pleasure
7 to work with them for the last few years on this project.
8 They really have listened and we've been working with them
9 and we appreciate that. So thank you very much.

10 CHAIRMAN RICHARD: Thank you, sir.

11 Dan Leavitt then followed by representatives from
12 the City of Madera. Good morning, Mr. Leavitt.

13 MR. LEAVITT: Good morning, Chair Richard,
14 Members of the Board, CEO Morales. I thank you for this
15 opportunity to speak. I'm Dan Leavitt, Manager of the
16 Regional Initiatives for the San Joaquin Regional Rail
17 Commission. We are the owner-operator of the ACE Rail
18 Service, which serves from Stockton to San Jose.

19 We're here to support item number five and we
20 appreciate staff putting this item on your agenda today.
21 Extending the environmental contract and the engineering
22 contract for the Altamont Corridor Project will enable the
23 continued work to increase rail service in the corridor, to
24 expand rail service in the corridor, and to provide
25 improved connectivity to the high-speed rail service.

1 So we appreciate your having us and have our full
2 support on this item. Thank you.

3 CHAIRMAN RICHARD: Thank you, Mr. Levitt.

4 I should have said our next group is from the
5 City and County of Madera, starting with Robert Poythress,
6 the Mayor of the City of Madera. Mr. Mayor, good morning.

7 He'll be followed by Councilmember Charles Rigby.

8 MAYOR POYTHRESS: Good morning and great job in
9 the pronunciation. You get an A.

10 (Laughter.)

11 Good morning, Mr. Chair and Members of the Board.
12 As you mentioned, I'm Robert Poythress, the Mayor of
13 Madera, from the heart of California. I'm also here
14 representing the Madera Economic Development Commission,
15 the Madera County Transportation Commission, and the Madera
16 County Workforce Development Board.

17 Before I get started, I'd like to take this
18 opportunity to thank you for adding a high-speed rail stop
19 in Madera, at the Amtrak, in your 2016 Business Plan. It's
20 certainly a game changer for our community and it's going
21 to be a great thing. And we appreciate it so much.

22 I'm here today also representing Wye, that's W-Y-
23 E, in Madera County: a group of community leaders, elected
24 officials and residents committed to making sure the heavy
25 maintenance facility is located in Madera County.

1 Selecting the location for the heavy maintenance facility
2 is undoubtedly a huge decision and there's certainly a lot
3 of facets and issues that need to be considered.

4 When I think about the enormity of the decision,
5 one thing that really stands out to me is the issue of
6 workforce availability. Madera County is truly in a unique
7 position among other locations being considered, because it
8 is centrally located and will ensure the Authority has
9 access to a talented workforce via a regional labor pool
10 where other proposed locations do not.

11 As evidence, Madera County was ranked number one
12 in the nation last year for manufacturing job growth. That
13 wouldn't have happened without our workforce availability.

14 Just a few final comments, we do, as I mentioned,
15 have access to the workforce needed to successfully operate
16 the heavy maintenance facility. And we also have planned
17 housing developments to accommodate these new employees, so
18 they can live close by.

19 We also have established job training programs
20 oriented toward the skills required for heavy maintenance
21 facility operations. And we can leverage existing
22 partnerships with educational institutions such as Fresno
23 State, State Center Community College District, and UC
24 Merced to develop additional programs if needed.

25 Lastly as a halfway point between Fresno State

1 and UC Merced, a Madera County site would increase
2 workforce development and other partnership opportunities
3 for both institutions as well as the expertise from UC
4 Merced, with hasn't been mentioned yet today.

5 So thank you, Mr. Chair and Members of the Board.

6 CHAIRMAN RICHARD: Thank you, Mr. Mayor.

7 Councilmember Charles Rigby from Madera followed
8 by Andy Medellin.

9 MAYOR PRO TEM RIGBY: Good morning, Chairman
10 Richard and Members of the Board, I appreciate you allowing
11 us to come and your consideration for the heavy maintenance
12 facility in our county.

13 Again, my name is Charles Rigby, I serve as Mayor
14 Pro Tem for the City of Madera and I represent the Madera
15 City Council and the County of Madera today. I'm here to
16 express, first of all, my appreciation for the high-speed
17 rail stop at the Madera Amtrak. And as a member of the Wye
18 Madera County we look forward to that operation, and it's a
19 game-changer as our Mayor already has mentioned.

20 I'd like to also remind you that Madera County is
21 the cheaper, it's faster, and a smarter location for the
22 high-speed rail heavy maintenance facility for a number of
23 reasons. The first and foremost important, is that Madera
24 County is a strategic location as I'm sure you're aware.
25 That it will provide significant cost savings due to

1 increased operational efficiency.

2 As you all know, we are home to the Wye, making
3 Madera County optimal, situated to service trains on both
4 the Sacramento and San Francisco lines more quickly, also
5 efficiently, and cost effectively than any of the other
6 potential sites.

7 Locating the heavy maintenance facility closer to
8 the Wye will reduce the need for additional infrastructure
9 and land acquisition costs during construction. Madera
10 County's central location accessibility will also help
11 reduce operation costs associated with transporting trains
12 to and from the heavy maintenance facility.

13 The City of Madera also uniquely understands and
14 values partnering with public entities to establish
15 industrial growth in supply manufacturing jobs as recently
16 recognized by the California Association of Local Economic
17 Development where we have recently received the award of
18 excellence in a category for economic development
19 partnerships. And we look forward to the partnership and
20 our continued work with High-Speed Rail Authority.

21 So thank you again for hearing our
22 recommendations and we look forward to working with you
23 guys in the future.

24 CHAIRMAN RICHARD: Thank you, Councilmember.

25 Andy Medellin followed by Norman Allinder, I

1 believe it is.

2 COUNCILMEMBER MEDELLIN: Thank you, Mr. Chairman,
3 Members of the Board, it's a pleasure to be here this
4 morning. And again, we thank you for your time.

5 And as my colleagues have stated before, I really
6 want to thank you for your decision in having a stop at the
7 Amtrak Station in Madera County. This is a huge turning
8 point for Madera County and our future, and again I want to
9 thank you for that.

10 I also want to say that construction started in
11 Madera County and we are home to the Wye. I also want to
12 state I truly feel that Madera County is the backbone of
13 the high-speed rail. So again, I'd like to underscore the
14 significant impact you can still have on our county's
15 history, but selecting Madera County as a site for the
16 heavy maintenance facility.

17 There are over 1,500 jobs that would be created
18 with just the heavy maintenance facility. And of course,
19 additional jobs provided by ancillary services.

20 We are centrally located. We are operationally
21 efficient. We form numerous community partnerships. We
22 have the workforce and the infrastructure ready to
23 accommodate the facility.

24 But I think the most important thing that I
25 really want to look at here is the impact it would have on

1 our unemployment. You would certainly be able to make that
2 decision to reduce our unemployment from 14 percent down to
3 a single digit. I think that impact right there has the
4 greatest impact on any other potential location.

5 Madera County would not only benefit our county,
6 but I believe the surrounding counties, with our strategic
7 central location and the connectivity provided by the light
8 rail. The heavy maintenance facility will also benefit
9 workers from other labor markets in the region including
10 Fresno, Mariposa, Merced and Modesto. A Madera County site
11 is a regional site and one that would set out our county on
12 an exciting new course.

13 I appreciate your time this morning and I look
14 forward -- we look forward -- to continuing to working with
15 you. Thank you, very much.

16 CHAIRMAN RICHARD: Thank you, sir.

17 Norman Allinder, did I get that right?

18 MR. ALLINDER: Yes.

19 CHAIRMAN RICHARD: Followed by Charles Follette.

20 MR. ALLINDER: Yes, good morning. Thank you,
21 Chairman, Members of the Authority Board. My name is
22 Norman Allinder and I'm here representing Madera County.
23 Supervisors Rodriguez and Frazier send their regrets for
24 not being here and I serve as the Madera County Planning
25 Director.

1 I'm here with our other Wye Madera County friends
2 and partners to express our support for the heavy
3 maintenance facility within our community. Unlike other
4 potential locations our sites are in common ownership and
5 we have willing sellers. And considering that we put these
6 packages together when many, over a dozen at that time, of
7 routes existed, so these are routes or sites that have been
8 vetted in a much different regulatory environment and
9 they've still held strong in the analysis.

10 Madera County's leadership is united to have the
11 most streamlining permitting process. That's why I think
12 they sent me here today. You're looking at the person who
13 would process this for you and there's nothing better I
14 like doing than saying yes to a proposal, because saying no
15 feels so bad.

16 So a long-term partnership is important with
17 this. I'd like to echo the previous speaker's comments
18 about having a stop in Madera County is something that is
19 appreciated. And we appreciate you for listening to us
20 over the years. And again, as the County Planning
21 Director, and a third-generation resident of Madera County
22 I can tell you that this will make a big difference. It
23 will move the needle in our community by locating this
24 facility there.

25 And Supervisor Frazier would not be happy with me

1 if I didn't say cheaper, faster, smarter. Thank you.

2 CHAIRMAN RICHARD: Thank you, Mr. Allinder.

3 Charles Follette followed by Jon Dorman and he'll
4 be followed by Bill Descary.

5 MR. FOLLETTE: Charles Follette from Santa
6 Monica. Good morning, Honorable Chairman Richard and
7 Members of the Authority. It's a pleasure to be here to
8 speak with you this morning.

9 It is my hope that you are successful in
10 constructing and operating the California bullet train from
11 San Francisco to Los Angeles. The primary difficulty in
12 achieving this is the segment from Bakersfield to Los
13 Angeles.

14 Much has been written regarding the cost and time
15 required to traverse and tunnel through the Tehachapi and
16 San Gabriel Mountains, to the point where many feel that
17 Bakersfield may ultimately be the final southern terminus.

18 To ensure that Los Angeles is, in fact, in play
19 it's time for the Authority to think outside the box. From
20 a geological, geographical, logistical and financial
21 standpoint there is an alignment that will enable the
22 completion of the project sooner than expected and under
23 budget.

24 Upon study, you will determine that the most
25 logical alignment to Los Angeles is the following southwest

1 route. Depart Bakersfield to the southwest through
2 Maricopa and Ventucopa to the junction of State Route 33
3 and Lockwood Valley Road. From here, tunnel under the Los
4 Padres National Forest all the way to the State Route 33
5 Freeway between Ojai and Ventura at Casitas Springs. The
6 tunneling distance will be approximately 17 to 20 miles
7 compared to a total of 36 miles of tunnels along the
8 Tehachapi route, one measuring 17 miles in length.

9 With lower elevation to deal with than the
10 Tehachapi route, the tunnel and tracks under the Los Padres
11 will have decreased percent grade at 2.5 percent allowing
12 the maximum train speeds of 220 miles per hour. Thus it
13 will take HSR only about six minutes to travel under the
14 Los Padres from Lockwood Valley Road to Casitas Springs.
15 Because the train will travel under the forest it will have
16 no effect on the natural ecosystem above the ground.

17 The tunnels can be bored under a direct line of
18 canyons running north to south, not under summits. This
19 means shallower tunnels that enable construction of escape
20 routes at reasonable depth along its entirety. The biggest
21 difference of advantage of this route is the geology. The
22 Los Padres consist of sedimentary rock.

23 This makeup is much more suitable for boring
24 tunnels through the shattered granite and fault zones of
25 the Tehachapi/San Gabriels. The boring rate is only 10-to-

1 20 feet per day versus the boring rate of 100-to-200 feet
2 per day through the sedimentary Los Padres. This
3 represents a 10-fold reduction in the time to bore the
4 tunnel, not to mention that the southwest route requires
5 half the number of tunnel miles. The result being greatly
6 reduced construction costs and decreased construction time.

7 The fourth advantage of the southwest route is
8 the elimination of the public outcry and opposition being
9 voiced from residents in Sylmar, Lake View Terrace, and San
10 Fernando. The bullet train alignment from Ventura all the
11 way through Simi Valley, Van Nuys and Burbank, to Union
12 Station, will run along an already established right-of-
13 way. Not only will this eliminate the public outcry and
14 litigation, this route will save countless millions by
15 eliminating the need to have subterranean tracks from Santa
16 Clarita to Burbank.

17 Fifth, this route will be much more appealing to
18 the public. Travelers, commuters and tourists will be
19 attracted to the coastal route. The result being increased
20 ridership and greater revenues, which in turn will attract
21 and generate outside investment in the system.

22 The overall mileage from Bakersfield to Los
23 Angeles via the Tehachapi route is 68 miles. Via the
24 southwest Los Padres route it is 70 miles, so it's
25 negligible.

1 In summary, there are five distinct benefits to
2 HSR to look at regarding the southwest Los Padres route.
3 Number one, it will save billions of dollars. Number two
4 it would reduce completion time by many years. Number
5 three, it will allow for reasonable escape routes. Number
6 four it would eliminate the public discourse. And Number
7 five, it will enhance outside investment.

8 Thank you very much, Mr. Chairman.

9 CHAIRMAN RICHARD: Thank you, Mr. Follette. I
10 appreciate those comments and your preparation of these
11 materials. Thank you, sir.

12 MR. FOLLETTE: Thank you, sir.

13 CHAIRMAN RICHARD: Jon Dorman followed by Bill
14 Descary.

15 MR. DORMAN: Good morning and thank you. My name
16 is Jon Dorman, I am the General Manager with AEG
17 Bakersfield. We manage and operate the Rabobank Arena,
18 Theater, and Convention Center here in Bakersfield. I'd
19 like to thank you and the Board for the opportunity to
20 speak today.

21 I've been following the evolution of the high-
22 speed rail in Bakersfield and have great concern with the
23 impacts of the Bakersfield Hybrid Alignment due to the fact
24 that it takes a significant amount of parking away from the
25 venues that we manage, literally all surface lot parking

1 will be gone.

2 Lack of parking makes it very challenging for us
3 to attract and host the types of events we do. There's an
4 ancillary revenue portion that I won't get into, but patron
5 amenity and patron convenience are paramount.

6 We are pleased to see that the City and HSR have
7 developed an alternate alignment, the LGA, which removes
8 any potential negative impacts to the facilities that I
9 manage. That we manage as a team at AEG. And we support
10 the staff's recommendation on item three.

11 And thank you for allowing me to speak with you
12 today.

13 CHAIRMAN RICHARD: Of course, thank you, sir.

14 Bill Descary followed by Carol Bender.

15 MR. DESCARY: I'm Bill Descary, Mr. Chairman and
16 Board Members. It is important to briefly recap why item
17 three is on today's agenda, how we got to this point, to
18 give it a little bit of appreciation from a resident's
19 standpoint.

20 As a 42-year Bakersfield resident, I've closely
21 followed the High-Speed Rail Project. When the Draft
22 Fresno to Bakersfield EIR was released in 2011 I was highly
23 critical of the alignment that followed the BNSF tracks,
24 long trucks, and avenue with its 90-foot elevation over the
25 Westside Parkway and the 30-foot elevation through town,

1 with massive destruction to our residences, schools,
2 churches, businesses, hospital and municipal infrastructure
3 such as Rabobank Arena and the City's Municipal Services
4 Yard.

5 Many of us expressed our anger over the alignment
6 with letters to the editor, community voice articles, and
7 speaking at City Council Meetings. Our elected officials
8 listened and in December 2011 the Bakersfield City Council
9 passed on a 6-to-1 vote a very strong resolution opposing
10 the High-Speed Rail Project as currently planned. Note,
11 not opposing high-speed rail, but opposing the project as
12 it was planned. It destroyed our city.

13 As a result in 2012 the Authority released a
14 revised Draft EIR with a Hybrid Alignment that was slightly
15 different, but wasn't overall much better. Then the
16 Authority seemed to ignore Bakersfield for about two years.

17 In May 2014 the Board approved the Fresno to
18 Bakersfield EIR excluding the 7th Standard Road to Downtown
19 Bakersfield portion while directing the Authority staff to
20 work with Bakersfield to resolve alignment issues. In the
21 approval, the Authority expressed the Hybrid as a preferred
22 alignment with a provision that within 60 days notice they
23 could begin constructing the portion.

24 Many, including myself, were outraged with this
25 action and the next logical step was to file a lawsuit,

1 which the City did the following month. Separate lawsuits
2 were filed by Kern County, Mercy Hospital and four other
3 impacted entities. The Authority did work with City staff
4 and the Locally Generated Alternative, the LGA or the F
5 Street Alternative, was developed and led to settling the
6 City's lawsuit.

7 The LGA is far superior to that Hybrid Alignment.
8 I respectfully urge the Board to concur with the
9 recommendation of item three, which is to include the LGA
10 as the preferred alternative alignment in the Bakersfield
11 area and the soon-to-be released Draft Supplemental EIR.

12 Thank you.

13 CHAIRMAN RICHARD: Thank you, Mr. Descary.

14 Carol Bender followed by Frank Oliveira.

15 MS. BENDER: Good morning, those of you who've
16 heard me speak or have personally talked to me, know that
17 I'm really not to afraid to be critical of the project. I
18 guess I get to be sort of number one here.

19 Although I'd like to use some of my time to
20 reiterate my views that the High-Speed Rail Project and the
21 current Business Plan are deeply flawed -- and because of
22 this we should probably stop the project a bit until some
23 of the serious issues can be resolved -- I also realize
24 that despite the current fact that the current Business
25 Plan shows that we don't have adequate funding, ridership,

1 private investor interest, or a majority of the citizens
2 buying into the Plan, it's imperative at this juncture to
3 focus on where I reside -- Bakersfield, California, which
4 is on today's agenda.

5 I'll let the rest of today's audience discuss
6 other aspects of the flawed project.

7 Previously, the High-Speed Rail Authority ignored
8 Kern County's request to study an alignment that would have
9 fewer significant environmental impacts. The red and blue
10 line alignments were modified into a Hybrid Alignment that
11 basically deviated only a few hundred feet from the
12 previous proposals. Not truly a different alignment as
13 Bill just mentioned.

14 Complaints of adverse impacts on high numbers of
15 homes, businesses, Mercy Hospital, and multiple city county
16 assets seemed to fall on deaf ears until the lawsuits came
17 into being.

18 The LGA with a station at F Street has been
19 developed as a compromise, so to speak. And to even the
20 uninformed the LGA appears to have fewer impacts on our
21 county and will have far fewer adverse impacts on our
22 quality of life. If picking between the LGA and the Hybrid
23 Alignment, the LGA would win hands down upon initial
24 evaluation. Neither alignment is great, but the LGA is
25 definitely the better choice of the two.

1 Recently the media has been running editorial
2 articles written by one or two individuals who state that
3 the citizens do not want the LGA. These articles imply
4 that we've had the wool pulled over our eyes, that we
5 really need and want this Hybrid Alignment on the Truxton
6 Station location. I'm here to assure you, having been
7 actively involved in this process for at least seven years
8 now, I know this to be absolutely untrue.

9 We are very anxious to see the full environmental
10 reports and the Draft EIR and participate in the public
11 hearings and comment sessions to ensure that the LGA is a
12 better fit.

13 Today's decision to preliminarily recommend the
14 LGA with the F Street Alignment is not set in stone, but it
15 is an important step to benefit our community. Given the
16 hurdles that must be overcome for all we know this project
17 may never reach Bakersfield. But having a better alignment
18 will give us the peace of mind that if monies are
19 eventually found, and this project or a similar project is
20 build in the future we will have a set approved alignment
21 to plan around in the meantime.

22 This means that homes and other infrastructure
23 plans can be planned in accordance with a planned concrete
24 alignment. And if future issues arise for future
25 generations we will have some teeth to defend the preferred

1 alignment.

2 It is in all of our best interest to support the
3 LGA F Street Alignment and I strongly urge the Board to
4 endorse it today. Thank you very much.

5 CHAIRMAN RICHARD: Thank you, Ms. Bender.

6 Frank Oliveira followed by Adam Cohen.

7 MR. OLIVEIRA: Good morning. My name is Frank
8 Oliveira and today I'm representing MEL's Farms and Mike
9 Rosa Family Trust.

10 We respectfully request answers to the following
11 questions pertaining to our multi-decade cherry and almond
12 agro leases that your staff has apparently lost. What
13 happened to our lease agreement documentation and our
14 sensitive personal information contained within?
15 Specifically, who has had control of our two leases and
16 when? Where are our lease agreements, specifically where
17 are they stored today? What security measures are being
18 used to prevent any unauthorized access to our personal
19 information under the Authority's control?

20 Were our lease agreements destroyed? If so, how
21 and when? What is the Authority's approved procedure for
22 maintaining, securing, accessing, and destroying sensitive
23 personal information of those that are compelled to
24 cooperate in the California High-Speed Train Project Right-
25 of-way Acquisition Process?

1 Who specifically is responsible for monitoring
2 and supervising those security procedures?

3 The lost leases are associated with our parcels
4 of land that the Authority is proposing to purchase all or
5 part of for inclusion in the project.

6 When we complied with the Authority's notice of
7 decision to appraise our parcels we advised the Authority
8 staff contractors, subcontractors, that our six parcels
9 were encumbered with agro leases. And we provide the
10 Authority staff contractors and subcontractors with copies
11 of the agro leases associated with the parcels as
12 requested.

13 On February 26, 2016 we became aware that our
14 documents were most likely lost and we began to question
15 the matter. By February 11th (sic) we formally requested
16 the Authority's Chief Real Estate Officer to answer those
17 questions about our missing documents. None of those
18 questions were difficult or should be difficult to answer.

19 On April 12th we were advised that the matter was
20 closed without providing any detailed answers to our
21 questions about what had happened to our personal
22 information or how it would be handled going forward.

23 On April 12th it became clear to us that the
24 Authority was just going to dismiss the loss of our
25 personal documentation as insignificant and not investigate

1 the matter.

2 On April 13th we made a California Public Records
3 Request Act of the Authority in an effort to reconstruct
4 what had happened to our personal information. On April
5 14th I discussed the matter directly with the Chief of Real
6 Estate from the Authority following a State Public Works
7 Board Meeting. During that meeting we briefly discussed
8 that the reason for the California Public Records Request
9 was to reconstruct what happened to our missing documents,
10 because he had failed to answer any of our questions.

11 On April 15th we emailed him a recap of our
12 conversation on April 14th. We have not heard from him
13 since April 14th. He did not provide us with the courtesy
14 of an acknowledgement of the mail that we had requested.

15 On May 6th the Authority denied our Public
16 Records Request citing exemption from releasing any records
17 pursuant to California Government Code Section 6254(h).
18 6254(h) reads, "The contents of real estate appraisals or
19 engineering or feasibility estimates and evaluations made
20 for or by the State or local agency relative to the
21 acquisition of property, or to the perspective public
22 supplying construction contracts until all of the property
23 has been acquired or all of the contract agreements
24 obtained. However, the law of eminent domain shall not be
25 affected by this provision."

1 Our denied Public Records Request is much broader
2 than the contents of real estate appraisals or engineering
3 or feasibility estimates or evaluations. And the
4 Authority's refusal to release the requested records that
5 do not include the contents of real estate appraisals or
6 engineering or feasibility estimates and evaluations smells
7 as a cover up.

8 Attached is a new Public Records Request that
9 asks for the same information as before, but excluding the
10 contents of real estate appraisals, engineering or
11 feasibility estimates or evaluations. For clarification
12 we're looking for answers to our six questions, none of
13 which have anything to do with the contents of real estate
14 appraisals or engineering or feasibility estimates or
15 evaluations.

16 In closure, it is things like that reinforce that
17 the Authority cannot be trusted to operate in a forthright
18 manner. When will the Authority answer our questions?
19 Enclosed is a package of materials supporting what I've
20 said today.

21 CHAIRMAN RICHARD: Thank you, Mr. Oliveira. I'm
22 going to ask our General Counsel to take a look at this and
23 report the Board about it.

24 Adam Cohen followed by Bob Bell and then Holly
25 King.

1 MR. COHEN: Good morning Chairman Richard,
2 Members of the Board.

3 CHAIRMAN RICHARD: Good morning.

4 MR. COHEN: Before I begin I'd like to comment on
5 one of the slides made by Mark on the important farmlands.
6 Is it possible to bring up that slide and I'll proceed with
7 my remarks?

8 CHAIRMAN RICHARD: Is it possible to bring up the
9 slide?

10 MR. COHEN: Thank you.

11 So what I wanted to talk to you guys about today
12 is I've given you guys some attachments --

13 CHAIRMAN RICHARD: Is this the one we have?

14 MR. COHEN: Yes, sir.

15 CHAIRMAN RICHARD: Thank you.

16 Mr. COHEN: You have the electronic as well as
17 the paper attachments, among those are more than 80
18 signatures as of this morning opposing what is known as the
19 Bakersfield F Street Alignment, opposing a station in what
20 is known as Westchester at F Street and Golden State
21 Avenue. And those folks unanimously say that if you are
22 going to select LGA as the alignment they want an
23 alternative station studied either in Shafter, at the
24 airport, or at some other location along the alignment --
25 not at F Street.

1 In addition to that, I want to point out here
2 that MAP-21 is not a new process. And it does not
3 supersede Title 6 or any of the environmental justice
4 orders.

5 I also have given you two other attachments. One
6 of them is electronic, it looks like this map here. The
7 other one here is from Mr. Morales's slide deck presented
8 last month, to I believe it was the Strategic Growth
9 Council. In those you'll see on Mr. Morales's slide deck
10 he highlights the process and the process that he's shown
11 in identified preferred alternative after preparation and
12 circulation of draft environmental documents.

13 Now if you look at this map here, this is done
14 using CalEnviroScreen, the official tool for EJ but you can
15 also use the EPA map, and it was generated using the
16 Authority's own GIS data. You'll see that it
17 disproportionately impacts low-income communities, what you
18 have here. And there's a similar map for minority
19 communities as well.

20 So what this raises is severe concerns and as of
21 yesterday your public affairs folks said, "We are going to
22 do" -- and I'm going to paraphrase -- "a separate process,
23 but don't worry, it's going to be equal level of scrutiny.
24 Separate but equal."

25 So when you look at this map it raises serious

1 concerns as to why we would do an expedited MAP-21 process.
2 It's unfair, arbitrary, and capricious to the low-income
3 communities that are impacted by the new route as well as
4 minorities when that procedure was available and not used
5 previously.

6 In addition to that I want to point out that CEQA
7 Guidelines for the State have specific language about
8 detecting omissions, and checking for accuracy. And one of
9 the things that I want to point out here on this map used
10 to generate the farmland -- and I encourage you guys to
11 look kind of at what I'm pointing out -- they have the
12 Shafter HMF site included in their important farmlands
13 calculations right there.

14 So these are some of the omissions and the errors
15 that we begin to see with the staff analyses and a lot of
16 people have requested, multiple people have requested,
17 alternative analysis become public. This has not been
18 provided, so we need a transparent and an accountable
19 process where the public can comment. They can comment on
20 omissions, detect errors, before a preferred selection is
21 designated.

22 You know as people, and I think as Ms. Bender
23 noted, endorse and that's strong language. Words have
24 meaning.

25 Okay, thank you.

1 CHAIRMAN RICHARD: Okay. Thank you, Mr. Cohen.
2 Bob Bell followed by Holly King.

3 MR. BELL: Good morning Chair Richards, Board
4 staff. My name is Bob Bell. I am the Chairman of the
5 Downtown Bakersfield Development Corporation. It is a
6 501(c)(3) formed for the purpose of development, better
7 development of our Downtown. It's a creative way,
8 especially in the civic California, in giving the community
9 a voice. I also was previous Chair of the Downtown
10 Business Association; still serve on that board.

11 I want to respond to the meetings and things --
12 that we've heard a lot of claims that we're not being
13 included. I for one am tired of meetings. So for many,
14 many years now staff, city, county, Kern COG, city
15 managers' offices, they have not only been inclusive they
16 have given us a great voice. They've put us on steering
17 committees; they put us as part of surveys. They've worked
18 with us on every possible point. We have met with Council
19 members. We're getting a voice and we're being heard and
20 we're being listened to.

21 I'm a developer by trade, been doing it for 39
22 years. I want to tell you that the F Street Alignment is
23 by far a better alignment for development. I'll give you a
24 couple of points that have been pushed back at us, for
25 instance the water issue over there.

1 So I'm from Stockton in East Bay. We have
2 expansive soil in those areas and yet we were able to
3 mitigate that with a concrete treated base, lime treated
4 base, other types of resources to make that better. I know
5 with our good soil, changing the waterway and making that
6 developable is kind of an easy solution.

7 So I just want to let you know as a Board and as
8 an Authority that they're working hard with us. And we're
9 getting a voice and we're listening. There are 400 to 500
10 members that are either business or property owners in
11 Downtown. And surveying them, we had the large majority
12 prefer the F Street Alignment.

13 So here's another little point, not only are we
14 involved in their steering committees, but they're actually
15 involved in our Board. So they're ex officio members, but
16 they're sitting in with us, they're encouraging us. And I
17 just want you to know that Bakersfield is glad that you're
18 here. There's a lot to be done and let's get on with this
19 process.

20 Thank you very much.

21 CHAIRMAN RICHARD: Thank you, Mr. Bell.

22 Holly King followed by Beatris Sanders.

23 MS. KING: Good morning, I'm Holly King for those
24 of you who don't know me, but I'm both a citizen living in
25 the City of Bakersfield, but also a member of a farming

1 operation that farms in the Bakersfield, Wasco and Shafter
2 areas. Thanks for coming to Bakersfield. You gave me an
3 opportunity to get out of my jeans and wear a suit for a
4 change. I appreciate it.

5 I just wanted to comment we do not have any
6 ground on the proposed alignment, but we do up in the Wasco
7 area. So we have worked very successfully with you and
8 appreciate the back-and-forth conversation. There's a
9 couple of things that I just wanted to share with you
10 today.

11 When I read this staff report regarding the LGA,
12 or the Locally Generated Alternative, it indicates. And I
13 quote, "The alignment was generated through discussions
14 between the City of Bakersfield and the Authority."

15 I would really like to echo what Mr. Hurlbert
16 indicated that there is an entire community that's impacted
17 by this choice. And I took it upon myself to contact the
18 farmers along this alignment and I did find farmers who
19 were not aware of this. And I also found farmers that had
20 not been contacted. And there aren't millions of them,
21 there's only about ten.

22 So I would really encourage interaction with the
23 stakeholders and an on-the-ground look at what these
24 impacts are, because pulling the -- coming from the BNSF
25 after it goes through Wasco and Shafter it'd cross the

1 Burbank alignment, go straight across prime farmland as you
2 saw on the maps.

3 I also wanted to just suggest that or ask if
4 there were any other alternatives besides the Hybrid
5 considered. We know the Hybrid is not going to get
6 approved. You've been sued on it once before. I doubt
7 you'll go back for more. And I've been told that there are
8 other alternatives that were looked at. But to date, those
9 of us who have asked for the information on those
10 alternatives, to know what they are and what are the pros
11 and cons, have not received any information on them.

12 My point here is that rather no matter where the
13 alignment goes someone is going to be impacted whether it's
14 residential, commercial, industrial, agriculture. So it
15 seems that a broader analysis of the alternatives to find
16 the least impactful is appropriate. Studying one
17 alternative does not get us there in my opinion.

18 I was, early on, struck by the fact that this
19 preferred or preliminary preferred alignment does not have
20 as many impacts on farmland as the Hybrid. When I got the
21 staff report I could see what was generating that by the
22 numbers that were shown in here.

23 And I want to just remind you of our experience
24 in Wasco. The Waters of the U.S. -- I'm going to guess,
25 because I don't have the analysis in front of me -- were

1 done using a PJD, which is a fly-over. It's a Preliminary
2 Jurisdictional Determination, which is what was done in
3 Wasco.

4 And when we got biologists, and we worked with
5 you on this, out on the ground there were absolutely no
6 wetlands. We had the soils checked, the vegetation checked
7 and so forth. And I'm not indicating your information was
8 wrong. You used the process that was available to you.

9 But there is another process available and that's actually
10 getting out on to the ground. And this is significant for
11 more than one reason. There are, to me, three issues here.

12 One is looking at whether it's the important
13 farmland or the waters it leads you to a very important
14 decision using those numbers. So it's important that
15 they're real and that they're right. But also, it creates
16 a mitigation requirement. And the taxpayers are going to
17 have to pay for that mitigation requirement, so again we
18 want to get the numbers right.

19 And the other thing that happens, it's more of a
20 landowner issue, is that once things are declared wetlands
21 whether they are or not it creates a huge problem on our
22 surface.

23 At the end of the day the impacts to farmland and
24 Waters of the U.S. need to be correct and real, because
25 we're making important decisions based on those numbers.

1 This project will impact someone, going through Kern
2 County. Consequently, an analysis of the alternatives, not
3 just one alternative, should be conducted with stakeholders
4 both in and outside the City of Bakersfield. And an on-
5 ground assessment of the impacts, not one from the air, not
6 one conducted with interactions, but one with interactions
7 of those who are impacted.

8 After all, this is going to change the face of
9 our community. Thank you very much.

10 CHAIRMAN RICHARD: Thank you, Ms. King.

11 Beatris Sanders followed by Anthony Amarante I
12 believe it is.

13 MS. SANDERS: Good morning or maybe almost
14 afternoon, Beatris Sanders, Kern County Farm Bureau, where
15 we represent 1400 growers here in Kern County. I am also
16 from a farming family and a homeowner in the City of
17 Shafter. Though our own family's acreage is not affected
18 by the high-speed rail routes, I am here on behalf of the
19 Greater Farm Bureau and those farmers whose land is
20 affected.

21 Agriculture as you may know plays a major role in
22 producing food for our nation. Kern County specifically is
23 the second-highest producing agricultural county in the
24 nation. Out of the top six private employers in Kern
25 County, three of them come from the agricultural industry.

1 Though at the Kern County Farm Bureau we do not
2 support or oppose the High-Speed Rail, the reality is that
3 no matter where the alignment goes through Kern County, a
4 farmer will be impacted. Before naming the preferred
5 alignment we do prefer to see that accurate and transparent
6 research has been done. It seems that a broader and more
7 detailed study of various alternatives to determine the
8 alignment with the least impact to farmland would be
9 appropriate. Studying one alignment appears to stop short
10 of that.

11 We do appreciate your efforts in sending staff to
12 visit with our Kern County Farm Bureau Board of Directors.
13 They frequently visit with their updates to the high-speed
14 rail alignments and how they affect agricultural land.
15 However, we would like more transparency in our
16 communications with your staff.

17 Given the many issues farmers face day to day,
18 besides the high-speed rail concerns, our farmers often
19 don't know the appropriate questions or the right questions
20 to ask your staff. For example, just learning today in the
21 two proposed alignments it appears that the impacts to
22 agricultural land may be skewed. It is important to get
23 the size of the impacts correct in order to make a
24 decision. But also because if it goes to mitigation this
25 will cost the public taxpayer dollars.

1 We hope that this can be a regional conversation,
2 transparent to organizations like ours and our members.

3 Thank you.

4 CHAIRMAN RICHARD: Thank you, Ms. Sanders.

5 Anthony, I hope I was right, Amarante?

6 Mr. Amarante?

7 (No audible response.)

8 Louis Gill followed by Brian Forrest.

9 MR. GILL: Good morning.

10 CHAIRMAN RICHARD: Good morning.

11 MR. GILL: Welcome to Bakersfield.

12 CHAIRMAN RICHARD: Thank you.

13 MR. GILL: You guys sure know how to stir things
14 up, I'll give you that.

15 CHAIRMAN RICHARD: Oh, this is easy compared to
16 some of the things we do.

17 MR. GILL: For the last 16 years I've had the
18 privilege of working for an organization called the
19 Bakersfield Homeless Center. I'm not here to argue the
20 merits of either alignment, because we are one of the few
21 properties in town where both alignments meet at our
22 facility.

23 We're a 174-bed family shelter. We serve
24 primarily women and children. On any given night we have
25 somewhere between 80 and 100 children sleeping at our

1 facility. There's nowhere else in our community for these
2 families to go, there's just not another alternative.

3 In 2015 we were notified by the Authority that
4 our campus would be affected. Not only affected, but you
5 would need the entire campus, multiple buildings, all of
6 our services.

7 This has kind of started a clock on two different
8 problems. One, we're a facility that gets used hard every
9 day by hundreds of people. It requires regular
10 maintenance. When you have a line drawn through your
11 facility your donors begin to sit on the sidelines and
12 wonder what's going to happen. And so repairs that we need
13 to do to be able to maintain a quality service that every
14 citizen deserves, they just aren't happening, because the
15 people that support us truly are waiting to find out what's
16 going to happen. When is the shoe going to drop?

17 The other piece is that if we have to relocate a
18 campus that serves several hundred homeless people a day
19 there's not very many neighborhoods that regularly,
20 consistently welcome that kind of population. It's going
21 to take time. We need to start this work now. It's not
22 going to happen overnight. Relocating a special-use
23 nonprofit like ours is going to take a lot of work.

24 I want to say thank you. We have had the
25 opportunity to meet with staff on more than one occasion,

1 but we need to move forward. I believe you guys do have
2 some experience with a homeless facility in Fresno. It was
3 a little different. It was a much smaller take and there
4 was adjacent land that was available and so it was easily
5 remedied. Well "easily," let's not use that word. It
6 appears to have been remedied.

7 But for us on behalf of the people that we serve,
8 I would request that you charge staff with moving forward
9 as quickly as possible for early acquisition of our
10 facility, as an unintentional consequence of both
11 alignments is truly limiting how we are going to serve the
12 least in our community. Thank you.

13 CHAIRMAN RICHARD: Thank you, Mr. Gill.

14 Brian Forrest followed by Kevin Bush.

15 Mr. Forrest?

16 (No audible response.)

17 Okay, Kevin Bush followed by Marvin Dean.

18 MR. BUSH: Chairman Richard, esteemed Board,
19 President Morales. How do I -- do I give you documents?
20 Can I give the Board documents?

21 CHAIRMAN RICHARD: If you can, give them to the
22 Board Secretary.

23 MR. BUSH: Okay.

24 Thanks for allowing me to speak today. I have a
25 -- representing the Kern County Black Chamber of Commerce.

1 We are in support of the high-speed rail. We are very in
2 support of the heavy maintenance facility. There are some
3 concerns that we do have and it's primarily with the
4 process.

5 I began attending the public meetings, I
6 submitted comment cards. And the first comment card I
7 submitted I personally was in favor of the Hybrid. And I
8 received a response, which is in the documents that I
9 presented to you, thanking me for my support of the F
10 Street location. That was a first.

11 And so I began communicating back and forth with
12 the Authority and I received some correspondence that I
13 needed to communicate with the city as the city began its
14 process of the Station Area Plan. And I did so and I
15 joined the Steering Committee. And I began making
16 recommendations, because it seems as if the proposed
17 alignment disproportionately affected minority and low-
18 income communities. And I submitted correspondence
19 relating to that, adding possible Title 6 violations.

20 In talking with the city we submitted a map,
21 which is in -- I'll show the map here -- we drew a map.
22 This is an overlay map, which I think you saw it earlier,
23 which is a map of disadvantaged communities. And the new
24 alignment leaves an alignment that would affect all
25 communities, and is now just disproportionately affecting

1 the low-income and minority communities.

2 I came briefly to just ask you guys to table item
3 three, so that we could get more involved in understanding
4 what's going to happen to our communities. But the word --
5 if we can just do one thing and that would be the word
6 "preferred." To me, preferred means preferred.
7 Preliminarily preferred means first preferred, which would
8 mean that would be the Hybrid, which would be your first
9 preferred like I say.

10 So I'm kind of confused with all the language
11 that's going on. And since I'm new to this political
12 process I'd like some help from the Board. So if we could
13 at least remove the language I would appreciate that.
14 Thank you so much.

15 CHAIRMAN RICHARD: Thank you, Mr. Bush.

16 Marvin Dean followed by Alan Scott and then
17 Cherylyn Smith.

18 Where did Marvin go? Oh, there he is right in
19 front of me. Yeah, I looked up and didn't see him.

20 MR. DEAN: Good evening, I guess.

21 CHAIRMAN RICHARD: No, it's morning still,
22 Marvin.

23 MR. DEAN: Morning, I'm thinking about this
24 evening.

25 But let me say first of all I'm just going to

1 make a few observations of what happens today. And first
2 of all I want to say I'm here representing the San Joaquin
3 High-Speed Rail Association and the Kern Minority
4 Contractors Association. And I also want to say that some
5 of you know that I'm on your Business Advisory Council.
6 And we thank you very much for the 30 percent goal for
7 small business and also the Community Benefits Agreement.

8 At the last Board Meeting I attended, which was
9 in Anaheim, I did give you guys heads up that there was a
10 lot of your friends that are concerned with the high-speed
11 rail that was going to be coming back at you with this
12 environmental justice stuff. And potentially there may be
13 some challenges brought to the Authority.

14 I support the High-Speed Rail Authority and I
15 support this project. And I don't want to see anything
16 that will slow this project down, so I would just say take
17 that seriously and try to address those concerns.

18 The other thing I wanted to say Team Fresno -- I
19 want to commend Team Fresno. Team Fresno has put on and
20 been doing this for a long time. And I think we here in
21 Kern County, for a long time I've been a lonely voice
22 standing up here championing high-speed rail in this
23 community. And I'm glad now to see others have taken the
24 standup and now are pushing this high-speed rail
25 maintenance facility.

1 But I think we need to be looking at jobs, we
2 need to be looking at the whole host of things that Team
3 Fresno is looking at. And I think we can learn from the
4 City of Team Fresno. And I've asked Lee Ann Eager to come
5 and speak at our luncheon that we're going to have on
6 Friday to give us some tips about what they're doing, so we
7 can bring all the segments of our community together to
8 champion this project, so we can get the best project
9 that's going to come to our Valley.

10 I want to also say a little bit about Bill when
11 he talked about "Save Bakersfield" when they opposed the
12 high-speed rail and the lawsuit was filed, just a little
13 reminiscing.

14 I remember when Jeff was first hired, brought
15 onto this Board we hosted a luncheon for Jeff. And I think
16 Tom, you came with him. Tom Richards came with him. And I
17 think that was the turn, because I've always said in those
18 meetings that, "You're going to see a whole new leadership
19 of this Board under the auspices of Jeff Morales in terms
20 of wanting to work with this community." Because you heard
21 before all the conversation about why we're being opposed,
22 nobody is listening to us, all of those things.

23 And I remember a meeting that Mr. Tandy had in
24 his office when Jeff and the attorneys and everybody talked
25 about this process. And I said then, and you all knew,

1 "Mr. Tandy, that under this leadership there's going to be
2 a turning."

3 So I'm very pleased with what the City has come
4 in, spoke in support of this alternative local route even
5 though there's still some challenges. But the fact that I
6 think that everybody knows that now this Authority and the
7 leadership of under Jeff is working with our community.
8 And it's not being something that's not being taken into
9 consideration of what we want in this community. So I want
10 to commend both of you all, City and the Authority.

11 Now I want to say this before I get into my main
12 crux of being here. I have not taken a position on the
13 routing, because when this project goes through, goes
14 south, before it gets to the homeless shelter it's going to
15 take out my building. So I too will be affected by this
16 project. For this reason, I can't take a -- it would be
17 unfair for me, because somebody's going to be affected --
18 for me to say, "I support it, but don't take my land. Take
19 this other person's land."

20 I would say your decision ought to be what's
21 going to impact the least amount of Ag farmland, prime
22 farmland, impact the least amount of people. And do it
23 from a standpoint that what's fair and whoever's going to
24 be taken, make those people whole, so that's my position on
25 it.

1 And the San Joaquin Valley High-Speed Rail
2 Association is concerned about the entire nine counties of
3 the Central Valley. This maintenance facility, I'd love to
4 see it here in Bakersfield, but if it don't I want to see
5 it in the Valley. So I'm equally speaking for all nine
6 counties of this Valley, even though I live here in
7 Bakersfield. And I think you all will make the best
8 decision in terms of where to put that facility and what's
9 best for this valley.

10 Now, I want to make two announcements and then
11 I'll sit down. I want to give a special thank you to your
12 Board Chairman, Dan Richard, because he has agreed to now
13 let us host him in Bakersfield for a community reception
14 that we're going to do tonight at the Marriott Hotel at
15 5:30 to 8:30. And I would say to everybody at the sound of
16 my voice we invite the entire community. Come out and
17 let's have an opportunity to host the Chairman, let him
18 hear from the City of Bakersfield what our concerns are.
19 And at the same time let him come in to talk with us about
20 some of the things that might be of benefit to us. So I
21 want to say that, 5:30 at the Bakersfield Marriott Hotel,
22 it would be in Ballroom B.

23 Now that's the kickoff of the Small Business Week
24 that we're doing; we're going to be doing four other
25 events. And I gave you guys that handout there. Tomorrow

1 we're going to be having a walk-through our training
2 facility that we're opening up here in Bakersfield to make
3 sure that people are ready for the Community Benefit
4 Agreements, and also the contracts to get our people ready
5 in this town.

6 Then Thursday evening we're going to be hosting a
7 mixer at the Marriott. And also we'll be hosting the
8 downtown business stakeholder or downtown station planning
9 meeting. That'll be also there that we're going to give a
10 downtown station and we're now a part of a workgroup that
11 the city has put together, a 35-member task force, to look
12 at what we want to see with a high-speed rail station.
13 We're hosting that as well in the afternoon.

14 And the last thing is we're going to have a
15 general conference on Friday at the Marriott. It will be
16 general sessions, breakout sessions. And we'll have vendor
17 booths there, we'll have a luncheon and a whole host of
18 programs to make sure our people in this community know
19 about the job opportunities and the contracts. And we get
20 ready for it, because the bottom line is \$6 billion are
21 going to be spent in this Valley, but who's going to get
22 the jobs and the contracts?

23 And if we don't fight to get our people ready
24 everybody knows they are going to be flocking in from all
25 over the country into this valley and it's going to be a

1 missed opportunity.

2 And so I'll leave it at that. I know you gave me
3 a couple of extra minutes before you told me to sit down.
4 And I will say to our media and our business community,
5 "Let's help all get the word out to our people to make sure
6 our people know about the opportunity, because if we don't
7 do it, shame on us." Thank you.

8 CHAIRMAN RICHARD: Thank you, Mr. Dean.

9 Alan Scott followed by Cherylyn Smith.

10 MR. SCOTT: Good morning Mr. Chairman, Members of
11 the Board, Alan Scott. I'm a member of Citizens for High-
12 Speed Rail Accountability in Kings County. And I'm coming
13 before you this morning with some troubling concerns.

14 In doing some research I discovered that the
15 State of California, according to a 2015 Truth and
16 Accounting Report, California is the seventh worst debtor
17 state in the country. Furthermore, Moody's just announced
18 the indebtedness rating for California as "F."

19 June 30th in 2014, a California Comprehensive
20 Financial Report concluded that a \$150.1 billion promised
21 for retirement benefits was, or were, was unfunded.
22 (phonetic) However, the State only reported \$38.8 billion
23 on the balance sheet, thus making this report wrong. This
24 accounting maneuver was off by a total of \$111.13 billion.

25 I know this is not to your Board, but I'm asking

1 the question, because somehow or other you're looking for
2 funding for tomorrow. And I'm looking at a report that I
3 researched online from this agency and they said you were
4 short. Not you, the State was short \$111.13 billion off
5 the balance sheet. I'm questioning just overall the whole
6 balance process, the whole accounting process.

7 Between 2014 and 2015 total California state
8 spending increased by \$41.7 billion. I thought we were in
9 a recession. It went from \$210.9 billion in 2014 to \$252.6
10 billion in 2015, equating to a 16.49 percent increase.
11 Well, why do we need Prop 30? I thought we were broke.

12 February 6th, 2016 the "San Francisco Chronicle"
13 reports indebtedness worries by analysts. Analysts are
14 worried about the indebtedness of the State of California.
15 This creates a number of questions beginning with the
16 wonder, "I wonder why? Why are the analysis people, the
17 financial people, concerned about the State of California?"
18 Well, I'm probably going to tell you here in just a minute.

19 So moving on, one of the things that was
20 interesting when I was doing my research, trying to find
21 out the total funded-unfunded debt relationship to the
22 state of California. So I ended up with somewhere between
23 \$400 billion and \$778 billion of indebtedness. I don't
24 know which number it is; somewhere in between, some with a
25 lower number, a higher number. It was very interesting.

1 The bottom line is that you are, the State of
2 California, is Number 9 in the nation in indebtedness
3 liabilities. That much I did find.

4 Once again, I remind this Board upon arrival in
5 California, back in 1974 this spring, you were number one
6 in almost every reportable benchmark in the world. You
7 probably were not even under and above ten on any of the
8 benchmarks: education, anything, financial standards,
9 whatever. Today it's the exact reverse. The State is
10 hovering at the bottom of the pile in every position
11 possible.

12 I'm going to skip ahead here and go on to some --
13 so right now with all of the talk about the high-speed rail
14 and everything else any logical, clear thinking individual
15 after reviewing on the Authority's books today, without
16 question would remove HSR designation and now call it the
17 new Amtrak, traveling close to the existing Amtrak routes
18 and the speeds that they will achieve in a few years.

19 So bottom line is with all your twists and turns
20 and everything else I don't think you're in the designation
21 of a high-speed rail. You may be one mile above or below
22 it, but it's questionable.

23 When you look at the routing from San Francisco
24 to L.A. or to Bakersfield, depending on which order, Wasco
25 or to Shafter, it's very confusing. There's a lot of

1 twists and turns. We're not sure if there's a lot of
2 backroom deals going on.

3 And in December 2015 you guys determined you
4 couldn't cross the mountains, so the two mountains to the
5 east of us and southeast of us, couldn't be done. However,
6 over the next few months you hear, "There is a station
7 here, not going to be here. Here is another station, here
8 is another station. No, we're going to take this one out,
9 we're going to reroute this, we can't make it to the Trans
10 Bay Terminal" and so on and so forth -- pretty
11 disconcerting.

12 However, I have one point of Fresno --

13 CHAIRMAN RICHARD: Mr. Scott, I've been pretty
14 liberal but we're --

15 MR. SCOTT: I know. Let me just finish this
16 please, this is important.

17 CHAIRMAN RICHARD: All right.

18 MR. SCOTT: The Authority still has one severe
19 concern in Fresno, the Lamoure's Cleaners Plant on G
20 Street. This is a Superfund. Why are you moving forward
21 taking land when this site will take years to mitigate?

22 I thank you for your time.

23 CHAIRMAN RICHARD: Thank you, Mr. Scott.

24 Cherylyn Smith, followed by -- I apologize --
25 it's either Mr. or Ms. Seward from Wilson Street. I

1 couldn't read the first name, so I'm sorry.

2 Ms. Smith?

3 MS. SMITH: Yes, I'm Cherylyn Smith, an
4 environmental activist and an educator from Fresno.

5 Having to do with what Mr. Scott just said about
6 taking land I happen to want to address something I've
7 never had an opportunity to bring up before. And that is
8 the process of eminent domain that so many people in
9 Fresno are experiencing. I see that as your modus
10 operandi, I don't see much else going on.

11 And the thing that triggers that is called "RON,"
12 R-O-N, "Resolution of Necessity." Now given what a couple
13 of speakers or more have talked about, the Tehachapi
14 Crossing, the San Gabriel Mountains, and the inability that
15 you have to come up with a clear construction plan for
16 doing that at this point and time really puts this project
17 in limbo.

18 Let's face it; it is not complete-able as we
19 speak. So where does that word "necessity" come in to a
20 RON? This project has not produced the validity to call it
21 a Resolution of Necessity. And I think it's time that
22 people -- and I'm giving a heads up to this community who
23 may be affected by that in the very near future -- we need
24 to say, "You need to show us how this project will be
25 completed in verifiable terms before you can issue

1 Resolutions of Necessity."

2 And to change to another subject as an
3 environmental activist I want to reiterate some things I
4 may have told you before this project is -- as the LAO has
5 identified is a 30-year net polluter. It will take, no
6 doubt, another 30 years to undo the damage that you do
7 during construction.

8 On top of that Dan Walters of the "Sacramento
9 Bee" has pointed out that it only takes one year's worth of
10 cars off the road over a 58-year period. Hardly worth the
11 billions and billions of dollars that you are projected to
12 spend on this project. And as we all know will probably
13 double over the years, especially given that fact that
14 that's all it's doing totally for the transportation in
15 California, is taking one year's worth of cars off the
16 road.

17 What right do you have to use C&T funds, Cap and
18 Trade? I see the relationship between High-Speed Rail and
19 Cap and Trade as a parasitic one. And some of you up there
20 have demonstrated that in Sacramento and at other Board
21 meetings -- of your Board meetings. I've heard Mr. Richard
22 and Mr. Morales both say, "We need a steady, stable stream
23 of revenue to come from Cap and Trade in order to attract
24 investors." That has a pull on the program. And because I
25 see you as the spoiled children of Jerry Brown I think it

1 does play out in Cap and Trade.

2 CHAIRMAN RICHARD: Ms. Smith, Ms. Smith, you have
3 every right to express your opinions. But I'll ask you to
4 limit them to opinions about the projects and to not make
5 (indiscernible) --

6 MS. SMITH: Yes, yes. No, as far as Cap and
7 Trade goes you're defeating the environmental goals of that
8 program, because in order for it to succeed revenues have
9 to diminish steadily not stay the same, not increase, and
10 not be fed to this program. It's dragging on the Cap and
11 Trade Program and reducing our ability to meet greenhouse
12 gas reductions. And I think that's very relevant; very,
13 very relevant. It has to do with the monies that we put
14 out as taxpayers, at the fuel tax, at the pump, and in all
15 kinds of ways. You're draining money and bleeding it from
16 the citizens of California.

17 So while you claim to be putting in offsets for
18 environmental reasons as you do your construction, you
19 claim to be -- you should have already said -- I understood
20 that you should have already been planting trees. That's
21 not happening. But even if it were, think about the kid in
22 Fresno who's choking because he has asthma out in the say
23 Roeding School -- which is very near the rail -- as 12
24 trains per day are whizzing by and stirring up particulate
25 matters of which Fresno has the worst rating in the nation

1 and the highest asthma rate. You tell that kid who's being
2 rushed to the hospital, you tell his parents, "Oh, you're
3 going to be all right. We planted those trees over there."

4 Your offsets need to be very direct and very
5 truly addressing the problems that you're bound to be
6 creating as you construct this project.

7 CHAIRMAN RICHARD: Thank you, Ms. Smith.

8 Okay. Up next and I apologize again, I just
9 can't read the first name, is it Ms. Seward, Mr. Seward?

10 (No audible response.)

11 Okay, Jason Carter (sic) followed by Patrick
12 Jackson.

13 MR. CATER: Good afternoon, Chairman. Actually
14 it is afternoon now.

15 CHAIRMAN RICHARD: It is, yes.

16 MR. CATER: And Members of the Board, my name is
17 Jason Cater.

18 CHAIRMAN RICHARD: I'm sorry Mr. Cater, excuse
19 me.

20 MR. CATER: No, not a problem, 29 years I've had
21 it most every other day, so not a problem.

22 I come here as the Vice Chair of the Downtown
23 Business Development Corporation. You heard from Bob our
24 Chair earlier. And also I serve on the Board of Bike
25 Bakersfield; we're a local nonprofit that promotes biking

1 for everyday transportation. I served on that group for
2 four-and-a-half years on staff and two-and-a-half years as
3 a director. And also I am born and raised in Bakersfield,
4 left for college -- not to Fresno -- and came home, as we
5 heard earlier from Lauren. But went to the coast of San
6 Luis Obispo and studied planning. And then came home and
7 then worked here the last seven years.

8 And as someone who loves Downtown, who lives in
9 Westchester for the last two-and-a-half years, has worked
10 and played in Downtown for the last five or six years, I
11 just want to address -- kind of I know we've heard a lot
12 today about people who do and don't support the project,
13 who are looking at one alignment or the other, but I want
14 to focus just on the conversation.

15 I know Chairman Richard, you earlier said that
16 this process with the City of Bakersfield for years seemed
17 adversarial. And really as someone on the outside who
18 would come to these meetings and would see the input, you
19 would hear more from people who were just against the
20 project rather than people who came for support. When you
21 read the paper it really was more about what lawsuits were
22 coming, what group opposed it, who was, who wasn't. I just
23 wanted to come here today as we talk about the preferred
24 alignment and what we're going to study.

25 The conversation in the last year, year and a

1 half when the LGA came out, has changed the conversation
2 with this city and the Board. And to see the two groups go
3 from being adversarial to being at the table to look for a
4 consensus -- as you said earlier, Chairman Richard, when
5 you have cities that are opposing high-speed rail or
6 fighting for their cities you see it as them protecting
7 their constituents rather than them wanting to be
8 adversaries. And I think that when both groups are on the
9 same page on agreement for what the opportunities are and
10 what we're moving towards I think that's when opportunities
11 and progress happens. And what the City of Bakersfield has
12 been doing with the High-Speed Rail Authority since
13 studying the LGA has been very positive.

14 Having attended the Downtown planning meetings
15 it's exciting for me to, as a big Downtown person again, to
16 have gone from just seeing the negativity in the papers to
17 now seeing people come together and look at what does this
18 project need for Downtown Bakersfield and the city as a
19 whole for the next 30 to 40 years. And as someone who
20 plans to spend the next 35 to 40 years of his career and
21 his life in this city and working and playing in Downtown
22 particularly I think we're really moving in a positive
23 direction.

24 I thank you guys and your collaboration with the
25 City, working towards an agreement and consensus. And

1 again what decision comes from today let's always remember
2 that I think the best things happen when groups work
3 together and move towards a positive consensus. And
4 obviously there's concerns that the audience have raised
5 today that need to be addressed. But we're moving in the
6 right direction. And I think since looking at the LGA
7 we've really seen a positive shift in the momentum of this
8 project.

9 So I want to thank you guys for being here today
10 and meeting with our city. I look forward to seeing how
11 this project continues, moving forward.

12 CHAIRMAN RICHARD: Thank you, Mr. Cater.

13 Patrick Jackson followed by Alexis Smith.

14 MR. JACKSON: Morning Chair, Board. My name is
15 Patrick Jackson, President of the NAACP. From the
16 beginning of this project we've been in support of this
17 particular high-speed rail alignment. But as we've been
18 looking at it furthermore we've seen some of the issues
19 that have -- with the new alignment, the preferred
20 alignment -- that the language that has been used here
21 readily, that is ultimately impacting low-income and
22 minority communities from an economic standpoint.

23 And I think that most people that are looking at
24 this project, as it's moving forward I believe it's going
25 to be a great project for the City of Bakersfield, for Kern

1 County, but also looking at it from a perspective that is
2 impacting all communities. That it has to be inclusive to
3 all the communities as we're moving forward to make sure
4 that all people are included in this project that will be
5 impacted by this project. I believe that's very important
6 that we look into that.

7 And also the decision that's being made from the
8 environmental standpoint that we are looking to make sure
9 that this impact is long-term and that we are looking into
10 it thoroughly.

11 Thank you for your time.

12 CHAIRMAN RICHARD: Thank you, sir.

13 Alexis Smith followed by Kathleen -- we'll be
14 moving into the Acton area -- Kathleen Trinity from Acton.

15 Alexis Smith?

16 (No audible response.)

17 Okay, let me start with Town Council Members from
18 Acton. First Jacqueline Ayer followed by Pam Wolter.
19 Council Member Ayer? Pam Wolter from Acton?

20 MR. SCOTT: They were in the overflow room. I
21 don't know if they're still there.

22 CHAIRMAN RICHARD: Okay, can I ask somebody on
23 staff to go check, because Acton is a long way for people
24 to drive. I don't want to cut them off.

25 Is Kathleen Trinity here? Okay, Ms. Trinity why

1 don't I ask you to just wait one second.

2 FEMALE VOICE: They were in the other room.

3 CHAIRMAN RICHARD: Okay. Councilmember Ayer.

4 COUNCILMEMBER AYER: Thank you, very much. A few
5 weeks ago I provided to this Board a figure from your
6 latest Supplemental Alternatives Analysis Report that
7 clearly shows Acton's legally established boundaries. And
8 it demonstrates what I've been saying for years. There are
9 no routes that you've proposed on the Palmdale-Burbank
10 segment that don't devastate Acton.

11 The engineer drawings of the vertical profile for
12 the Palmdale-Burbank segment show that you can easily
13 underground the portion of the SR-14 Route that is above
14 ground and about 1,000 feet from our brand-new high school.
15 This can be done without affecting any other portion of the
16 alignment. Doing so would only increase the total tunnel
17 length by a mile and it wouldn't create any tunnel systems
18 that are too long or are unbuildable. This would save all
19 of North Acton.

20 Similarly, your engineering drawings for the
21 forest routes also show that it is easy to underground the
22 tracks at Aliso Canyon without affecting the remainder of
23 any other portion of the route. Doing so would not create
24 a tunnel system that is either too long or unbuildable.
25 This would save all of Southern Acton.

1 The High-Speed Rail Authority must give Acton the
2 same regard that it has given to other communities like
3 Santa Clarita, Lake View Terrace and San Fernando.

4 As the Acton Town Council has pointed out over
5 and over Acton is the only community in the entire Palmdale
6 to Burbank segment that is not protected by at least one
7 underground route. That needs to change. We've seen your
8 engineering drawings. We met with your engineers
9 yesterday. We showed them how it can be done, so it needs
10 to be done. Thank you very much.

11 And if you didn't get this I can give you this
12 copy here, but it demonstrates where Acton's legally
13 established boundaries are. It's not just affected by the
14 route.

15 CHAIRMAN RICHARD: Could you give that to our
16 Board Secretary, please?

17 COUNCILMEMBER AYER: Thank you.

18 COURT REPORTER: Can I get your name, please?

19 COUNCILMEMBER AYER: I'm Jacqueline Ayer with the
20 Acton Town Council.

21 CHAIRMAN RICHARD: Okay. Pam Wolter followed by
22 Kathleen Trinity.

23 COUNCILMEMBER WOLTER: Well good morning Dan
24 Richard and everyone else on the Board. My statements are
25 going to sound kind of similar to Jackie now that I've let

1 Jackie speak, but I'll go forward with that anyway.

2 I'm on the Acton Town Council and I'm also a 25-
3 year resident of Acton and a 25-year President of the
4 Acton-Aqua Dulce Brokers Association, so of course I'm very
5 concerned about property values and everything else that's
6 going on in Acton.

7 The High-Speed Rail Authority engineers wants
8 Acton to do what Bakersfield has done, which is to draw a
9 line on the map that Acton can live with. That's
10 impossible for Acton to do since the engineers persist in
11 drawing routes that all have above-ground sections through
12 Acton. We've met with the engineers many, many times over
13 the years and they persist. Like Jackie just said we met
14 with them again yesterday hoping that we could come to some
15 kind of understanding of what they were trying to
16 accomplish and what we need for our community.

17 You have given other communities in Southern
18 California underground routes, but not Acton. How can you
19 expect us to pick the route when all of the choices you
20 have given us are not acceptable and they're destructive to
21 Acton? The fiscal impact of giving Acton underground
22 routes is negligible. Believe me, we've done our research.
23 We don't spout off without knowing the facts. We don't
24 come here uneducated.

25 One of the routes is 1,000 feet from our brand-

1 new high school, which is still under construction. Our
2 community has struggled for years to provide a new high
3 school for our students and families. And now that dream
4 is severely impacted by the high-speed rail. Therefore,
5 that above-ground section 1,000 feet from our school is not
6 acceptable to Acton, the residents and our students.

7 We all want our students, our high school
8 students, to have an acceptable education. That's what
9 we're trying to provide. We're a community of 7,500
10 people, and believe me it was difficult to get this bond
11 issue passed for our high school. Our School Board has
12 worked beyond the call of duty to provide this normal
13 facility for every community. Obviously the sound barrier
14 won't do enough to protect our students at our school.
15 Again, we've done our research.

16 The big picture of what the high-speed rail will
17 do to the small historic, rural community of Acton by these
18 above-ground routes is devastating. Just like Santa
19 Clarita, San Fernando and other cities Acton deserves
20 better planning and engineering by the High-Speed Rail
21 Authority.

22 Not only will this affect severely our rural
23 lifestyle and what people are drawn to Acton for, which is
24 the ruralness, the horses, the dogs, the proximity of not
25 having a neighbor within a hundred feet you of you, all of

1 that. We've all worked hard to be able to live in Acton.
2 It's not a first-time homebuyers' community.

3 And I hear that and I'm done. We can't just
4 think about today, but the impact of the loss of property
5 values, now I'm speaking as a realtor, for the next many
6 years. How can that be justified? I can't see it. We've
7 talked about this for years now in Acton. In my mind it
8 can't be.

9 I look forward to you, Mr. Richard, to working
10 with me and my community to get those engineers back on
11 board with us to try to help us figure out how we can put
12 this underground. If you can do that for us, that's all
13 I'm asking you. And you told me you would come back --

14 CHAIRMAN RICHARD: I did.

15 COUNCILMEMBER WOLTER: -- to our community.

16 CHAIRMAN RICHARD: And I will.

17 COUNCILMEMBER WOLTER: And I'm asking you again,
18 come back to Acton. I'll put you in my car, tour you
19 around, show you everything and why we need your help.
20 It's my town, I'm fighting for it.

21 CHAIRMAN RICHARD: Thank you, Council Member.

22 Kathleen Trinity, thank you for your patience,
23 Ms. Trinity.

24 MS. TRINITY: It's okay. Good afternoon,
25 Chairman Richard and Board.

1 All communities must be treated with attention
2 and respect. Cost-cutting at the community level, such as
3 bringing rail to ground or on a viaduct rather than going
4 underground, can be unfair and unwise in the long run.
5 Driving down the quality of communities to cut costs leads
6 to demographic changes that reach beyond town and city
7 boundaries.

8 In rural communities such as Acton this means
9 loss of housing, loss of recreation, and loss of equine-
10 related businesses and even other businesses. Horses are
11 not cows, they are very sensitive to loud, abrupt noises
12 such as trains entering a tunnel. The mass exodus of
13 equestrians and their horses will have far-reaching
14 consequences upon our community.

15 If an above-or-at-ground rail works in a
16 relatively flat community or even in the hills of Spain
17 that doesn't mean it will work in Acton. We're a mountain
18 community and adjustments have to be made. We know who we
19 are and we know how our community works. Walls to mitigate
20 don't do much good in the mountains where the sound jumps
21 around.

22 You can have all the connectivity in the world,
23 but if you destroy communities all you've created is an
24 elitist travel route. Ordinary people aren't going to be
25 able to afford a daily roundtrip ticket to work. In the

1 meantime, you may have destroyed their community. Not to
2 go underground is to treat affected communities cheaply.
3 Please make the routes underground in Acton. Thank you
4 very much.

5 CHAIRMAN RICHARD: Thank you, Ms. Trinity.

6 I apologize. I'm having trouble reading this
7 next one. It's Terry -- I'm not sure if it's MacDowell --
8 I'm sorry, sir?

9 COUNCILMEMBER MAXWELL: Maxwell, it's Maxwell.

10 CHAIRMAN RICHARD: Maxwell, that was going to be
11 kind of my second or third choice. Mr. Maxwell, I'm sorry,
12 sir.

13 COUNCILMEMBER MAXWELL: That's okay. My name's
14 Troy Maxwell. I'm actually a City Councilman here in
15 Bakersfield.

16 CHAIRMAN RICHARD: Well, I'm also sorry that you
17 ended up at the back of list.

18 COUNCILMEMBER MAXWELL: That's okay, that's okay.
19 I heard a lot of good things here today. And if I had
20 gotten to speak earlier I probably would have left. And I
21 do apologize. I run a restaurant and I own a restaurant
22 and so I had to do a catering event. Otherwise I would have
23 been in full tie today.

24 CHAIRMAN RICHARD: You look a lot more
25 comfortable than we are.

1 COUNCILMEMBER MAXWELL: And I've spoken to you,
2 to this Board before. It was on a Thursday morning about a
3 year-and-a-half ago. I know it was a Thursday morning,
4 because the night before we'd had a City Council meeting
5 and I sat right over there where Ms. Scheneck (phonetic)
6 is.

7 CHAIRMAN RICHARD: Ms. Schenk.

8 COUNCILMEMBER MAXWELL: So I, at that time, had
9 recommended that the Board get a copy of a book called,
10 "The Vanishing Automobile and Other Urban Myths," because I
11 think it very well defines the fact that high-speed rail is
12 something that was discovered in the 1890s. And we're
13 trying to solve problems in 2016 with 1890s technology.
14 I think there's other ways that we could be spending our
15 money.

16 But I did notice in this spending of money, which
17 we're already talking about billions that you've spent --
18 when I watched Fresno come up with their lobbyists and then
19 everybody with, as well, as they presented their argument
20 in Kern County and Madera -- it reminds me of -- I guess
21 sharks with blood in the water. They're seeing the money
22 and everybody would like to get that heavy maintenance
23 facility in their areas, because they do view that as
24 something that is going to be beneficial to their
25 communities, bring in resources. And I don't blame them

1 one bit.

2 But at the end of the day I think that you
3 understand as a Board you're going to make some people
4 real, real happy and you're going to make some people real,
5 real sad. And some people real, real angry. And I guess
6 sometimes it's a question of how many or to what extent
7 that's going to happen.

8 I do represent the Downtown area where the F
9 Street Station would go. I also represent the Downtown
10 area where the Truxton Station would have gone if it were
11 the one that were chosen. And I think both of them have
12 impacts that are really tough to define. It's not so much
13 the homes that you lose, it's the people that are left
14 there that have a high-speed rail running past them every
15 day. And I don't how many times a day that's going to be.

16 And I know that in this community we've never
17 heard one go by us before. I don't know if they're real
18 loud or not, but they're going to be fairly high. And for
19 the community of Westchester, if it's going to go in the F
20 Street area I think that everybody's worried about what
21 kind of quality of life are they going to have if so many
22 times a day a high-speed rail train is going to go by and
23 it creates enough noise that it's disturbing the
24 neighborhood.

25 So I would ask that as you do the environmental

1 impact that's the major consideration for my constituents.
2 "How is it going to change my quality of life?" Because
3 sometimes we look at the environment and say, "Well, it's
4 not going to do this to some of the things that the
5 government thinks it's important to," but my constituents
6 think what it does to their lives is important. And I'd
7 like you to consider that.

8 If there's a way you can mitigate that sound,
9 either by putting up very tall walls to keep the sound from
10 that neighborhood I would highly recommend you consider it.
11 You're going to spend billions of dollars anyway, what's
12 another \$200 million for a wall, right?

13 The other concern they have is that in the
14 Bakersfield area, because of unemployment, because of some
15 of the impacts that we have, they think that the F Street
16 Station might draw kind of the wrong element and would kind
17 of spill over into the neighborhood. We already in
18 Bakersfield to have a huge problem with crime. And I'm
19 advocating that we increase the number of police officers
20 that we have. But that central location, either whether it
21 be on Truxton or whether it be on F Street could lead to
22 undesirable people hanging out.

23 I know that the station is going to be open
24 probably 24 hours a day, because the trains are going to be
25 running at that extent. So you might help my citizens,

1 help my constituents, by letting them know that there are
2 going to be some security things you're going to do in the
3 future once it does open that will help to make sure that
4 their community is going to be secure. That that train
5 station is going to be secure and that you have a plan in
6 place, so that it doesn't as I say, "spill over."

7 When I talked to you before one of the things
8 that I had advocated was that if you're going to come
9 through Bakersfield -- and I think this is a little late to
10 say it again -- but if you're going to come through
11 Bakersfield why not put your station on to the west of
12 Bakersfield?

13 We have a beautiful GET Bus system. We have ways
14 that we can, inside our community, make it easy for people
15 to get on a bus, go out to a station west of town, have the
16 least amount of impact on our community. And if the high-
17 speed rail is going to function as it should to get people
18 through this area and down into either the Los Angeles or
19 up to San Francisco in an efficient manner, I think that
20 would work very, very nicely.

21 I think at this point the baby has already been
22 thrown out. So I'm sorry that that wasn't a consideration,
23 because I think it would have really been done well for
24 this community to have it, so that it did not take out any
25 homes. And that it could have gone to the west of

1 Bakersfield. And as it went through it could have looped
2 around to the south of Bakersfield and again, not taken out
3 any homes.

4 So I thank you for your time and consideration.

5 CHAIRMAN RICHARD: Thank you, Council Member.

6 Rebecca Whitcomb. And Ms. Whitcomb, you are the
7 last speaker.

8 MS. WHITCOMB: Yay me, so big impact.

9 Good afternoon, my name is Major Rebecca
10 Whitcomb, USMC retired. Thank you very much for opening
11 this proceeding with the Pledge of Allegiance. I think
12 that that particular action really reminds us that we are
13 not only Californians, but we're also Americans.

14 And being a Californian who's served our nation
15 for 22 years it gave me the opportunity to go forward and
16 become a strategic war fighter. I, in 2009 was not in
17 California, I was in the desert of Iraq defending our
18 nation and doing the best that I could do to make sure that
19 my family and that Kern County people were protected
20 through my service.

21 And I want to talk today about the international
22 and innovative opportunity that we have as Californians to
23 lead the world in terms of having a dream about how to lead
24 not only in environmentalism and also transportation, but
25 also in being able to push forward an idea and being able

1 to inspire others.

2 On my Mother's Day my husband dragged me to his
3 solar site and I got to meet an Argentinean delegation who
4 came here to look at renewable energy in Kern County. We
5 were located on the Kern County side. There's a distinct
6 difference between Kern County and L.A. County in terms of
7 environmental friendliness and also the willingness of the
8 Kern County leadership, Ms. Laura Lei, (phonetic) to ensure
9 that businesses are available and international businesses
10 are drawn to Kern County in order to proceed with
11 innovative technologies and other things that can
12 perpetuate the innovation of Americans in the world.

13 And when I was meeting with those -- well, I was
14 not meeting, I was not meeting -- I was serving drinks.
15 And I was gripping and grinning and saying, "Buenas
16 tardes." And it was awesome, because they were super happy
17 to be meeting a Californian that was here that cared about
18 renewable energy.

19 And I think the high-speed rail is another kind
20 of thing that we are looking forward to in terms of being
21 able to inspire others and show our innovation and how we
22 can be a leader. And I don't understand the
23 shortsightedness of others that are just talking about
24 their individual efforts.

25 In Marine Corps war fighting, and joint war

1 fighting in general, we talk about the tactical operational
2 and strategic levels of war. We have been listening all
3 day long about tactical and operational level issues and
4 this is a strategic issue for Californians to lead the
5 world. Why bicker, why complain? Why not trust in the
6 leadership that we voted for and the leadership that we can
7 embrace, so that they can do their jobs, work out the
8 individual issues, so that we can get on with it and that
9 we can enjoy this opportunity.

10 All of this stuff about noise? I'm going to tell
11 you something about the rail. I'm going to tell you
12 something about the rail. In the 1970s my mother went down
13 to the unemployment office and she became a trainman for
14 Southern Pacific Railroad, because we were in poverty. I
15 was born in Bakersfield, California. I lived out in the
16 sticks in an agricultural community and we were in poverty.
17 And my mother needed a job.

18 And Southern Pacific Railroad made sure that
19 children like me could actually aspire to their dreams. I
20 have a Masters level education through my service and
21 through the inspiration of my mother and my father being
22 part of the rail system. And so whoever thinks that
23 they're sitting at school and they're worrying about the
24 noise -- that might actually be a noise that's going to
25 inspire someone else to push forward in their education,

1 push forward in their opportunities.

2 And it represents freedom, not actually distract
3 them from their learning. Thank you very much.

4 CHAIRMAN RICHARD: Thank you, Major.

5 I want to thank all the citizens who came here
6 today to speak to us. Many people came from long
7 distances. And I know it was a long morning, but we very
8 much appreciate your input.

9 I'm going to move some items on our agenda, so
10 that we move the information items to the back and we take
11 the action items up front. We'll just start with quickly
12 considering the Board Minutes from the April 21st meeting.
13 Do I have a motion on that?

14 BOARD MEMBER LOWENTHAL: So moved.

15 VICE CHAIR RICHARDS: Second.

16 CHAIRMAN RICHARD: Okay. It was moved by
17 Director Lowenthal, seconded by Vice Chair Richards.

18 Secretary, please call the roll.

19 MS. HARLAN: Director Schenk?

20 BOARD MEMBER SCHENK: Yes.

21 MS. HARLAN: Vice Chair Richards?

22 VICE CHAIR RICHARDS: Yes.

23 MS. HARLAN: Director Curtin?

24 BOARD MEMBER CURTIN: Yes.

25 MS. HARLAN: Director Lowenthal?

1 BOARD MEMBER LOWENTHAL: Yes.

2 MS. HARLAN: Chair Richard?

3 CHAIRMAN RICHARD: Yes.

4 Okay. Item three has been presented and so now
5 it's time for a Board discussion and Board action. And so
6 let me just start by asking my colleagues if there are
7 questions or comments that they'd like to make on this item
8 that we heard this morning.

9 Director Curtin?

10 BOARD MEMBER CURTIN: I know we're -- I'm going
11 to keep it brief. I'm very excited about the idea of the
12 Locally Generated Alternative. I think it is a good sign
13 that things are happening. I did want to ask --

14 CHAIRMAN RICHARD: Pull your mic a little closer.

15 BOARD MEMBER CURTIN: I did want to ask a
16 question regarding the water issues that were not actually
17 pertinent to this alignment, but in general in the San
18 Joaquin Valley, because of the critical issues regarding
19 groundwater and the critical nature of the industry with
20 agriculture here.

21 Are we working carefully with the water districts
22 to make sure that as we develop further water issues that
23 are going in the south of the San Joaquin area, that we
24 will have our train capable of enhancing the ability to
25 bring water into the South San Joaquin Valley for

1 groundwater? In other words, overpasses and that sort of
2 thing; I just wanted to make sure. I brought it up once
3 before, but I wanted to put it on the record that we are
4 attentively looking at being a part of that process.

5 CHAIRMAN RICHARD: Ms. Gomez, do you want address
6 that?

7 MS. GOMEZ: Yes. So the irrigation districts are
8 a part of -- on our stakeholder lists, so we meet with
9 every single irrigation district. And in some cases we do
10 have agreements in place with them when we do impact their
11 facilities. And then in some cases now where we do have
12 the design-builders they have been meeting with the
13 irrigation districts to be able to assist in possibly
14 creating some recharge basins, so they are part of our
15 process.

16 BOARD MEMBER CURTIN: Thank you.

17 CHAIRMAN RICHARD: Ms. Lowenthal?

18 BOARD MEMBER LOWENTHAL: Thank you.

19 First of all, I do want to thank the Authority
20 staff are working on this and improving -- it appears to be
21 a big improvement -- in the alignment to be studied,
22 because this isn't final.

23 I do have a couple of concerns. One of them is
24 from the woman who said that there were ten farmers on the
25 alignment that weren't contacted, what's that about?

1 MS. GOMEZ: So what we do is we have met with
2 most of the farmers along the alignment from Shafter, so we
3 are looking also at how the current approved alignment is
4 through the City of Shafter, how it would leave Shafter,
5 and then how we get on to Burbank. So we have met with
6 quite a bit of those farmers and we'll go back and look
7 through the list to see if there are any of them that we've
8 missed.

9 In some cases, we've been talking to them about
10 under-crossings through their facilities. They've been
11 actively between Shafter and 99, looking at how many under-
12 crossings we would have through there. But we will go back
13 and ensure that we've captured every single farmer along
14 the alignment.

15 BOARD MEMBER LOWENTHAL: Thank you.

16 The other concern I have -- well first of all let
17 me go back and say I think the City of Bakersfield has also
18 done a wonderful job coordinating with the Authority and
19 working together to find this other option. And I
20 certainly appreciate that work too.

21 I was concerned, though, looking at the map with
22 all that red that showed the new proposed alignment would
23 be going through many communities who live close to the
24 poverty line, is what it appears like.

25 MS. GOMEZ: And that would be part of the

1 continuing studies as we are progressing.

2 In partnering with the City we have met with
3 quite a bit of those communities, but we'll continue to do
4 that, reach out to them, and see what forms of mitigation
5 need to be included in our environmental document. So
6 we'll continue to do that as we continue with the
7 development of the draft document.

8 BOARD MEMBER LOWENTHAL: Thank you.

9 CHAIRMAN RICHARD: Thank you.

10 And just on Director Lowenthal's point of course
11 it was Holly King who raised the issue, Ms. Gomez, of the
12 ten farmers. So we all know Ms. King. I'm sure she would
13 have that list pretty readily available.

14 MS. GOMEZ: Yes and we talked. And so we'll be
15 meeting with her and asking her for that list.

16 CHAIRMAN RICHARD: Thank you.

17 Other things? Vice Chair Richards, did you have
18 a --

19 VICE CHAIR RICHARDS: Thank you, Mr. Chairman,
20 just a couple of -- or three things, summarizing.

21 One, I am concerned about the impacts and
22 implications of this alternative with regards to Shafter.
23 And I encourage Jeff and the staff to continue your work
24 with Shafter to see how these impacts are in fact
25 encompassing that community and what, if anything, that we

1 can do to be of assistance.

2 With regards to the environmental justice
3 comments that we've had, I think we all know it goes
4 without saying that that's a major part of what will be
5 studied. As I understand it, Diana, during the
6 environmental work that will be done after this meeting.
7 I would only encourage -- and I'm sure it will be, because
8 we'll be looking very carefully at in-depth, environmental
9 justice studies. And we are very interested in what we are
10 able to do to help mitigate the implications and impacts of
11 what we're doing. And it especially concerns me.

12 While I'm very pleased as every place we've been
13 able to impact a community in a positive way, where we have
14 been able to work with local interests, but the encouraging
15 thing of the LGA is the support that Mr. Tandy indicated in
16 his presentation that the City of Bakersfield has for this
17 LGA Alternative.

18 It's somewhat concerning when I listened to
19 Councilmember Maxwell, who actually represents the areas
20 where the stations would be located. So I would only
21 encourage you also, Jeff and staff, to take into
22 consideration carefully what Councilmember Maxwell said in
23 your evaluation with regards to environmental justice.

24 But beyond these things we unfortunately
25 recognize that we can't make everyone happy. And we can't

1 turn the clock back in a number of ways that we may like to
2 for other opportunities. But I think we've got to continue
3 moving forward. And when this vote comes I certainly am
4 going to support this alternative.

5 CHAIR RICHARD: Ms. Schenk, did you have
6 questions or comments?

7 BOARD MEMBER SCHENK: Thank you, Mr. Chairman, so
8 most of my questions were answered during the very good
9 staff briefing that we got. So thank you, Diana and Tom,
10 for that.

11 I echo the comments of my colleagues with respect
12 to the environmental justice issues as you know those are
13 very, very important to me; I think to the Board as a
14 whole.

15 Could you just expand on it a little bit, on a
16 question that I had during the briefing, on the
17 relationship with Union Pacific? Because we have a, shall
18 we say, a history with the railroads. And I just would
19 like to have on the record where we are now with them.

20 MS. GOMEZ: Well early on in the process when the
21 Locally Generated Alignment was first in draft form we met
22 with the UPRR, our staff, and presented them with the
23 proposed alignment to get their concerns.

24 The other thing that we've done is we've pushed
25 ourselves far enough away to ensure that required distance

1 that the UPRR is asking, currently we are able to do that.
2 If you look at the LGA as it is today, it was a lot closer
3 to the UPRR, but as we continued to work with the City and
4 addressing the UPRR's concerns we moved it further away
5 from them to ensure that we are within our agreements that
6 we have already agreed to up north.

7 BOARD MEMBER SCHENK: Okay. Thank you.

8 CHAIRMAN RICHARD: Director Schenk had asked
9 earlier for some additional language that just clarifies
10 for the public that this process does not foreclose a full
11 analysis.

12 Let me just ask, Mr. Fellenz were you able to
13 come up with anything or as a lawyer were you without
14 words?

15 MR. FELLEENZ: Oh yeah, I always have words.

16 Yes, we will put some whereas clauses. There
17 will be actually, I think several of them, because I think
18 there is some element of clarification that's needed to
19 define what the word "preferred" means. In the federal
20 environmental process it's used before the final decision,
21 and then confusingly, it is part of the final decision.
22 So we will add several clauses.

23 And I wanted to consult with the environmental
24 lawyers to make sure it's extremely accurate as to several
25 whereases leading up to, and defining as Board Member

1 Schenk has asked, the word "prefer" in the context of this
2 environmental process making reference to the MAP-21 Law,
3 the federal law.

4 CHAIRMAN RICHARD: So then in order to be -- I'm
5 sorry.

6 BOARD MEMBER SCHENK: No. I was just going to
7 say so how do we proceed?

8 CHAIRMAN RICHARD: So how do we proceed? So I
9 was going to say would it be appropriate then if today's --
10 why don't we do it this way, because I don't want to vote
11 on a document that we don't see. I think that is
12 problematic.

13 So let me make this suggestion for consideration
14 -- it may not be the right way to do it -- that basically
15 our motion today, if the Board so chooses to adopt it,
16 would include a provision that as an attachment to the
17 resolution we will ask the staff to provide for the public
18 further clarification of the definition of these terms as
19 they are used in federal law, so that the meaning of them
20 can be fully understood.

21 Something along those lines, because otherwise I
22 think we're left with either not voting today or voting on
23 something that we can't vote on, because we haven't read.
24 So but do you have a better suggestion?

25 MR. FELLEENZ: One other different way that you

1 could do it is we could vote on what's here before the
2 Board, with a direction from the Board to supplement this
3 resolution at the next Board meeting to include some
4 additional language to define, with the Board's reading and
5 approval, this definition of the word "preferred."

6 CHAIRMAN RICHARD: We could do that: any other
7 ideas that members have?

8 VICE CHAIR RICHARDS: I'm just a little bit
9 concerned. And maybe it's nothing to be concerned about,
10 but I'm a little concerned about when we see that
11 definition is it going to cause anybody to change their
12 mind with regards to how they would have voted today?

13 CHAIRMAN RICHARD: Yes, that's the problem. And
14 we're here in Bakersfield today where we're affecting this
15 community. I don't want to move this discussion to
16 Sacramento where people don't have access, as ready access
17 to the meeting, if we can find a way to do this.

18 CHIEF EXECUTIVE OFFICER MORALES: Okay. I think
19 one thing to clarify, I don't think there is disagreement
20 within the Board about what the words mean, it's about
21 providing the clarity for the public and for the record, I
22 believe.

23 Could I suggest that we take ten minutes and try
24 to come up with a clause that the Board could agree on?
25 Could we move to the next item and then come back to this?

1 CHAIRMAN RICHARD: Sure. We'll do that next. I
2 think that's better.

3 CHAIRMAN RICHARD: I think that's better.

4 CHIEF EXECUTIVE OFFICER MORALES: Okay.

5 CHAIRMAN RICHARD: Before we do that, I just
6 wanted to add a couple of comments and then we'll come back
7 to this.

8 I'm sorry? Yeah, you wanted to give him time to
9 do it.

10 (Off mic colloquy.)

11 CHAIRMAN RICHARD: Yeah, okay. Well then I'll
12 hold my comments till later.

13 All right. So we're going to ask Mr. Fellenz to
14 -- and I would say less is more here -- I think is the
15 problem. That I understand the need to make sure that the
16 environmental lawyers don't think that we're stepping in to
17 something, but I think the purpose here is to -- as
18 Mr. Morales put it -- to clarify for the public what this
19 means.

20 And particularly, Mr. Bush in his public
21 comments, said that this word "preferred" was causing some
22 consternation. So it's a term of art, it's a legal term,
23 but we also live in a world of public perception. And so I
24 think we're trying to find a way to do this in a way that
25 complies with guidance we're receiving from federal

1 agencies on the one hand and on the other hand, not
2 indicating an undue prejudice for communities that are
3 going to be looking at this process over the next year or
4 more.

5 Ms. Schenk?

6 BOARD MEMBER SCHENK: Yeah, I think referencing
7 the federal language is probably a good way to go. I just
8 wanted to point that out.

9 CHAIRMAN RICHARD: Or maybe it's just as stating
10 it in the negative that the term "preferred alternative"
11 does not foreclose the Board's full consideration of all
12 the environmental impacts of this and other alternatives.
13 Something like that. That, I think, may be the best we can
14 do. Do you like that?

15 VICE CHAIR RICHARDS: I like that, yes.

16 (Indiscernible) think there's any analysis to this problem.

17 CHAIRMAN RICHARD: So we'll ask Mr. Fellenz to --
18 we'll move into the lightning round of this particular
19 item.

20 Okay, so we'll set this aside for just a few
21 moments and then move on to the next item in the agenda,
22 which is the Environmental and Engineering Services
23 Altamont -- nope, I'm sorry, City of Wasco, consideration
24 of approving the mitigation agreement for the City of
25 Wasco.

1 CHIEF EXECUTIVE OFFICER MORALES: Mr. Chair, in
2 just introducing this quickly we heard I think very
3 eloquently from the Mayor of Wasco about this. And this is
4 one, and in light of the environmental justice discussions,
5 I think this is a great example of what we can do through
6 this program. And this is an opportunity not just to
7 mitigate, but to actually improve an existing situation.

8 And I think all of us at the staff level are very
9 proud of this, of having seen as was described mothers
10 pushing baby carriages across multiple tracks to get into
11 town. And that this can be corrected by this action is
12 something that we're very pleased to present to the Board
13 and pleased to have been able to work out with the City.
14 So I don't think we need to have a lot of discussion, but
15 maybe Diana could just go through this quickly --

16 CHAIRMAN RICHARD: No, I think we understand how
17 this --

18 CHIEF EXECUTIVE OFFICER MORALES: --
19 (indiscernible) everyone.

20 CHAIRMAN RICHARD: Questions?

21 BOARD MEMBER LOWENTHAL: I move that.

22 CHAIRMAN RICHARD: Okay, it's been moved by
23 Director Lowenthal.

24 VICE CHAIR RICHARDS: Second.

25 MR. FELLEENZ: I have some language here.

1 CHAIRMAN RICHARD: For this item or for the last
2 item?

3 MR. FELLEENZ: Oh, sorry, for the last item.

4 CHAIRMAN RICHARD: I appreciate your level of
5 concentration, but we're in the middle of item four.

6 VICE CHAIR RICHARDS: Welcome back, Tom.

7 CHAIRMAN RICHARD: All right, it was moved by
8 Director Lowenthal. And I think I heard a second.

9 VICE CHAIR RICHARDS: I seconded it.

10 CHAIRMAN RICHARD: Okay, seconded by Vice Chair
11 Richards.

12 I also want to congratulate the staff on this and
13 thank the City of Wasco. I think this is one of the
14 reasons we do this kind of thing.

15 VICE CHAIR RICHARDS: Yeah, Mr. Chairman. I'd
16 like to do the same thing. I know that we don't need to
17 talk about it long, but this is just one of the great
18 things. And while this may not be remembered over the
19 course of time as people look back on what we did or didn't
20 do, but this is one of the really important things that we
21 have been able to do.

22 And there is nothing -- I mean, those of us and I
23 think probably most on the Board and probably many of you
24 out there have seen the housing at least from the street
25 that these people are living in. To be able to tap into

1 the programs that are being contemplated here with regards
2 to the low-income tax credit, a pro-federal program
3 administered through the state, without a grant like this
4 the funding would likely be completely impossible.

5 So to be able to develop this project, relocate
6 it in a place that is a humane, meaningful, nice place for
7 people to live and live in housing conditions that probably
8 are three or four times what these people have been living
9 in, is really a great thing we're doing here.

10 And Jeff I really applaud you and the staff and
11 whoever else worked with the City of Wasco to come up with
12 this alternative, because this is really amazingly great.

13 CHAIRMAN RICHARD: That's beautifully said.

14 So with that would the Secretary please call the
15 roll?

16 Thank you, Tom.

17 MS. HARLAN: Director Schenk?

18 BOARD MEMBER SCHENK: Yes.

19 MS. HARLAN: Vice Chair Richards?

20 VICE CHAIR RICHARDS: Yes.

21 MS. HARLAN: Director Curtin?

22 BOARD MEMBER CURTIN: Yes.

23 MS. HARLAN: Director Lowenthal?

24 BOARD MEMBER LOWENTHAL: Yes.

25 MS. HARLAN: Chair Richard?

1 CHAIRMAN RICHARD: Yes. Thank you.

2 VICE CHAIR RICHARDS: Thank you.

3 CHAIRMAN RICHARD: Mr. Fellenz, do you have
4 anything for us or are you in the middle of working? One
5 minute, see promises, promises.

6 VICE CHAIR RICHARDS: Jeff is playing attorney
7 over there. Don't do that.

8 CHAIRMAN RICHARD: Okay. Yeah, this is not so
9 good.

10 All right, so why don't we while we're doing
11 this, consider extending the Environmental Engineering
12 Services Contract for the Altamont Corridor. This is time
13 only, no additional cost?

14 MR. MCLOUGHLIN: Correct.

15 CHAIRMAN RICHARD: Okay. We've read the write-
16 up. Do people have questions about this, the time-only
17 extension?

18 BOARD MEMBER LOWENTHAL: I'm sorry, which one
19 are we on now, five?

20 CHAIRMAN RICHARD: We are on five. It's a time-
21 only extension of this contract for Environmental and
22 Engineering Services in the Altamont Corridor. Can I have
23 a motion on this?

24 BOARD MEMBER CURTIN: I'll move this.

25 CHAIRMAN RICHARD: Okay, moved by Vice Chair

1 Richards.

2 BOARD MEMBER SCHENK: I'll second it.

3 CHAIRMAN RICHARD: I'm sorry?

4 VICE CHAIR RICHARDS: It was Director Curtin, I'm
5 sorry.

6 CHAIRMAN RICHARD: Oh, it was Director Curtin who
7 moved it. It was seconded by Director Schenk.

8 Will the Secretary please call the roll?

9 MS. HARLAN: Director Schenk?

10 BOARD MEMBER SCHENK: Yes.

11 MS. HARLAN: Vice Chair Richards?

12 VICE CHAIR RICHARDS: Yes.

13 MS. HARLAN: Director Curtin?

14 BOARD MEMBER CURTIN: Yes.

15 MS. HARLAN: Director Lowenthal?

16 BOARD MEMBER LOWENTHAL: Yes.

17 MS. HARLAN: Chair Richard?

18 CHAIRMAN RICHARD: Yes.

19 Mr. Fellenz.

20 MR. FELLEENZ: Yes, I have this additional whereas
21 clause for your consideration.

22 CHAIRMAN RICHARD: All right.

23 MR. FELLEENZ: "Whereas the selection of the
24 preliminary preferred alternative is not a final decision,
25 it allows for full consideration of impacts, including

1 those brought up by public comment and participation."

2 CHAIRMAN RICHARD: Say that last part?

3 MR. FELLEENZ: Okay, sure.

4 "Whereas the selection of the preliminary
5 preferred alternative is not a final decision by this
6 Board, and allows for full participation of the impacts,"

7 CHIEF EXECUTIVE OFFICER MORALES: Full
8 consideration --

9 MR. FELLEENZ: Pardon me?

10 CHAIRMAN RICHARD: I think we want the word
11 "consideration" in there.

12 MR. FELLEENZ: Yeah, "Full consideration of
13 impacts, including those included in the public comment and
14 participation."

15 CHAIRMAN RICHARD: Okay. Well, that last thing
16 is kind of open-ended, is the public comment and
17 participation. I guess not to wordsmith it, but to
18 wordsmith it I'd just say, "In consideration of the full
19 impacts -- " Well, I think I was trying to say, " -- the
20 full impacts of -- "

21 I'm trying not to open the door here. Help me
22 out, Counsel. I know you're a corporate lawyer, that's the
23 wrong time to -- I just don't like the last couple of
24 words. I think we're close.

25 MR. FELLEENZ: Okay.

1 CHAIRMAN RICHARD: Why don't we just say, "In
2 consideration of the full impacts of"? Well, I was trying
3 to get to the full impacts of the various alternatives
4 presented.

5 So in other words, we're speaking English here
6 for a moment, okay? We have an alternative that we are
7 telling the public at this point that even though we're
8 going forward, pursuant to CEQA and NEPA, that there is an
9 alternative alignment that we think is preferred at this
10 point based on what we know. And that becomes the
11 baseline, it becomes the benchmark.

12 Now, it doesn't mean that if somebody comes up
13 and says, "Wait a minute, we want to present evidence that
14 another alternative ultimately will be better" that that
15 information is going to be foreclosed.

16 It doesn't mean that if somebody wants to
17 challenge the assumptions that led us to say that this is
18 preferred alternative that they can't do that. That's what
19 I'm trying to get to.

20 But by the same token we're being fair with the
21 public, which I suspect is the reason for the guidelines in
22 saying, "We do think at this point, based on the screening
23 we've done, that there is a preferred alignment. You need
24 to know that. But we will continue and complete this
25 process in a comprehensive way."

1 That's I think the idea that we're trying to
2 capture here, not to back off from this as being the
3 preferred alignment. But to also say it doesn't slam the
4 door.

5 VICE CHAIR RICHARDS: And Mr. Chairman, I think
6 what we're saying is with the information that's been
7 collected at this point, available to staff, that the staff
8 is recommending this as a preliminary preferred alignment
9 subject to the continuation of the environmental study
10 process. And any other things that may come into play
11 between now and the time that it comes back to this Board
12 for final action. Which includes not only the study of
13 this, but the study of everything else we've been studying,
14 correct, including even the Hybrid Alternative?

15 CHIEF EXECUTIVE OFFICER MORALES: Okay. And I
16 think it's important just to point out that the change in
17 this process through the federal guidance, is really
18 intended to bring the public engagement in earlier in the
19 process. Because what used to happen before was the
20 preferred alignment was not identified until after the
21 draft document, after the comment period.

22 CHAIRMAN RICHARD: Right.

23 CHIEF EXECUTIVE OFFICER MORALES: And so what the
24 identification of the preliminary preferred is doing is
25 saying, as the Chair said, "Based on the information

1 available at this time, based on the analysis that has been
2 done to date, this is our preliminarily preferred option,"
3 and giving the public the opportunity to engage fully in
4 the consideration of that.

5 BOARD MEMBER SCHENK: Well and not to draft by
6 committee, but to draft by committee, to add the word as
7 defined by federal guidance. That's the part that I want
8 to have in there so that it is, because it is a term of
9 art, it is of their legal definitions here. "So the PPA as
10 defined by federal guidance."

11 And then I think the rest of Tom's words are
12 fine.

13 CHAIRMAN RICHARD: Well, how about just something
14 like, "The term preliminary preferred alignment as defined
15 by federal guidance does not foreclose comprehensive
16 examination of all environmental impacts," something like
17 that.

18 MR. FELLEENZ: Okay. I have something here.

19 Okay, "Whereas, as defined by federal guidance
20 the selection of the preliminary preferred alternative at
21 this time, is not a final decision by this Board, and
22 allows for full consideration of all the impacts of the
23 alternatives considered in the environmental process."

24 CHAIRMAN RICHARD: That's good. Okay, I think
25 it's close enough.

1 MR. FELLEENZ: Okay? Okay.

2 CHAIRMAN RICHARD: Well, the Board will now move
3 on to picking the upholstery colors for the first high-
4 speed rail train.

5 (Laughter.)

6 BOARD MEMBER LOWENTHAL: Move.

7 BOARD MEMBER CURTIN: Seconded.

8 CHAIRMAN RICHARD: Okay, it's moved and seconded.
9 And I just want to make one quick comment. I'm sorry, for
10 the record it was moved by Director Lowenthal.

11 Who seconded it? Director Curtin.

12 I just want to make two comments. First speaking
13 personally I'm very excited and pleased that we're doing
14 this work in the City of Bakersfield. Bakersfield is going
15 to be not only a midpoint in the system, but a linchpin of
16 the system.

17 And I can assure you that while there was some
18 commentary from our Business Plan about where the currently
19 funded alignment may end temporarily, we are not at all
20 satisfied with that. We are bringing high-speed rail to
21 Bakersfield; we are going to bring it to Bakersfield. We
22 are going to work very hard to get the funding. We are
23 going to get the funding. We are going to connect to
24 Bakersfield; we're going to connect Bakersfield to the
25 Silicon Valley and to San Francisco. It's vital to do that

1 and we're not going to lose sight of that.

2 And so because of that I think it is important at
3 this time to be moving forward with the environmental
4 process, so that as we come into the City of Bakersfield we
5 do it in the best way possible with the least impacts. So
6 that's the first thing that I want to say. As we sit here
7 in this community we are coming here, we are going to
8 connect you to the Bay area and ultimately to the Los
9 Angeles-Anaheim, because it's vital that we do that and
10 vital for the State and for this community.

11 And second I want to say that I'm not expert
12 enough in the local issues to know at this time -- nor
13 should I know at this time, because all of the information
14 has not been presented to me or my colleagues -- what the
15 ultimate best decisions will be. That remains to be seen
16 with the evidence presented to us.

17 But I think it is fair and proper when you look
18 at the title of this to say that we have a preference for a
19 Locally Generated Alignment. I mean, think about those
20 words "A Locally Generated Alignment." That means the
21 people of this community by and large have come together
22 and said, "This is where we think you should be looking."
23 Well, I think it's important for us to do that.

24 Having said that I just want to end by saying
25 this about environmental justice. It may sound pretty easy

1 for people sitting up here to say, "Well, we care about
2 environmental justice." And I guess I'll go so far as to
3 say it may be easy for people who look like I do to say we
4 care about environmental justice. But I want to talk to
5 you a little bit about the things that we have done.

6 My colleague Tom Richards eloquently and
7 beautifully talked about the meaning of the activity in
8 Wasco, what that's going to mean for people's lives. What
9 it means, basically, is we did not relegate people to live
10 on the wrong side of the tracks.

11 I was just down in Southern California where we
12 told the community in San Fernando that we were not going
13 to take an alignment through most of Santa Clarita, through
14 the town of San Fernando, the community of Pacoima -- where
15 many of the people in Pacoima lived, because their parents
16 had been displaced by the construction of Interstate 10
17 through East L.A. -- and now they were looking at a new
18 displacement. And we said, "Primarily for environmental
19 justice reasons we are not going to do this."

20 And so we have basically addressed those issues
21 in Wasco. And there's a flip side to environmental justice
22 too. Environmental justice doesn't just mean not running
23 people who are economically dispossessed. It also means
24 standing up to the people in Atherton, one of the
25 wealthiest communities in the State and saying, "I'm sorry

1 that you don't want the train here, but this is where the
2 route needs to go." And not allowing them to push us off
3 onto poorer communities, because it's just inconvenient for
4 them.

5 So our record will speak for itself, but I think
6 that what you've heard from the entirety of this Board is
7 that as we come in to this community we will do it with the
8 greatest sensitivity that we can bring to the
9 considerations. And not just assume that because people
10 have a lower socio-economic status, less economic power, or
11 less political power that somehow that's where the train
12 should go. We want to find the best route for the train,
13 we want to do it in the best way.

14 And this is just something that is very important
15 to me, because at the end of this we want to look back and
16 show people that you can build a major infrastructure
17 project like this, community by community, and do it in the
18 right way.

19 So that is our commitment, going forward.

20 I think staff has heard very clearly from the
21 Board that we applaud your work. We thank the City of
22 Bakersfield for its leadership in this. But we still have
23 some work to do. We want to make sure that nobody gets
24 stepped on, nobody gets left behind. And we'll continue to
25 work hard on that.

1 So with that would the Secretary please call the
2 roll?

3 MS. HARLAN: Can I clarify for the written record
4 that this is for agenda item number three?

5 CHAIRMAN RICHARD: Yes. It's for item number
6 three as amended with the brilliant language of Mr. Fellenz
7 or whoever else wrote it.

8 MS. HARLAN: Director Schenk?

9 BOARD MEMBER SCHENK: Yes.

10 MS. HARLAN: Vice Chair Richards?

11 VICE CHAIR RICHARDS: Yes.

12 MS. HARLAN: Director Curtin?

13 BOARD MEMBER CURTIN: Yes.

14 MS. HARLAN: Director Lowenthal?

15 BOARD MEMBER LOWENTHAL: Yes.

16 MS. HARLAN: Chair Richard?

17 CHAIRMAN RICHARD: Yes. Thank you.

18 Thank you to the staff, thank you Mr. Tandy and
19 your staff.

20 Okay, we have one last action item and that's to
21 consider extending the legal services contract with
22 Nossaman, time only.

23 MR. FELLEENZ: Yes, Mr. Chairman --

24 CHAIRMAN RICHARD: Speaking of time, right?

25 MR. FELLEENZ: -- Board Members and Jeff, any

1 questions? I was going to take this opportunity to tell
2 you a little bit more about the legal services and the
3 advancements of the legal services since I last spoke to
4 you about them.

5 We have seven, including myself, staff attorneys
6 now in the various subject matters that's been extremely
7 helpful in terms of gaining institutional knowledge in the
8 legal arena for the Authority, and also a great value. We
9 have a really great staff, some really competent lawyers.

10 CHAIRMAN RICHARD: Hold on, Tom, if I could just
11 ask people to take their conversations outside at this
12 point? Go ahead.

13 MR. FELLEENZ: Some very competent lawyers we have
14 on board now and I'm really pleased to have moved so much
15 to bring some of those resources in-house in creating that
16 institutional knowledge.

17 But there are some circumstances where we cannot
18 service the client with the resources that we have in-
19 house. And so we've gone out. And the two highest
20 priorities is we go to the Attorney General's Office to see
21 if we can get the legal resources there, because of the
22 expertise that they have and also the value again. We also
23 go to Caltrans for all our eminent domain legal services
24 for right-of-way acquisition. And that's worked out very
25 well so far.

1 Finally, we do have outside legal resources that
2 we use when the state attorneys don't have the capacity or
3 the expertise to provide those legal services to the
4 Authority. And we have a number of firms under contract.

5 One of the contracts that's been in place since
6 2009 is the Nossaman Law Firm contract and it's been
7 amended a number of times. And they have provided services
8 mainly in the area of design-build contracts and
9 environmental permitting.

10 And the last time I came to the Board was in
11 2014, I believe I asked for another additional \$2 million
12 towards the Nossaman Contract. And we've only spent \$1
13 million of those funds to date. And what I'm asking the
14 Board is for permission to or your approval to extend the
15 contract up to two additional years. We have about \$1
16 million left within the budget of that contract and there's
17 some remaining things to be accomplished with the resources
18 that Nossaman's provided.

19 One is the train set procurement they've been
20 quite involved in. And in fact, we've a couple of times
21 gone out with requests for proposals on the train sets.
22 And we need to now go out again.

23 One was jointly with Amtrak and we heard back
24 from Industry that that wasn't going to work, because they
25 couldn't provide train sets that would be compatible for

1 our needs as well as Amtrak's.

2 And then a second time we went out with an RFP,
3 but we decided to hold off until a later time. So in the
4 next 18 months or so we anticipate we'll go out with a
5 train set procurement and we would like to retain the
6 Nossaman Law Firm to complete that task.

7 We also have some environmental permitting that
8 they've provided expertise on. And they have a lot of
9 institutional knowledge that's going to be very helpful to
10 retain them for the up-to-two-year period to help us
11 complete the environmental process, which we hope to finish
12 by the end of 2017.

13 So with that I ask that you allow us to extend
14 the contract for time only with the remaining budget.

15 CHAIRMAN RICHARD: Does this include real-time
16 legislative drafting? Or no, that's just it.

17 MR. FELLEENZ: Yes.

18 BOARD MEMBER SCHENK: Mr. Chairman?

19 CHAIRMAN RICHARD: Director Schenk?

20 BOARD MEMBER SCHENK: Thank you, so this is not a
21 new issue.

22 First I want to commend you on the balance that
23 you have achieved on in-house, Caltrans, Attorney General,
24 and outside counsel. We've come a long way.

25 But as I said in 2014 when we were talking about

1 this contract -- and again I have the highest regard for
2 that firm, they've represented the State in many different
3 capacities where I had the opportunity to work with their
4 lawyers and they're really outstanding -- but as I said in
5 2014 going forward I really want us to be creative and
6 sharpen the pencil with outside counsel, not just the
7 Nossaman firm.

8 I know that we're just asking for extension of
9 time today and I have no problem with that, but we are
10 going to be facing more legal issues as we go forward. And
11 now is the time to look at what firms are doing in terms of
12 the way they deal with the state or with any big entity.
13 And as I said to you privately and publicly we really need
14 to be very cognizant of new ways of being charged.

15 So but with that I'll move the motion to extend
16 the time.

17 CHAIRMAN RICHARD: Thank you, Director Schenk.

18 VICE CHAIR RICHARDS: Second.

19 CHAIRMAN RICHARD: Moved by Director Schenk,
20 seconded by Vice Chair Richards.

21 And Secretary, please call the roll.

22 MS. HARLAN: Director Schenk?

23 BOARD MEMBER SCHENK: Yes.

24 MS. HARLAN: Vice Chair Richards?

25 VICE CHAIR RICHARDS: Yes.

1 MS. HARLAN: Director Curtin?

2 BOARD MEMBER CURTIN: Yes.

3 MS. HARLAN: Director Lowenthal?

4 BOARD MEMBER LOWENTHAL: Yes.

5 MS. HARLAN: Chair Richard?

6 CHAIRMAN RICHARD: Yes.

7 MR. FELLEENZ: Thank you.

8 CHAIRMAN RICHARD: Thank you, Mr. Fellenz.

9 Mr. Morales, what would you like to do with the
10 report of status of --

11 MS. GOMEZ: You have to let me speak, I'm already
12 standing. I guess we could bring it to the next Board
13 meeting as informational.

14 CHIEF EXECUTIVE OFFICER MORALES: I do think it's
15 worth it. We are building this project.

16 CHAIRMAN RICHARD: Yeah, so there's one report.
17 Okay. Ms. Gomez, what did you want to tell us
18 about this?

19 MS. GOMEZ: Okay. What I wanted to was provide a
20 quick update on the construction activities that are
21 happening here in the Central Valley, so we do have a
22 couple of videos.

23 So we do construction approximately 119 miles,
24 Madera to north of Bakersfield. And we have approximately
25 \$3 billion worth of contracts that have been executed, so a

1 significant amount being currently spent in the Central
2 Valley.

3 So we have the three construction packages and
4 the first one of 32 miles, the second one is 65 miles, and
5 then the Construction Package 4, which is 22 miles.

6 We do have the six active sites. The first one
7 is the one that's been furthest along the Fresno River
8 Viaduct in Madera County, then in Downtown Fresno, the
9 City, in the Downtown area, the Tuolumne Street Bridge
10 demolition and construction.

11 We also have started the one trench that we do
12 have in the Fresno area. And then the Cedar Viaduct, which
13 is a long structure that will go over State Route 99 as it
14 leaves the City of Fresno.

15 The other significant structure on the project is
16 the San Joaquin Viaduct, which crosses the river. But as
17 it's crossing the San Joaquin River it also crosses over
18 the UP.

19 And then our sister agency State Route 99, who we
20 have a contract which is relocating, shifting over a two-
21 mile section of State Route 99, and it is about 100 feet.

22 So now we do have a video that shows some of the
23 activity happening on all of these segments -- with music.

24 (VIDEO: Opens with music followed by voice over.)

25 HUGO MEJIA: (CP1 Construction Manager) "Good

1 morning, we're here at the Downtown Fresno Viaduct and just
2 showing some status of what we have going on here, what the
3 contractor has already constructed. So down below
4 approximately 80 feet is the pile. There's concrete there,
5 so now the next pour will come up and that'll be the
6 column. The contractor right now is getting ready to start
7 setting up the forms for the columns and for the flares."

8 (Instrumental Music Plays)

9 "The structure that goes over 99 is a signature
10 structure. So you're going to see a fancier type of bridge
11 there. It's going to be an arch shape. The viaduct is
12 going to be coming straight this way, over 99, and then
13 behind us, in a straight line out north to the building
14 that you see in the background with the two S's.

15 (Instrumental Music Plays)

16 "We've continued now with the remaining four
17 columns closer to the Union Pacific Right-of-Way. We'll
18 finish that up and once the girders come up, then we'll be
19 able to start doing the structure, the superstructure. So
20 it's going to be a bridge that will have traffic two-ways.
21 Stanislaus eventually gets demolished."

22 "Once the bridge is built, then it can open up to
23 traffic as well. But it's also going to depend on when we
24 demolish Stanislaus."

25 (Instrumental Music Plays)

1 "We are here at the Fresno Trench. We are in
2 between the "Y's" and what that is, it's side tracks that
3 the Union Pacific Railroad owns and we are building the
4 trench in between the Y. We've already done the lagging
5 piles. The next operation is to do the sinking piles. You
6 will see a trench here that will be about 40 feet deep that
7 eventually will go down below State Route 180, which you
8 see up ahead of me.

9 "And then everything in between will get
10 excavated out. This will be material that we use for our
11 bridges and other locations.

12 "This is Dry Creek, which is not dry right now,
13 but there is a canal going through there. And we've got to
14 go under that canal and we've also got to go under the
15 Union Pacific track that you see ahead there, the "Y." And
16 then go under State Route 180.

17 (Instrumental Music Plays)

18 "Okay. We are here at another location that is
19 under construction for the High-Speed Rail, and with me
20 here is Mike Weber, the Construction Senior."

21 MIKE WEBER: (Construction Senior, Caltrans)

22 "All right, let me just give you a brief update on the
23 project to date. The new onramp for Southbound 99 here at
24 McKinley has been widened and upgraded. So the bridge
25 widening has been completed. We still have some barrier to

1 go up on top of the bridge deck. These walls, they're
2 finishing up and then they'll start on the adjacent dirt
3 work down below finishing the barrier."

4 (Instrumental Music Plays)

5 "So we were here in February. We had just poured
6 the footing of this wall, so this wall now has been
7 completed with the exception of there's a barrier rail that
8 goes up on top."

9 (Instrumental Music Plays)

10 "So Ashlan Avenue, we're currently in Stage 1 of
11 reconstructing the Southbound Off Ramp. We still have a
12 retaining wall to construct on the west side of that Stage
13 1 work. Once that's complete, we'll begin the Stage 2,
14 which is ultimately the left side or the left going
15 southward."

16 (Instrumental Music Plays)

17 HUGO MEJIA: (CP1 Construction Manager) "We're
18 here at the San Joaquin River Viaduct location.
19 Immediately to my right, to the east here, is the Union
20 Pacific Railroad Track. You are looking right now at the
21 Alignment, and where that orange fence is up ahead, that's
22 actually where we're going over Union Pacific."

23 INTERVIEWER: "Is this where the Pergola is going
24 to go?"

25 HUGO MEJIA: (CP1 Construction Manager) "This is

1 the Pergola. So a pergola is a structure that is offset
2 from alignment, because down below you've still got to get
3 the train Union Pacific has to run with a certain opening.
4 And we are running up on top of them, so we have to build a
5 structure that allows us to run on skew. This is the
6 entrance as people come in on the north side, as people
7 coming into Fresno, so that also has the arch structure."

8 "The contractor currently is working on tying the
9 rebar cages together. Those are the rebar cages for the
10 piles.

11 (Instrumental Music Plays)

12 "Let's go straight to the top then."

13 (Instrumental Music Plays)

14 "So now they put the form work and the steel for
15 what will the slab of our structure, superstructure, where
16 the train will actually be running. And as we look south,
17 just to the south of where that crane is, is the abutment
18 and it's the final end of this viaduct here. We still have
19 a piece in the middle here that we have to build and that's
20 the piece that goes over State Route 145."

21 "Once we get all of this done we'll continue
22 north. The forms, they are manufactured specially for
23 these projects. And it's a variable parabolic design. If
24 you see the one that's cast here in front of us, you know,
25 it just kind of flares out. And then the front is actually

1 flat.

2 INTERVIEWER: "Flat."

3 HUGO MEJIA: (CP1 Construction Manager) "Yeah, so
4 the variable parabolic is what you'll see throughout the
5 state, not only on CP1, but throughout the state.
6 "Everything is pretty much set and like you see here, we're
7 just building the superstructure."

8 (VIDEO CLOSES: Instrumental Music Plays)

9 CHAIRMAN RICHARD: Very good, it was very good.

10 VICE CHAIR RICHARDS: Yes, yes.

11 MS. GOMEZ: Yeah, I do want to mention that --

12 CHIEF EXECUTIVE OFFICER MORALES: I'd just point
13 out on the last structure that was seen, yesterday in fact
14 we poured the first deck section. And today and tomorrow
15 what you will see will be the next pouring, so full-blown
16 structures where you can actually see what this will look
17 like.

18 MS. GOMEZ: And we will continue to work with the
19 team to update the website as we continue to progress with
20 construction. As you saw in the video, State Route 99, a
21 significant amount of work being done there. They are
22 currently working through the final large package that
23 would then continue moving 99 over.

24 I do want to just mention some upcoming work
25 sites. Actually we were at Cottonwood Creek Bridge just

1 yesterday, so things are happening rather quickly. And so
2 we go out there yesterday, so they have the rebar cages.
3 They had moved in that crane earlier in the afternoon as
4 they prepare to start building that bridge that goes over a
5 dry Cottonwood Creek.

6 Avenue 8 and Avenue 7, these are all in Madera
7 County; at Avenue 12 we have two overpasses, one that goes
8 over us, and the existing BNSF; American Avenue, which is
9 one of the last structures in Construction Package 1; and
10 then Herndon Canal Bridge, which is another structure that
11 goes over a canal. And then Shaw Avenue, what we need to
12 do there is there is a significant amount of utilities that
13 need to be related. We're going to reconfigure some city
14 streets, so when we do start building the Shaw Avenue Over-
15 cross, Shaw Avenue will still remain open, so a lot of
16 activity that will continue to move -- advance very, very
17 quickly.

18 Yes?

19 CHAIRMAN RICHARD: And everything that we saw in
20 the video -- and by the way, nice --

21 MS. GOMEZ: It's real.

22 CHAIRMAN RICHARD: Well, yeah. And let us know
23 if you start doing CGI videos, okay?

24 (Laughter.)

25 But that was all Construction Package 1, right?

1 MS. GOMEZ: That is correct.

2 CHAIRMAN RICHARD: Yeah, so we're not even seeing
3 the 2-3 and 4; that's good.

4 MS. GOMEZ: Yeah, and so you can see here for
5 Construction Package 2-3 we have advanced a right-of-way
6 acquisition significantly. We have about a six-mile
7 continuous area that we're asking the contractor to start
8 moving into. Utility relocation has already started,
9 geotech work is underway. Demolition has already commenced
10 as well, so we have quite a bit of properties on CP2-3, so
11 we started to do some of the demolition and grubbing.

12 And we are getting very close to start
13 reconfiguration of some of the Tulare County roadways,
14 which are expected to start any day now.

15 CHAIRMAN RICHARD: Very good.

16 MS. GOMEZ: Construction Package 4, as you
17 remember, the Board approved it in January. And this
18 contractor, California Rail Builders, is moving very, very
19 quickly. They have already identified a site in the City
20 of Wasco. They've been working with the City to get the
21 permits in place, so they would be moving in trailers and
22 that would be where our jobsite would be. They've started
23 to already advance a design.

24 We've also had two kickoff meetings with the
25 local agencies, including the City of Shafter was present,

1 City of Wasco, and Kern County. So they are moving rather
2 quickly in identifying some of their subcontractors and
3 specifically some of the small businesses. So we're pretty
4 excited on how quickly they are ramping up.

5 And tomorrow, we have a big meeting in Wasco
6 where we'll be meeting with SunnyGem, which is one of the
7 big employers in Wasco, to figure out how we can minimize
8 those impacts. So quite a bit happening also on CP4.

9 I do want to talk a little bit about the small
10 business participation, so our design-builders have been
11 very, very active in reaching out to small businesses as
12 you can see the numbers there on CP1 and CP2-3.

13 Also Construction Package 4, the design-builder
14 will be here on Friday, here in the City of Bakersfield,
15 meeting with small businesses as well. And you heard
16 earlier about the partnership with Griffith Construction,
17 which is from the City of Bakersfield.

18 So we do have a video that showcases one of the
19 small businesses working on Construction Package 1.

20 (VIDEO: Opens with music followed by voice over.)

21 CURTIS LOVETT: (Owner, Outback Materials) "Well,
22 my grandfather started in the concrete in 1947. And my
23 father was in the industry and retired in 2000. Concrete
24 is in my blood. I'm passionate about concrete."

25 NARRATOR: "With a long family history in the

1 industry, it was only fitting that Curtis Lovett would one
2 day own his own concrete business."

3 CURTIS LOVETT: "And having my own business was
4 something that I always wanted to do."

5 NARRATOR: "It was also fitting the outdoors
6 lover would buy Outback Materials, a company based in the
7 foothills of the Sierra since 1968."

8 CURTIS LOVETT: "I mean we're a mountain company."

9 NARRATOR: "But nearly as quickly as Lovett was
10 able to expand his new business into the Valley, the
11 recession hit."

12 CURTIS LOVETT: "Sixty percent of our revenue
13 dropped over 15 months, so we had to be responsive to the
14 market conditions. We had to lay some people off. We had
15 to shelve our plans to move to Fresno, which was one of our
16 strategies at the time."

17 NARRATOR: "Those plans would have stayed on the
18 shelf, had Outback Materials not been awarded a contract to
19 supply the concrete for Construction Package 1 of the High-
20 Speed Rail Program."

21 CURTIS LOVETT: "Clearly, it's allowed us to make
22 an investment here in Fresno to build a new concrete plant,
23 a state-of-the-art plant, buy 15 new ready-mix trucks and a
24 loader. So we've had to hire upwards it'll be 25 employees
25 by the time we're done."

1 NARRATOR: "Lovett's locally owned concrete
2 business beat out several multinational concrete companies
3 for the contract."

4 CURTIS LOVETT: "Clearly, without the small
5 business percentage required, I would have not been offered
6 an opportunity to do the job."

7 NARRATOR: "That aggressive 30 percent small
8 business participation goal has put 266 small businesses to
9 work on the project. And Curtis says he sees the benefit
10 of high-speed rail to his company, and his community, long
11 after the project has been completed."

12 CURTIS LOVETT: "So I see Central Valley becoming
13 almost a bedroom community of the Southbay Area and Silicon
14 Valley, having population growth to the Central Valley,
15 because of the High-Speed Rail. Rail will provide a big
16 demand for concrete and construction products in the local
17 area."

18 (VIDEO: Closes with music fadeout.)

19 MS. GOMEZ: Here are some of the -- as you saw
20 from the videos, the individuals working out on the
21 project. And these are, as part of our community-based
22 program, we have to track the hours. And so as you can see
23 that's the hours that we have been tracking."

24 Also, the pre-apprentice training programs that
25 are being held in the -- you heard earlier -- about here in

1 the City of Bakersfield, but there is several of them
2 throughout the Central Valley.

3 Just a couple of faces from High-Speed Rail:

4 Yovani Moreno, he joined students taking the pre-
5 apprentice training class at the local hall. He had a
6 felony in the past and was having a hard time finding a
7 job, but because of our National Target Hiring Initiative
8 he was able to join a pre-apprentice class and begin
9 working as a pre-apprentice on CP1 digging and setting up
10 forms for laying concrete and moving beams. He is
11 currently doing traffic control for Associated Traffic
12 Safety. It's a women-owned disadvantaged business
13 enterprise that has a contract on Construction Package
14 Number 1.

15 Kristen Katchadourian is the Project Manager for
16 the Fresno Bay's DVBE owned by her father, Katch
17 Environmental, which many of the Board Members have met.
18 They have been contracted to do hazard abatement and
19 demolition on the High-Speed Rail Project. Her day starts
20 at 6:30 delivering generators, water trailers, and other
21 material to the jobsite. Katch Environmental is now
22 contracted both on CP1 and Construction Package 2-3.

23 Tammy Prado spent her first 20 -- or her first
24 professional 20 years as a bookkeeper. When her daughter,
25 Savannah was born, she needed to find a career that could

1 provide a better future for her family. In 2002 she was
2 entered into the Union and is now working on the first
3 construction site for High-Speed Rail in the Central
4 Valley. Born in Madera, and raised in Madera, she
5 describes her current work on the Fresno River Viaduct as
6 the perfect job. Tammy is one of the eight carpenters
7 working on the Fresno River Viaduct. She is the only woman
8 at this construction site.

9 CHAIRMAN RICHARD: We need to tell the Carpenters
10 Union to do a little better with their gender equality. Do
11 we know anybody from the Carpenters Union?

12 MS. GOMEZ: The last one is Becky Zahourek, she
13 didn't know what she wanted to do for a career, she just
14 knew she loved the outdoors, big trucks, and dirt. And
15 eventually she decided to put herself through Truck Driving
16 School in Fresno.

17 That's where she met Curtis Lovett, owner of
18 Outback Materials. Becky told him, "One day, I will be
19 driving a truck for your company." Ten years later Becky
20 is a driver for Outback Materials.

21 So those are some of the faces and the stories of
22 the High-Speed Rail construction jobsites in the Central
23 Valley. So that concludes my presentation,

24 VICE CHAIR RICHARDS: Bring more videos.

25 BOARD MEMBER LOWENTHAL: Are these on our

1 website?

2 MS. GOMEZ: Yes, they will be.

3 CHAIRMAN RICHARD: You know, the words that came
4 into my head were that last segment, that's an antidote for
5 all the political baloney that we deal with all the time on
6 this program. So thank you, Ms. Gomez.

7 MS. GOMEZ: Thank you.

8 CHAIRMAN RICHARD: You made us happy that we
9 stayed around for that and we didn't shunt you off to some
10 meeting in wherever, next time. So thank you, Diana.

11 MS. GOMEZ: Thank you.

12 CHAIRMAN RICHARD: That's great work, it's really
13 great.

14 Much as I know my colleagues would love to stick
15 around, I think we've run through the agenda.

16 SENATOR LOWENTHAL: Move to adjourn.

17 CHAIRMAN RICHARD: It's been moved to adjourn,
18 it's seconded by everybody.

19 And thank you again, to the City of Bakersfield,
20 for allowing us to use these chambers. Thank you all.

21 (Chairperson Dan Richard adjourned the Public
22 Meeting of
23 The High-Speed Rail Authority
24 at 1:30 p.m.)

25 -oOo--

CERTIFICATE OF REPORTER

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of June, 2016.



MARTHA L. NELSON

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I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

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IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of June 2016.



Myra Severtson
Certified Transcriber
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