

FRESNO *WORKS*

County of Fresno
Expression of Interest for the
California High Speed Rail, Heavy Maintenance Facility

January 15, 2010



Fresno Works is an expression of all the requirements and promise of the California High Speed Rail Heavy Maintenance Facility. Fresno County has assembled a large, flexible site and a generous package of economic incentives. The Fresno Works site has been rigorously examined and tested and more than conforms to the Authority's exacting criteria. By any measure, Fresno County is the right location for the HMF.

Functional compliance is only part of Fresno Work's offering – we have a broad vision for the HMF, one that will position the CHSR system as the global showcase for high-speed rail, drawing investment and commerce from around the world. Fresno Works proposes to create a national high-speed rail research and training academy, and is committed to supporting the Authority in building a facility that minimizes adverse impacts to the environment, energy dependency and climate change issues, while maximizing opportunities for green collar jobs.

With the Central Valley's largest employment pool and most extensive system of higher education, Fresno Works has the right workforce and training infrastructure to satisfy the HMF in the near- and long-term. Our people have the skill and motivation to satisfy the HMF's strict requirements, as well as the ingenuity and desire to realize the inherent promise of high-speed rail in our community.





Pictured (L to R): Fresno County Supervisor Susan B. Anderson, Fresno County Supervisor Henry Perea, Fresno Mayor Ashley Swearingen, and Fresno Council of Governments Chair Trinidad Rodriguez

Leadership • Vision • Accord

The Heavy Maintenance Facility represents an immense opportunity for the Fresno County community. Realizing its potential will require a determined effort from everyone who calls Fresno County their home. Our role is to guide that effort; marshal resources, generate enthusiasm, coordinate effort, negotiate obstacles, anticipate setbacks and restore momentum when needed. In a larger sense ours is to capture a sustaining vision, one that will galvanize all of Fresno and indeed the State of California around an HMF worthy of the great new enterprise of high-speed rail. We are joined in accord in this venture, together with the Authority to create an HMF that will be a global showcase for high-speed rail, drawing investment and commerce from around the world.

That is the Fresno Works promise.



County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR SUSAN ANDERSON – DISTRICT TWO
SUPERVISOR HENRY PEREA – DISTRICT THREE

January 14, 2010

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

Dear Mr. Morshed:

It is with great pride that we, Fresno Works, submit this Heavy Maintenance Facility Expression of Interest to the California High Speed Rail Authority. Fresno Works is an unprecedented coalition of community leaders dedicated to illustrating to the Authority that the County of Fresno is by far the best location for the High Speed Train Heavy Maintenance Facility. From government to business to labor to education, we represent a wide cross-section of this proud Fresno County community. The Fresno Works effort is collaboration at its best, and we believe the fruits of our labor will yield Fresno County as your ultimate site selection.

First and foremost, the site we are presenting to your Authority is a flexible, unencumbered site close to the mainline and freeway access. Upon review of this expression of interest, you will find all land within our study area is outside of the Williamson Act and would require little to no displacement. We know this site feature is of as much importance to you as it is to our community.

As an incentive for locating the Heavy Maintenance Facility in Fresno County, Fresno Works is prepared to support a process to result in a minimum of \$25 million for land acquisition and site improvements. These funds may be used as the Authority deems appropriate for the Heavy Maintenance Facility.

The County of Fresno boasts a strong and vast work-ready labor force and a wide selection of world-class educational institutions available to train our residents. We envision this site and your Heavy Maintenance Facility as the heart of what essentially could become an international campus for high speed train maintenance. This facility will draw ancillary business and services and the site's surrounding area is ideal for such use.

It goes without saying that the placement of your Heavy Maintenance Facility will impact the County of Fresno and its residents in a phenomenal way. We are eager for you to review the following pages and would be happy to answer any questions that arise. We hope you'll agree with us – Fresno Works.

Respectfully,

Susan B. Anderson, Supervisor
Fresno Works Co-Chair

Henry Perea, Supervisor
Fresno Works Co-Chair



MAYOR ASHLEY SWEARENGIN

January 11, 2010

Mr. Curt Pringle, Chairman
California High Speed Rail Authority
925 L Street
Sacramento, California 95814

Re: Support for the Fresno Works Proposal

Dear Mr. ^{Curt}Pringle:

On behalf of the City of Fresno, we are pleased to support the "Fresno Works" proposal submitted by the County of Fresno. The City of Fresno has been an active collaborator in the development of the proposal, and we are committed to doing our part to ensure its successful implementation. The Fresno City Council passed a resolution in support of this proposal on December 17, 2009.

The Fresno Works proposal not only meets all the specifications outlined in the Authority's "Request for Expressions of Interest," but it exceeds the specifications in several key areas. The Fresno Works proposal offers the Authority:

- **A competitive site area of nearly 700 acres** – The Site Area is next to the BNSF right-of-way with excellent highway access, little to no hindrances to land assembly, and access to the only portion of the HSR system where trains will reach true high speeds.
- **Compelling financial incentives** – The Fresno Works proposal offers up to \$25 million to be used for site acquisition, infrastructure, utilities and/or construction.
- **An abundant supply of a qualified workforce and the Central Valley's largest educational and training institutions** – We have already identified over 2,100 people who today meet minimum qualifications likely to be required by the HMF. In addition, every year in Fresno County almost 95,000 people are pursuing higher education and vocational training across over a dozen public and private college campuses. We offer the Authority a robust and comprehensive educational system and can ensure a talent pipeline for the HMF.
- **Access to the region's most robust emergency and medical services** - Central California's emergency response and medical services are headquartered in Fresno County, a critical distinction between Fresno's proposal and other sites, given the size and importance of the HMF to the rest of the HSR system and the nature of the work to be done at the HMF.

Again, please accept our support for the County of Fresno's application. We look forward to working with the Authority to ensure the success of the HMF and the overall HSR system.

Sincerely,

Ashley Swearengin
Mayor

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JIM COSTA
20TH DISTRICT, CALIFORNIA

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House of Representatives
Washington, D.C. 20515

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COMMITTEE ON FOREIGN
AFFAIRS
SUBCOMMITTEE ON
EUROPE
SUBCOMMITTEE ON
MIDDLE EAST AND SOUTH ASIA

January 6, 2010

The Honorable Curt Pringle, Chair
California High Speed Rail Authority
925 L Street
Sacramento, CA 95814

RE: Support for High Speed Rail Heavy Maintenance Facility in Fresno County

Dear Mr. Pringle:

I am pleased to express my unequivocal support for locating the necessary high speed train heavy maintenance facility in Fresno County. It is my ardent belief that Fresno County is the most advantageous location for the heavy maintenance facility, and will best serve the needs of both the California High Speed Rail Authority (CHSRA) and the traveling public.

My vision and perpetual dedication of bringing a high speed rail system to our state began nearly three decades ago. I believed then as I believe now, California would be the ideal state for the development of High Speed Rail as the 21st-century mode of transportation. We are now seeing our common vision, shared during our tenure as state legislators, come to fruition.

CHSRA has been tasked to identify the most effective and efficient siting of not only the routes, but of the necessary support facilities for high speed rail. I am confident a heavy maintenance site in Fresno County can and will provide everything that California needs in the locating of this critical support facility.

The larger Fresno area is well-prepared to provide any necessary assistance and support to bring high speed train service to the Valley. As one of the state's largest and most centrally located cities, Fresno has the necessary resources to help CHSRA make this project a showcase for transportation throughout the world. Furthermore, being centrally located to serve the rail system, Fresno has the population and educational base to best meet the workforce and support needs of a major maintenance and testing facility. Fresno County also has the necessary property ideally located with existing infrastructure to service a maintenance facility of this magnitude.

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California High Speed Rail Authority
January 6, 2010
Page 2

There continues to be strong and unanimous public support for locating the heavy maintenance facility within Fresno County. With an estimated 1,500 jobs created by the construction and maintenance of this facility, the economy of Fresno and the San Joaquin Valley will be positively impacted. It is refreshing to see so many agencies working alongside Fresno County to ensure this first-rate proposal is presented to CHSRA.

As the Congressman representing the 20th Congressional District which includes Fresno, Kings and Kern counties, it is with great expectation and pleasure, I support Fresno County in their efforts to bring the high speed train maintenance facility to Fresno. It is my hope you give Fresno County's proposal your most serious consideration. Thank you in advance for CHSRA's continuing leadership and your attention to this request.

Sincerely,



JIM COSTA
Member of Congress

cc: Medhi Morshed
Executive Director, CHSRA

Susan Anderson
Chairman, FCBOS

Ashley Swearengin
Mayor, City of Fresno

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***Q:** What would the high speed train heavy maintenance facility, and its 2,300 jobs mean to you?*

***“I would be very happy
and it would **OPEN UP A LOT
OF OPPORTUNITIES** for me.”***

Summer Mitchell
Clerical, Customer Service, Childcare

EXECUTIVE SUMMARY

INTRODUCTION

We're calling our Expression of Interest for the California High-Speed Rail Heavy Maintenance Facility "Fresno Works." The name echoes a term commonly used for industrial plants of the past. We believe the name is apt, as Fresno County's offering will truly "work" in every respect for the California High Speed Rail Authority.

The Fresno Works proposal provides the exceptional combination of:

- **700 acre** flexible site area to accomodate any HMF configuration
- **Site attributes** that are an ideal match for the Authority's requirements;
- **110 miles** (test track) to Bakersfield;
- **Trained workforce** with over 2,300 candidates already identified today who are a direct match for the HMF skill requirements;
- **\$25 million** in economic incentives that are flexible for the Authority's use; and
- **Extensive emergency response** and medical services headquartered in Fresno.



EXECUTIVE SUMMARY continued



UNIFIED SUPPORT

Fresno Works is an unprecedented coalition of officials from the City of Fresno, Fresno County and the Council of Fresno County Governments working together to ensure the success of the California High-Speed Rail initiative and the HMF in Fresno County. These local government authorities have come together in support of this effort to bring forward a technically responsive and compelling expression of interest in locating the HMF in Fresno County. The Fresno County Board of Supervisors and the Fresno City Council have both passed resolutions supporting action to welcome the HMF to Fresno County and provide the financial incentives and cooperation necessary to make it happen. Fresno County is proud of the fact it provided the largest percentage vote of any county in the San Joaquin Valley in support of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, on the November 2008 ballot.

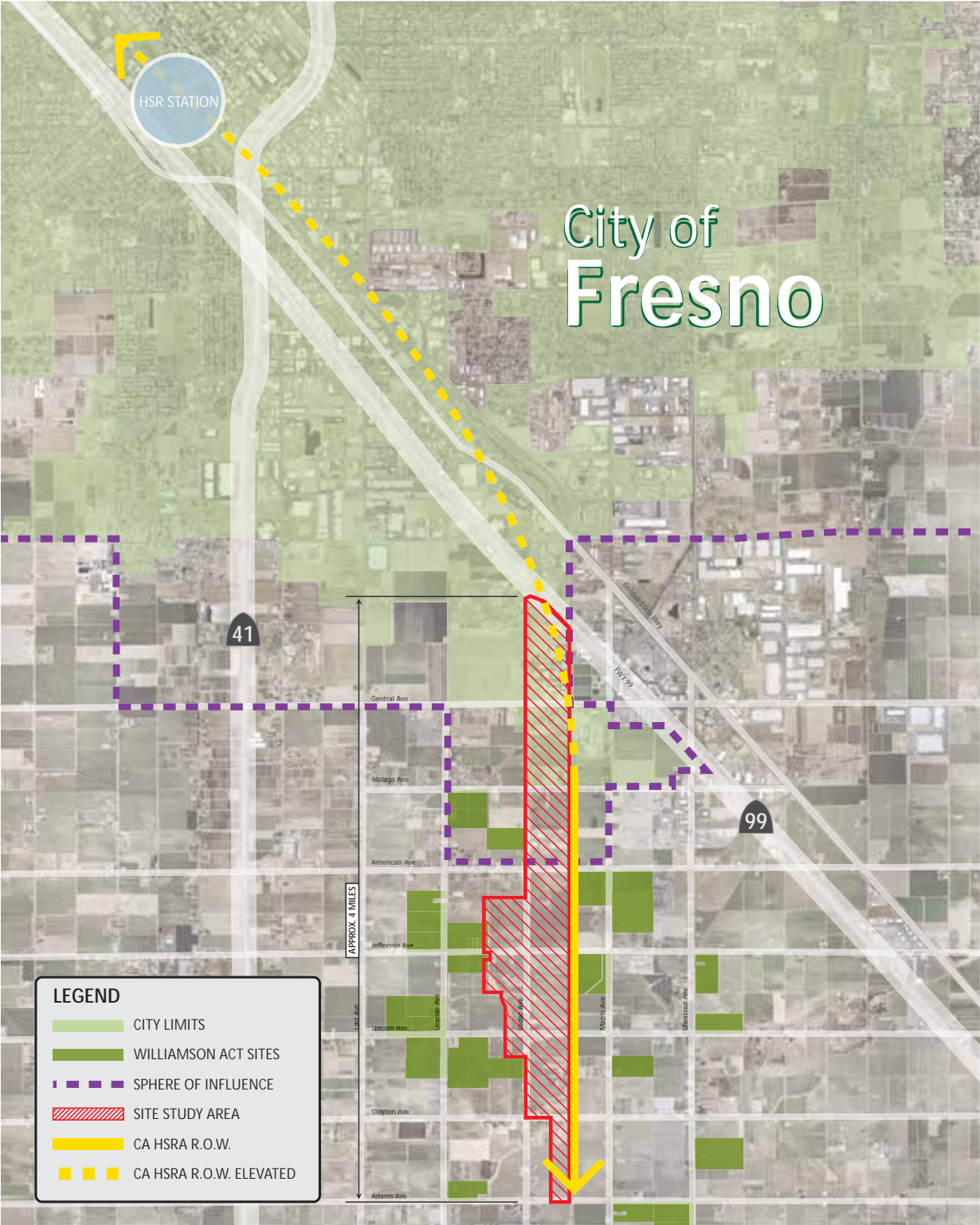
We are very pleased to offer the Authority this expression of interest and believe you will find it to be the most practical, cost-effective and efficient solution for the Authority.

Taking all the elements of our proposal together, it is clear that Fresno County citizens are ready and available to go to work to ensure the success of the California High Speed Rail initiative and its Heavy Maintenance Facility.

SITE AREA - MAXIMUM FLEXIBILITY

Rather than limit the Authority to a single 150-acre parcel, Fresno County has instead set aside a site area encompassing nearly 700 acres adjacent to the BNSF alignment and partially within the Fresno City limits. This location starts within an area that is already zoned for heavy industrial use and extends south into rural Fresno County, avoiding properties protected by the Williamson Act, as well as avoiding significant impact to prime agricultural land.

The entire site area complies with all the Authority's stated criteria for utilities and other requirements, and poses no discernable issues that may impede development of the HMF. **The Fresno County site would also provide the Authority with an HMF at the north end of 110-miles of flat, relatively straight track, likely without any stations or other interruptions - ideal for the HSR test track.** Several conceptual layouts are provided for the Authority's consideration. There is universal support among the community behind the location. We believe this site area gives the Authority maximum flexibility in how it may wish to develop the HMF.



EXECUTIVE SUMMARY continued



ENVIRONMENTAL REVIEW

Fresno County is prepared to assist the Authority in expediting the environmental review process for the site in accordance with CEQA/NEPA as applicable. Currently, the site poses no significant known issues that may hinder development of the HMF, and there is wide support for the location within the community. By working with the Authority and local jurisdictions including state and regional agencies (Caltrans District 06, San Joaquin Valley Air Pollution Control District, CPUC, CHP) the Fresno Works team believes it can expedite the environmental review process by several months, saving the Authority millions of dollars and getting the project in the ground to meet the 2012 project date. These are important considerations when weighing the timing of ARRA funding available for shovel ready projects.

“...\$25 million in financial support the Authority can use for site acquisition, infrastructure, utilities and/or construction.”

WORKFORCE AVAILABILITY

One of the key strengths of the Fresno Works proposal is the depth and breadth of the available labor pool in Fresno County. As the most populated area in the Central Valley, the access to a qualified workforce is abundant. Our proposal outlines an estimate of the size of the workforce ready to go to work today for the HMF, as well as the robust education and training capacity Fresno County offers to ensure a steady pipeline of labor in the future (from vocational training to graduate education all within a 15 mile radius of the proposed site area).

The skilled labor required for the HMF is a perfect fit for our region’s labor supply. We understand the HMF would employ people at all levels, but largely technically trained workers will be required. Maintenance and rail machinist-type workers will require technical training degrees. Our educational and training institutions have been close collaborators on this proposal and

have documented their current ability to provide the appropriate levels of technical training required, as well as their willingness to expand education and training programs as required to ensure the success of the HMF. Fresno County has a comprehensive and exceptional educational and training infrastructure to support the required labor market.

HIGHER EDUCATION

Fresno County has a number of higher education institutions that can provide the trained work force necessary for the development and sustainability of the HMF. Leading the way is Lyles College of Engineering at California State University, Fresno. With more than 1,400 students and a large number of highly qualified faculty in civil, computer, electrical, mechanical and geomatics engineering, and in construction management, the college is a valuable resource for the HMF. In addition, the State Center Community College District, which includes Fresno City College, Reedley College, Clovis Center and Willow International provide nationally recognized vocational education. These institutions can provide education and training in virtually every field and discipline that may be needed by the HMF.

Institution	# of Students
Fresno State University	21,728
Fresno Pacific University	2,649
SCCCD	
Fresno City College	33,763
Reedley College	8,839
Willow International	8,155
Madera Center	4,118
Oakhurst Center	1,033
SCCCD Sub Total	55,908
WHCCD	
Coalinga	3,830
Firebaugh	2,860
Lemoore	7,557
Lemoore/NAS	170
WHCCD Sub Total	14,417
Grand Total	94,702

ECONOMIC INCENTIVES

In order to maximize the Authority’s flexibility in development of the HMF in Fresno County, we have committed \$25 million in financial support the Authority can use for site acquisition, infrastructure, utilities and/or construction. The magnitude of this financial commitment demonstrates our willingness to partner with the Authority in developing the best possible HMF for the CHSR and Fresno County. We believe at this stage it is best to commit to a dollar amount that can be used by the Authority in any number of ways to develop the HMF, as opposed to specifying exactly how the incentives must be used. With this approach, we are providing the Authority with maximum flexibility to invest the funds to produce the most in return.

EXECUTIVE SUMMARY continued

The body of our proposal outlines potential sources to fund the \$25 million incentive package, which include our local voter approved, half-cent sales tax, Measure C. The Fresno Works team has also been active in exploring public-private partnership opportunities. We have had numerous meetings with private, public and institutional groups anxious to participate in development of the HMF and its ancillary facilities. Knowing the Authority's interest in exploring such public-private options for finance, development and even operations, Fresno Works is prepared to participate with the Authority in developing a PPP option for all or parts of the HMF, if the Authority wishes.

"Fresno County region has initiated a Plan Amendment process to redirect an initial \$25 million of these funds to the HMF..."

FUNDING SOURCE: MEASURE "C"

Originally approved by Fresno County voters in 1986, Measure "C" is a 1/2 cent sales tax dedicated specifically to transportation purposes. Over the life of the original measure (1986 to 2006), over \$700 million in revenues were generated to meet the transportation needs of Fresno County. Based on the success of the original measure, in 2006 Fresno County voters reauthorized Measure "C". Over its 20 year life (2007 -2027), the new measure is anticipated to raise nearly \$1.7 billion in revenues for a variety of multi-modal transportation projects and programs in Fresno County.

Contained within the Measure "C" Expenditure Plan are two funding programs that have the potential to be redirected to the HMF: New Technology and Rail Consolidation, which between them have the potential of providing at least \$139 million in dedicated funding over a 20 year period to help secure and improve the High Speed Rail Maintenance site. Under the control of the Council of Fresno County Governments and the Fresno County Transportation Authority, with oversight provided by a Citizens Oversight Committee, the Fresno County region has initiated a Plan Amendment process to redirect an initial \$25 million of these funds to the HMF, should Fresno County be selected as the site.

REGIONAL HEADQUARTERS FOR EMERGENCY RESPONSE AND MEDICAL SERVICES

Fresno has the facilities, services, and specialized training to fully protect the HMF's employees, riders and property. While we certainly hope that none of these resources are required for emergency response or medical services, we believe Fresno's ability to respond to regional-scale emergency and medical incidents is a significant factor in favor of locating the HMF in Fresno County.

For example, in the event of an accident or emergency, the County is able to immediately

provide support with both voice and data interoperability communications. An investment of approximately \$30 million over the last several years has enabled public safety first responders to communicate with 47 agencies across multiple jurisdictions and disciplines, including the law enforcement agencies in 15 cities, fire districts and emergency medical services.



Fresno County is home to Community Medical Centers (Community), the largest provider of health services in the Central Valley serving more than 600,000 people each year. The system's flagship campus is in downtown Fresno, 10 minutes from the HMF site area. The downtown campus operates the only combined burn and Level 1 trauma units between Los Angeles and Sacramento, providing critical care and other specialty services to patients from well outside the primary service region. The downtown campus is also home to one of the busiest emergency rooms in California with 135,000 visits each year. It is the only 24-hour, fully staffed burn center between Los Angeles and Sacramento.

Community has invested more than \$400 million in its 58-acre Community Regional campus, the largest private renewal project in Fresno County history.

Community has a \$1 billion operating budget, and is the region's largest private employer with more than 6,000 employees and 1,100 medical staff as well as 900 volunteers who serve a 15,000 square mile region of Kings, Tulare and Mariposa Counties.

In addition, the County currently provides dispatch services for emergency medical services in four counties: Fresno, Kings, Madera and Tulare. Fresno County has



EXECUTIVE SUMMARY continued

also negotiated mutual aid and instant aid agreements with law enforcement and fire agencies in the surrounding four counties and through the County's dispatch center is able to dispatch ambulances, helicopters, fire trucks and mobilize/direct necessary public safety resources.

There are two City of Fresno fire stations and two County of Fresno fire stations all within 4 miles of the Site Area. Between the Fresno and Clovis Fire Departments, there are three Type 1 (highest level) emergency response units, giving Fresno County the most units in that category in the region. Type 1 units include hazardous materials equipment at the highest possible level and can respond to emergencies up to and including incidents involving weapons of mass destruction. The City of Fresno also has 53 people trained in Type 1 emergency response, the highest possible training.

The Fresno Police Department maintains a Level II S.W.A.T. team capable of responding to all manner of tactical incidents and has specifically trained in the response to passenger rail events. Fresno PD also maintains a Level III Explosive Ordinance Disposal team that is capable of responding to multiple incidents, simultaneously, throughout the City. Both teams have trained separately and together to respond to terrorist incidents, should they arise. The Fresno Police Department also has two department members assigned to the F.B.I.'s Joint Terrorism Task Force here in Fresno.

FRESNO YOSEMITE INTERNATIONAL AIRPORT

The Fresno Yosemite International Airport is the Central Valley's largest and only international airport. The FYI Airport is located six air miles northeast of downtown Fresno. The Airport serves the six-county region



comprising the Central San Joaquin Valley and is the only major international airport in the Central Valley. Airlines offer nonstop flights to regional hubs of major airlines, including Los Angeles, Denver, San Francisco, Phoenix, Salt Lake City, Seattle, and Dallas/Fort Worth. Other destinations include Las Vegas, Portland, and international air service to Guadalajara, Mexico. Carriers currently provide more than 2,070 daily departure seats for Fresno passengers.

A BROADER VISION

We believe the Fresno Works Expression of Interest is the best choice for the HMF based on (1) our quality site offering, (2) access to an abundant supply of skilled labor and our unmatched network of education and training services, (3) substantial financial incentives, and (4) access to regional emergency response and medical services.

“...the Fresno Works HMF will be a global showcase for high-speed rail, drawing investment and commerce from around the world.”

However, we want the Authority to understand that Fresno County has a broader vision for what the HMF could represent for California and our nation. We think that as the centerpiece of the California High-Speed Rail system, the Fresno Works HMF will be a global showcase for high-speed rail, drawing investment and commerce from around the world. We envision a facility the nation will look to for direction as various parts of the country develop their own high-speed rail systems. As such, we believe facilities ancillary to the HMF such as a HSR showcase, national training academy, conference center, and research and innovation facility will be developed. Preliminary concepts for such facilities and programs are outlined in our proposal.

THE HEART OF CALIFORNIA: HIGH QUALITY, LIVABLE AND ACCESSIBLE

Fresno County offers an unmatched diversity of urban and rural amenities, natural beauty, and recreational opportunities, including **easy access to three national**



EXECUTIVE SUMMARY continued

parks, national forests and wilderness areas. Within the City of **Fresno, California's fifth largest city**, there are museums, galleries, quality lodging and event venues, music and entertainment nightly, national and regional shopping opportunities, as well as countless locally owned stores and restaurants that offer one-of-a-kind experiences. Outside of the metropolitan area, Fresno County offers country farm trails featuring the bountiful harvest of the nation's #1 agricultural county, its majestic lakes and rivers, awe-inspiring foothills and mountain ranges, and a wide variety of unique cultural arts festivals and entertainment opportunities. In summary, Fresno County is a unique blend of urban and rural landscapes with one of the nation's most distinct and diverse mixes of people and ethnicities.

Fresno County remains one of California's best and most livable places. Housing prices are among California's most affordable, and the schools, roads and weather are among the state's best. While the foundation of Fresno County's economy is international agribusiness, the area economy has diversified to include a growing manufacturing base, professional services, and regional headquarters for educational institutions and medical services.

FRESNO'S RAIL HISTORY - FRESNO'S RAIL FUTURE

The early growth and development of Fresno County is closely linked to the railroad. The City of Fresno itself was established by the Central Pacific Railroad in 1872 and many other communities in Fresno County were similarly established. Railroads were important for the movement of both freight and people. While Amtrak currently provides rail passenger service, the high speed rail system will greatly enhance access from Fresno County and the San Joaquin Valley to the Los Angeles Basin and San Francisco Bay Area. High speed rail can be expected to reinvigorate those communities within which stations are located.

"...Fresno County is a unique blend of urban and rural landscapes and one of the nation's most distinct and diverse mix of people and ethnicities."



Q: What would the high speed train heavy maintenance facility, and its 2,300 jobs mean to you?



SITE OVERVIEW

*“I would really qualify for those jobs
and will **PUT MY HAT IN THE RING**
for the opportunity.”*

Michael Lopez
Radar Repair, Circuit Board Debugging

SITE OVERVIEW

SITE DESCRIPTION AND LOCATION

Fresno County has identified a site area on the south edge of the City of Fresno suitable for location of the HMF. The site area is approximately 4 miles long in the north-south direction, bounded on the north by Highway 99; on the south by Adams Avenue; on the east by the Burlington Northern Santa Fe (BNSF) Railroad right-of-way; and, on the west by Cedar Avenue. Between American Avenue and Clayton Avenue the site area includes additional land west of Cedar Avenue to allow Cedar Avenue to be realigned to the west, in order to provide a site that is wider in the east-west direction for location of the HMF in the compact layout that is illustrated by the High Speed Rail Authority in the “Heavy Maintenance Facility Concept Plan” (Drawing TM 5.1-A). **The total site area encompasses approximately 696 acres of land.**

“The parcels underneath the elevated section will create underutilized, inaccessible, or otherwise unattractive land for private uses, but which may be utilized for HMF train storage and related operations, minimizing HMF land acquisition.”

The site area provides the option to develop either a linear layout of the various maintenance functions to be located at the HMF facility, or develop a compact layout of the facility as shown in the “Heavy Maintenance Facility Concept Plan” (Drawing TM 5.1-A). A potential site of approximately 200 acres is shown illustrating specific property parcels that could be acquired between American Avenue and Clayton Avenue to accommodate the compact layout shown in Drawing TM 5.1-A. Additional property both north of American Avenue and south of Clayton may be required to accommodate the “lead track” connecting the HMF to the CHSR mainline tracks. A CHSR Authority owned property of approximately 154 acres in size could be subdivided from those parcels to provide a compact site for the HMF.

Distance from CHSR Right-of-Way

The site area borders the BNSF right-of-way on the east for its entire length. It is assumed that the Authority will acquire a CHSR right-of-way in the approximately 60 foot wide strip of land adjoining the west side of the BNSF right-of-way. The HMF site would directly adjoin the west side of the CHSR right-of-way, providing direct access to the site.

HMF Layout Template

The site area can flexibly accommodate the HMF template as illustrated (reflecting the Authority example layout), or Alternative Site Layouts two and three. These options illustrate the ability of the Site Area to provide the

Authority’s maximum flexibility in siting the HMF to best logistical advantage and with least cost and property impacts. By its proximity to existing industrial areas within the City of Fresno, utilities may be readily extended to any location within the site area.

The northern half of the site area is within the City of Fresno and/or within the City of Fresno Sphere of Influence (planned growth area). Much of the area is zoned for manufacturing and industrial uses (M-3), compatible with a HMF. Since the completion of Highway 41 improvements in 1999 and North Avenue improvements in 2006, the area has attracted considerable industrial and logistics development, but retains substantial capacity for new growth. Additional investment in transportation improvements are planned for the larger industrial/commercial area in which the site area is located.

The northerly reach of the site area lies to a substantial degree within the footprint of the CHSR mainline alignment, which is anticipated to be elevated to cross over Highway 99 beginning its grade north of Malaga Avenue. The parcels underneath the elevated section will create underutilized, inaccessible, or otherwise unattractive land for private uses, but which may be utilized for HMF train storage and related operations, minimizing HMF land acquisition.

Consistency with Fresno County/City Planning and Zoning

The northern portion of the site area, from Highway 99 south to E. Malaga Avenue, is within the City of Fresno limits. The area is currently planned and zoned for Heavy Industry land uses, and is shown in the Fresno General Plan 2025 as continuing in Heavy Industry land use.

The Fresno “Sphere of Influence” extends south of the city limits approximately one-half mile to American Avenue, incorporating the northern portion of the site area. Should the HMF be located north of American Avenue, existing planning and land use controls are consistent with industrial uses such as the HMF.

Areas within the City of Fresno or its Sphere of Influence are variously zoned M-3 (heavy industrial) or A-E or A-L-20 (agriculture), depending on the extent of development. Agriculture and industry are commonly considered compatible adjacent uses at urban boundaries, as industrial development for the most part does not interfere or conflict with agricultural activities. Agricultural uses are



SITE OVERVIEW continued

often maintained in areas planned for urban industrial uses pending industrial growth into those expansion areas.

The southern half of the Site Area is adjacent to the City’s Sphere of Influence and is currently designated for agricultural use (zoned A-E 20). The Project Site (Option One) proposal is located here at the existing urban boundary, adjacent to industrial uses to the north and east. This location, directly on the HSR alignment where it would likely return to grade, would provide optimum convenience and flexibility for getting HST traffic on and off the mainline.

Should the HSRA locate the site directly south of the City of Fresno and parallel to the at-grade portion of the HST, as shown in Option Two, a general plan amendment and rezone to M-3 by Fresno County would be required to entitle the property for use as a HMF. The M-3 Heavy Industrial District is the broadest classification of industrial zoning, and is consistent with similarly zoned areas in the Site Area in both the incorporated and unincorporated areas. Zoning to M-3 would fully entitle the site for use as a HMF in the unincorporated area. Following entitlement, a ministerial process of site plan review and building permits would allow progression to construction.

The southern portion of the site area outside the Sphere of Influence is currently in agricultural use, although no portion of the site area is included under Williamson Act agricultural land use classification.



City of Fresno

SITE AREA

Central Ave

Malaga Ave

American Ave

Jefferson Ave

Lincoln Ave

Clayton Ave

Adams Ave

Orange Ave

Cedar Ave

Maple Ave

Chestnut Ave

FWY 99

Golden State Hwy

99

APPROX. 4 MILES

LEGEND

- CITY LIMITS
- WILLIAMSON ACT SITES
- SPHERE OF INFLUENCE
- SITE STUDY AREA
- CA HSRA R.O.W.
- CA HSRA R.O.W. ELEVATED
- BNSF R.O.W.

SITE OVERVIEW continued

UTILITIES

The site area has all existing utilities necessary to serve the HMF. All utility services exist in the industrial zoned area of Fresno on the north end of the site area, and can easily be extended further to the south as required to serve the HMF depending upon the final location of the site.

Electric Power and Natural Gas

Pacific Gas & Electric will provide electricity and natural gas to all portions of the site area. PG&E has transmission and substation facilities nearby and can work with the Authority to construct a new electrical substation on site. The Fresno Team has met with PG&E representatives who have indicated that PG&E will provide services at the capacity desired, with allowances that are credited against construction costs based upon their anticipated revenue generated from the HMF.

Domestic Water, Sanitary Sewer and Storm Water Sewer Collection

The City of Fresno can provide domestic water and sanitary sewer service to the final selected HMF site, regardless of its location or configuration in the site area. It is anticipated that storm water would be retained on the HMF site. Based upon Fresno County's geologic and climate conditions, two 3-acre storm drainage basins would be sufficient to support the site. If the HMF is located north of American Avenue, the Fresno Metropolitan Flood Control District has a planned off-site drainage pond near the site area that can be utilized for off-site storm drainage.

Refuse Removal

Refuse removal in the Fresno County portion would be provided by a private hauler contracted with Fresno County. If the HMF is located within the Fresno City limits, the City of Fresno would provide refuse removal. The City of Fresno is currently the top recycling city in the nation, with a current landfill diversion rate of 72 percent. The City can work with HMF managers to maximize recycling procedures at the facility.

Communications

AT&T will provide communications service to the HMF within the site area. AT&T will provide whatever infrastructure is needed to meet the HMF's communication needs. Any costs to upgrade off-site infrastructure would be expected to be borne by AT&T because they have existing facilities already providing service throughout the site area.



“The HMF site would directly adjoin the west side of the CHSR right-of-way, providing direct access to the site.”



City of Fresno

UTILITIES

Central Ave

36"

To be completed
mid 2010

18"

Existing Power & Phone
Along Cedar Ave

Existing Power & Phone
Along Central Ave

Existing Power & Phone
Along Malaga Ave

Malaga Ave

FWY 99

Golden State Hwy

99

Existing Power & Phone
Along Maple Ave

American Ave

Existing Power & Phone
Along American Ave

Jefferson Ave

Existing Power & Phone
Along Jefferson Ave

Orange Ave

Existing Power & Phone
Along Lincoln Ave

Lincoln Ave

Maple Ave

Chestnut Ave

Existing Power & Phone
Along Clayton Ave

Clayton Ave

Existing Power & Phone
Along Adams Ave

Adams Ave

Cedar Ave

LEGEND

- 14" CITY WATER LINE
- CITY WATER WELL
- CITY HYDRANT
- POTENTIAL EXTENSION
- CITY SEWER LINE
- POTENTIAL EXTENSION
- EXISTING POWER & PHONE
- CITY LIMITS
- WILLIAMSON ACT SITES
- SPHERE OF INFLUENCE
- SITE STUDY AREA
- IRRIGATION CANALS
- CA HSRA R.O.W.
- BNSF R.O.W.

SITE OVERVIEW continued

CONSTRUCTABILITY

Among the site area's best features is its ability to support construction. **The site is broad, relatively flat with good soils. There is ample laydown area and phasing locations. There are few structures to demolish and even fewer natural impediments. The street network is robust and the site is directly within and nearby Fresno's City limits, meaning everything from labor to materials will be quite accessible.** The following describes in more detail the site's construction attributes:

Topography

The entire site is virtually flat minimizing fill or cut areas, presenting an excellent building surface. The overall natural elevation grade differential of the site area is approximately 10 feet, derived from topographic maps from the US Geological Survey. Starting along the BNSF right-of-way, the site's northern most area is approximately 286 feet above sea level. The site area rises four feet in over 1.5 miles to a 290 foot elevation, just south of Lincoln Avenue. It then descends 5 feet in approximately 1.5 miles, just north of Adams Avenue, to a 285 foot elevation at Adams Avenue.

There is a gentle east to west cross slope of approximately 3 feet in a 0.25 mile distance at the northern most end of the site area. The widest part of the site area between Lincoln Avenue and Washington Avenue has a cross slope of 5 feet within the 0.5 miles width. The cross slope at the southern most end is relatively flat along the 0.25 miles of Adams Avenue. The site area has long been utilized for agriculture purposes. The long term agricultural cultivation of this area has left the terrain of the land in a nearly level plane, even in the areas that have transitioned into industrial uses.

Soil Conditions

Soil conditions throughout the general area and specifically throughout the site area are considered excellent. The high-strength, non-expansive soils are very conducive to the type of heavy construction anticipated. Without a specific geotechnical investigation the following is based on what would be typically anticipated for a construction site in the Fresno County area. The general soil conditions of the San Joaquin Valley floor in this area of Fresno County consist of predominantly silts and sands with little to some clay. It is anticipated that the surface soil layer will be of silt or sandy silt and will be relatively easy to work with throughout the project site.

Typically, the existing native soils in the Fresno County area, when free of organic materials, are suitable to be reused as engineered fill for building construction and site improvements. The bearing capacity usually seen with the firm native soils or properly compacted engineer fill may allow the proposed structures to be supported on spread footing, for a lower building and site improvement costs. The nature of the existing silt or sandy silt soils allows for quick percolation of

standing water into the ground. This provides a relatively dry accessible site year around facilitating continuous construction with little or no maintenance.

Highway Accessibility

There is access along the full length of the site area with multiple streets. Cedar Avenue provides North and South access, with Central Avenue, American Avenue and Adams Avenue providing the major access across the site in the East / West Direction. There is easy movement of construction materials, equipment and work force to the proposed construction site with the access to Highway 99 from Cedar Avenue, Central Avenue, American Avenue, and Adams Avenue and access to Highway 41 from Central Avenue, American Avenue and Adams Avenue. There are no road improvements or barriers that would limit or prohibit access along the full length or width of the site area. There are no topographical conditions or site improvements that would severely restrict or limit movement and utilization of the site area for the necessary temporary facilities during construction.

Other On-Site Conditions

Among the most important construction site issues is the water table, which can cause major disruption to construction activities and ongoing site maintenance.

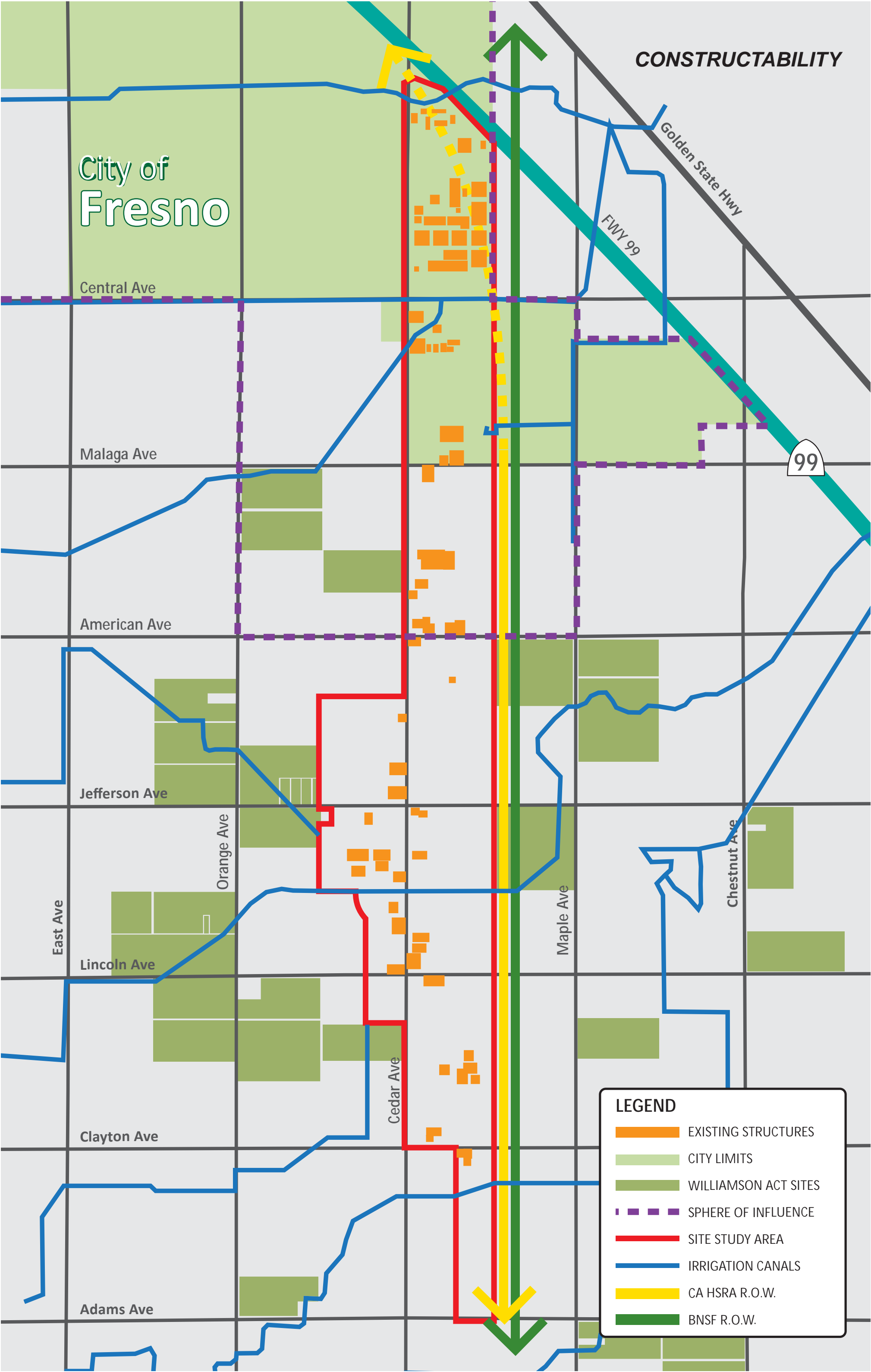
The Fresno County site has a low water table that will present no impediments to construction or facility maintenance. Regional water table elevation maps prepared by the California Department of Water Resources indicate the groundwater level to be approximately 238 feet elevation, which places the water table 55 feet below the surface.

Irrigation Canals

There are no natural rivers or waterways within the site area, and with only three minor irrigation canals there will be minimal impact to construction. Their locations are limited to three crossing all in the east / west direction. The Central Canal and Washington Colony Canal crosses the northern section of the site area along Central Avenue.

There is a branch of the Washington Colony Canal that again crosses the central area of the site area at the midway point between Jefferson and Washington Ave. On the southern portion of the site area the north branch of the Oleander Canal crosses south of Clayton Ave and north of Adams Avenue. The irrigation canals will pose no significant barrier due to their location and distance between the site crossing. Only one canal would be affected with the compact layout of the "Heavy Maintenance Facility Concept Plan" (Drawing TM 5.1). Again, only one of the canals would be affected by the linear layout of the "Alternative Concept Plans". It is not uncommon to underground and/or reroute local irrigation canals due to development in the Fresno County area.





SITE OVERVIEW continued

DISPLACEMENTS

Fresno County proposes a flexible 696 acre site area from which the Authority can select its HMF site. This provides the Authority with an exceptional level of flexibility in how it develops the site, but it also gives the Authority the ability to minimize impacts to landowners. Another feature of the Fresno County site area is that in all, there are only 76 parcels encompassing the 696 acres. Also of note, none of the parcels are in the Williamson Act. We anticipate no problems in negotiating land acquisitions.

The following is a brief summary of the overall site area:

Total Site Area: 696 acres & 76 parcels

27 parcels > 10 acres (average size 20 acres)
49 parcels < 10 acres (average size 3 acres)

Parcels in Williamson Act or Farmland Security Zone
Land Conservation Contracts: 0

Prime Farmland within Site Area:

- State Route 99 to Central Avenue (81 acres): None
- Central Avenue to American Avenue (150 acres): Mixture of Prime Farmland, Urban & Built-Up Areas, and Semi-Ag & Rural Commercial.
- American Avenue to Adams Avenue (465 acres): Predominantly Prime Farmland

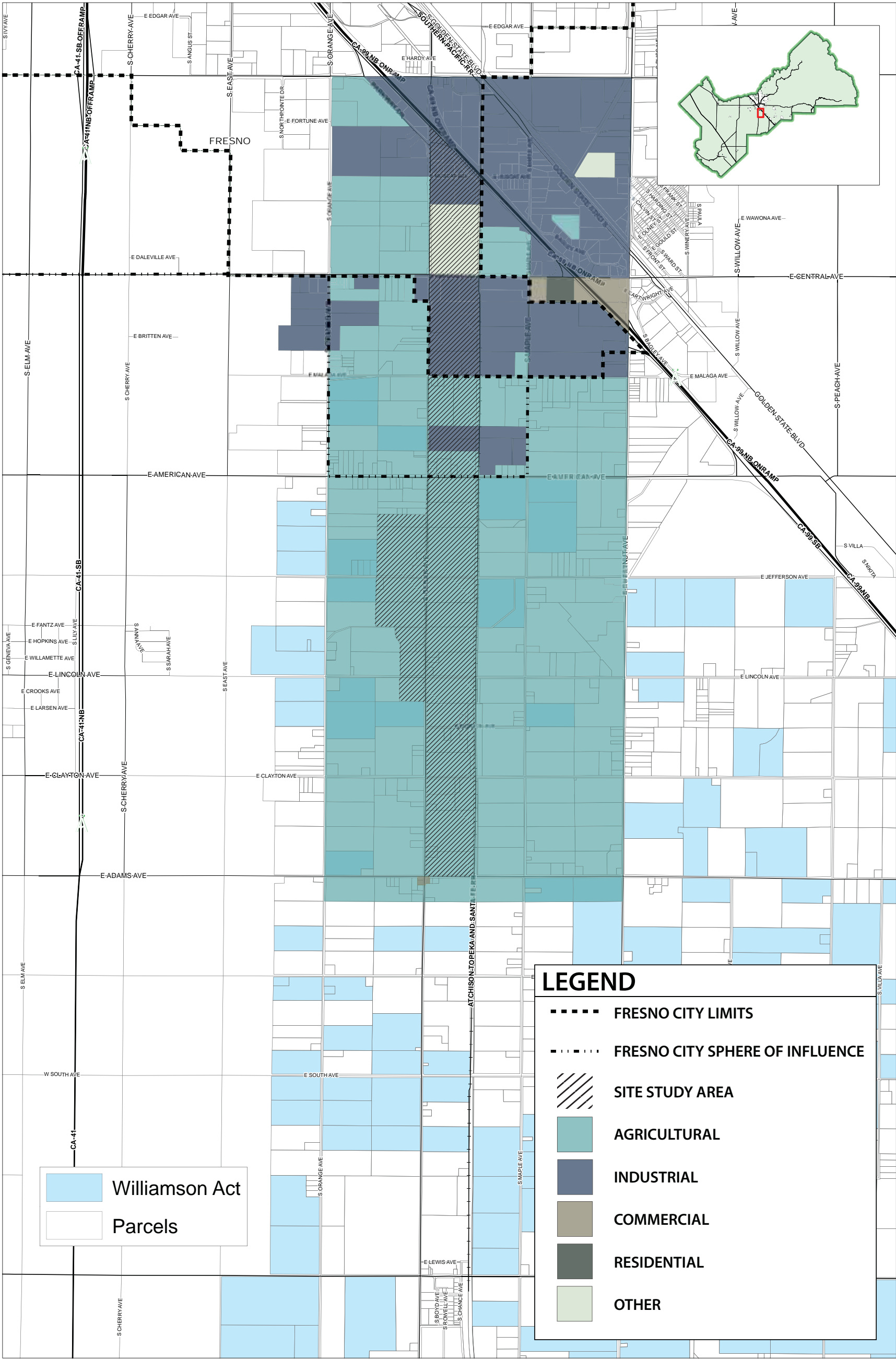
The following is a brief summary of the identified Site Alternative 1

- 18 acres (2 parcels) M-3 (Heavy Manufacturing)
- 418 acres A-E 20 (Agriculture 20-acre minimum)
 - 165 acres permanent crops (vines / orchard)
 - Remainder in row crops, pasture, or open
- Up to 29 potentially-affected residences

“...in all, there are only 76 parcels encompassing the 696 acres... none of the parcels are in the Williamson Act.”



ALLOCATION AND BOUNDARIES



SITE OVERVIEW continued

TRAFFIC AND TRANSPORTATION

Highway Access

The site area has excellent access. Freeway 99 and Highway 41 are nearby to serve as the backbone for access to the HMF. Arterial streets such as Cedar Avenue, North Avenue, Central Avenue, American Avenue, and Adams Avenue all have direct access to these state highways. A portion of Cedar Avenue could be realigned at City/County expense if more space is needed for the HMF between Cedar Avenue and CHSR and BNSF mainlines.

Sufficient local roadway infrastructure is already in place. Based upon 2030 traffic forecasts, a preliminary analysis of average daily trips (ADT) finds that the HMF will not reduce the Level of Service (LOS) of any of the roadways or intersections in the vicinity. All roadways and intersections remain at LOS C or better, except for Cedar Avenue, which is projected to be at LOS D with or without the HMF.

Truck Routes

Cedar Avenue is a designated truck route from Highway 99 southward. Central Avenue is a future designated truck route from Highway 41 to Highway 99. Freeway 99 has interchanges at Cedar Avenue, Central Avenue, American Avenue, and Adams Avenue. The American Avenue interchange is programmed and funded for upgrade using local Measure C dollars. Highway 41 has intersections at Central Avenue, American Avenue and Adams Avenue. The City and County have dedicated funding sources to adequately maintain these roadways over time.

Over/Under Crossings

Along the site area, street over/under crossings are planned with the CHSR and BNSF mainlines at Central Avenue, American Avenue, Lincoln Avenue, and Adams Avenue. All other roadway crossing in the site area would be closed, leaving room to locate an HMF within the site area in a number of locations without disrupting local traffic patterns.

Public Transportation/Vanpools and Fixed Route Service

Fresno County is committed to working with the Authority to establish Commuter Vanpools for the HMF. The Fresno County 2006 Measure “C” Extension Expenditure Plan, passed by voters in November 2006, provides funds for a Commuter Vanpool Program. The program is designed to get commuters to their destinations safely, improve air quality, and provide a cost-effective alternative to the single occupant vehicle. The Commuter Vanpool Program is open to both public and private industry, as well as potential public/private partnerships. Funds are available for a variety of vanpool incentives including monthly lease subsidies, start-up costs such as medical exams for drivers, emergency ride-home program, driver

incentives, parking permits, and more. In order to qualify there must be at least six riders and one driver. The vanpools must originate in Fresno County and typically must operate at least five days a week.

In addition, Fresno Area Express (FAX) provides fixed route service throughout the Fresno-Clovis Metropolitan Area. Three routes – routes 32, 38, and 41 – currently provide service near the proposed site. FAX stands ready to make any necessary adjustments, including additional peak period service, to one or more of these routes in order to provide the best transit service possible.

Parts/Materials Shipping

The site area is located in close proximity to the BNSF and UP freight mainlines. The site area’s location makes it feasible to construct an interchange track between either or both of these railroads directly with the HMF yard to bring heavy equipment and parts to the HMF. UPS Freight and Fed Ex Freight both have shipping/courier facilities within 1.5 miles of the site area for smaller shipments.

“Fresno International Airport is the region’s largest and only international airport...”

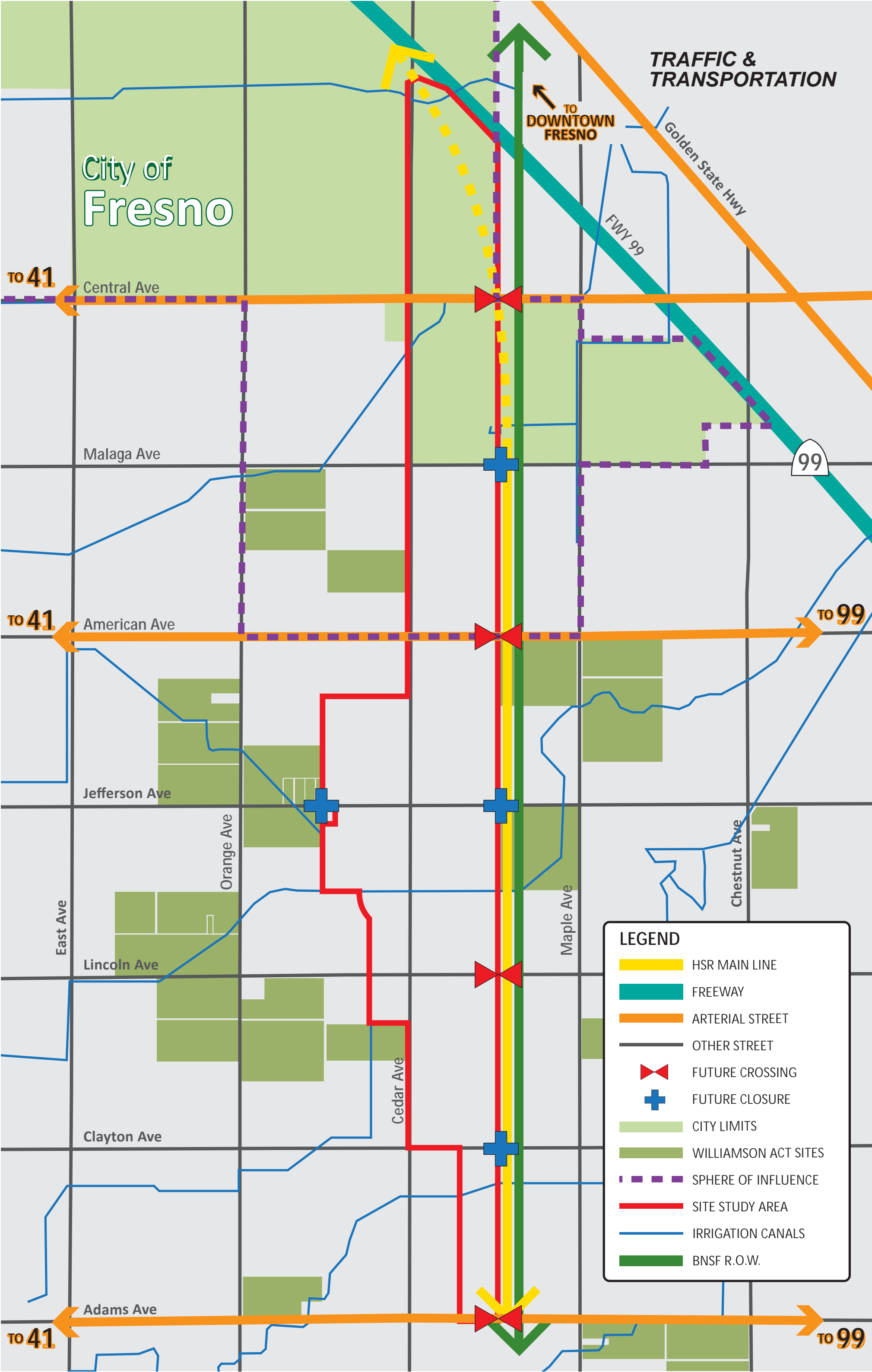
International Airport Services

Fresno International Airport is the region’s largest and only international airport, which is a critical asset when considering that the HMF and the adjacent test track will be a major business destination for the global transportation market. The City of Fresno has invested \$66.4 million in the Fresno Yosemite International Airport over the last two years to expand and upgrade the facility, including \$16 million in solar energy, making it the largest solar installation at any airport in the United States.

General Aviation facilities at the Airport are located primarily west of the terminal on approximately 13 acres.

The General Aviation area consists of private and corporate aircraft hangar facilities, as well as aviation-related businesses offering fuel services, flight training, flight schools, aircraft sales and rentals, aircraft storage and maintenance, avionics services, charters and hangar rentals.





SITE OVERVIEW continued

ENVIRONMENTAL

Underground Storage Tanks

Fresno Works has completed Phase One and Geological/Geotechnical Report for the portion of the site area within Fresno County. The Fresno Team prepared a Phase I Environmental Site Assessment Report for the portion of the site area within Fresno County. The Report identified eleven “existing or potentially existing” locations of underground storage tanks. Because this is a preliminary report, it is not certain whether there actually are 8 underground storage tanks or whether any of them would require remediation. The Report also identified the two sites as “potential locations” for use of hazardous materials and/or petroleum products. Again, it is not certain at this time whether any remediation would be required.

Our certified biologists have conducted a preliminary review of the site area and found **no evidence that sensitive species are present. No evidence was found regarding biological issues** that would create unusual or problematic project permitting or unusual mitigation requirements.

As noted above, the site area **does not contain any Williamson Act contracts**. If the HMF is constructed in the northern portion of the site area, no farmland would be displaced. If it is constructed in the southern portion of the site area then the amount of farmland displaced would be equal to the size of the HMF.

There are **no wetlands** within the site area.

Potential Hazards

Earthquakes and flooding have a very low chance of occurring at the Fresno County site area. An Alquist Priolo Map is not even produced for Fresno County because earthquake potential is so low.

According to California Geologic Survey data, there have been no recorded earthquakes with a magnitude 5.5 or greater within 30 miles of the site since 1800.

The site area is not within a FEMA Flood Hazard Zone, with the very minor exception of an existing irrigation canal that runs along Central Avenue. The AE zone (100-year flood zone) is limited to the channel of the canal only.

Entitlements

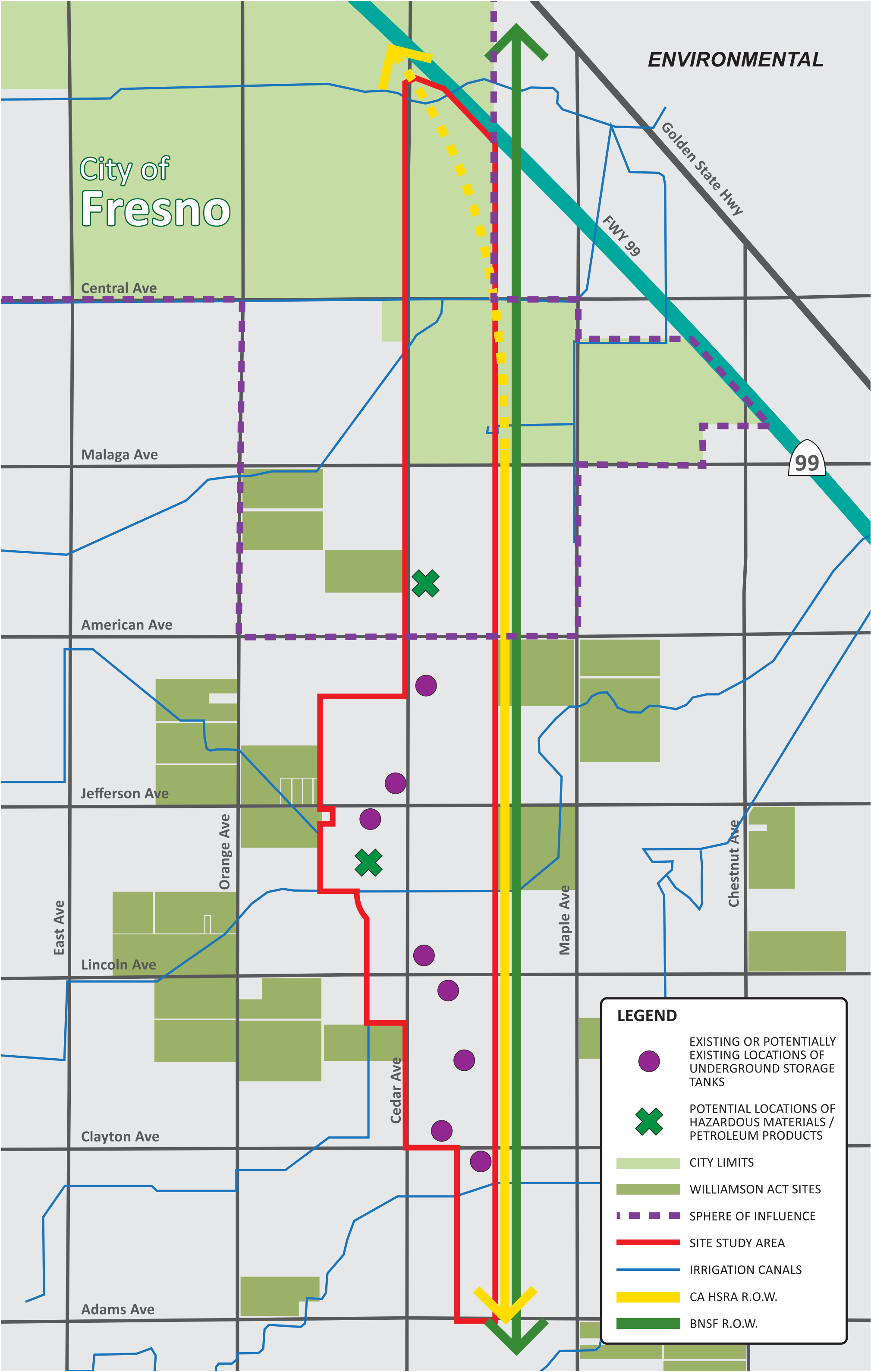
The site area is entirely within Fresno County, partially within the City of Fresno and Fresno’s Sphere of Influence. Both the City and County are fully committed to working cooperatively to site the HMF in any portion of the site area. The City of Fresno portion is already zoned for Heavy Industrial use; the HMF would be an allowed use in that zone.

The County of Fresno portion is currently zoned for Agricultural use. However, Fresno County is open to initiating, at its own expense, a general plan amendment and rezoning process to rezone the Heavy Industrial use for any County of Fresno portion of the site area selected by the Authority for the HMF, assuming such a process is consistent with the Authority’s needs and processes.



“Fresno County is prepared to assist the Authority in expediting the environmental review process for the site in accordance with CEQA/NEPA... the site poses no significant known issues that may hinder development of the HMF, and there is wide support for the location within the community.”





SITE OVERVIEW continued

HEAVY MAINTENANCE FACILITY LAYOUT

Fresno County has identified a site area and began a preliminary Alternative Analysis of the HMF, which consists of developing and analyzing potential conceptual alternatives which can be used to support preliminary engineering, develop capital and operating costs, and environmental analysis. Utilizing the Technical Memorandums “Alternative Analysis for Siting Maintenance Facilities” along with “Terminal and Heavy Maintenance Facility Guidelines,” Fresno County has initiated the process to assist the regional team in conducting an AA for the Fresno County HMF. The development of a site area, rather than a stand alone site, allows for development of multiple feasible and practical maintenance facility site alternatives. To show the flexibility of the unconstrained proposed HMF site area, our team has developed three alternatives (depicted and discussed in the pages that follow) that demonstrate the capability to accommodate the HMF guidelines and criteria.

- Alternative Layout One “Template”
- Alternative Layout Two
- Alternative Layout Three



Flexibility of the site area to provide for a number of alternative layouts is key to the Fresno Works Expression of Interest. These alternatives not only accommodate the guidelines and criteria that were derived from a review of best practices and programs used on similar high-speed train systems around the world, but can accommodate modifications, expansion, and variations to the mainline track alignment, whether horizontal or vertical. In addition, the site area and alternative layouts can accommodate an increase of estimated fleet size, additional requisite track, shop buildings, parking requirements, traffic and pedestrian access/egress modification, and varying right-of-way needs.

Alignment

The site area is immediately adjacent on the west side of the of the existing BNSF Right of Way. Based on discussions with engineers at URS and Arup who are conducting CHSR ROW analyses From Fresno to Palmdale, Fresno County understands that the CHSR ROW from Fresno south will follow a path adjacent and parallel to the west of the existing BNSF ROW. The proposed CHSR ROW will run



adjacent to and parallel to the Fresno site from Malaga Avenue south along the BNSF ROW for 12 miles before crossing over to the east side of the BNSF ROW. From Malaga north, the CHSR is elevated and cuts over the site area as it bends to the east on its approach to Downtown Fresno. Fresno Works believes the site area’s alignment with the CHSR ROW provides the Authority with an ideal location in terms of adjacency with the CHSR mainline, proximity to the Downtown Fresno, and a northern anchor for a 110 mile HSR Test Track. Moreover, it is our belief the Authority can utilize land it will already have acquired for the elevated section that is contained within the site area for the HMF. This site utilization strategy would save the Authority millions of dollars in land acquisition, infrastructure and environmental reviews, while eliminating the need to rezone one acre of agricultural land.

Connectivity from the site to the local roads and highway network are also identified in the alternative layouts, including not only the access and egress locations, but also the required grade separation requirements of major arterial streets and the impacts of these improvements. Based on the local traffic circulation patterns within the area, various alternative concepts can be accommodated in a feasible and practical manner, while still allowing for a wide variation of site modifications as future development of the system occurs.

“...provides the Authority with an ideal location in terms of adjacency with the CHSR mainline, proximity to the Downtown Fresno, and a northern anchor for a 110 mile HSR Test Track.”



SITE OVERVIEW continued

True Scale Alternative Development

In order to accurately identify proposed footprints of the three alternative layouts (site plans) the drawings were developed utilizing the computer aided design drawing (CADD) program MircoStation. This is consistent with the CHSR CADD program and utilizes the same global origin for consistency with the mainline track alignment. The concept plans that are presented in the Terminal and Heavy Maintenance Facility Guidelines are not to scale, so careful preliminary engineering took place to scale the elements of track quantity & locations, shop buildings, parking lots, and right-of-way limits. The three alternative layouts were designed per the CHSR criteria, rail standards, and the TM 5.1-A concept plan in the Terminal and Heavy Maintenance Facility Guidelines. This attention to detail provides for realistic site evaluation and accurate right-of-way impacts to assure feasibility and understanding of the impacted footprint.

Other Site Evaluation Elements

In addition to overall review and verification, evaluation of specific site items is required to provide a more complete and accurate development of alternatives. These specific items include the following:

Earthwork Evaluation

Site specific terrain and earthwork are essential in developing site alternatives. The costs of earthwork can account for a large percent of the construction subtotal. Developing alternatives that minimize earthwork volumes is an iterative process, which has been initiated with these conceptual alternative layouts that follow and will be further refined by the regional team. The vertical alignment can vary significantly based on the technology of train sets and their required design criteria, however site area and multiple alternative layouts provide for continuity/feasibility regardless of train set technology.

Right-of-way Identification

Due to the limited identification of right-of-way from previous studies, general assumptions were required for the development of proposed right-of-way utilizing Terminal and Heavy Maintenance Facility Guidelines. The following right-of-way elements have been identified in true scale to evaluate site impacts in greater detail assuring feasibility of the site and the Alternative Layouts we have developed.

- BNSF Right-of-way
- CHSR Right-of-way
- Permanent Surface, Underground and Aerial Easements
- Drainage Easements
- Roadway Easements
- Temporary Construction Easements

Environmental Impacts & Mitigation

Previous studies account for general environmental mitigation. In order to verify specific mitigation measures, the alternative layouts will be evaluated in greater detail and the mitigation costs identified. Several issues to be considered include:

- Traffic
- Noise
- Air Quality
- Light
- Visual Impacts



SITE OVERVIEW continued

ALTERNATIVE LAYOUT - ONE "TEMPLATE"

The "Template" Alternative utilizes the Terminal and Heavy Maintenance Facility Guidelines and Concept Plan in true scale. No other modifications were made to the site footprint.

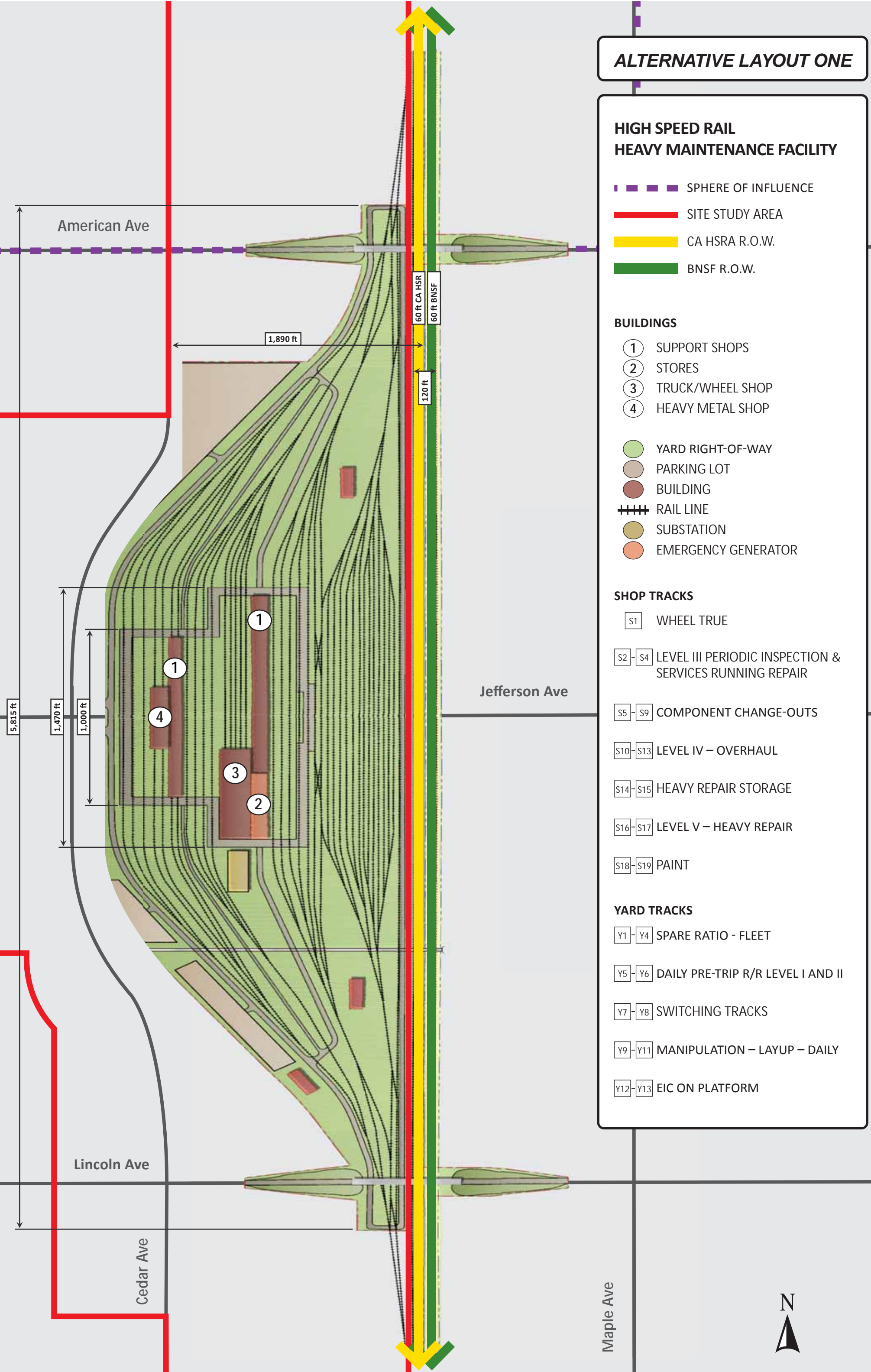
This alternative requires the relocation of Cedar Avenue to accommodate the required width. Grade separated arterials are proposed for both American and Lincoln Avenue while Jefferson Avenue will be closed to through traffic at the BNSF right-of-way. Analysis of traffic impacts were evaluated and based on current and future traffic volumes, the level of service at surrounding intersections were determined to have no adverse affects.

This alternative as shown can accommodate modifications, expansion, and variations in relation to the mainline CHSR alignment. In addition it can shift to the north, south, or

west to provide for additional storage and expandability as details are determined from the preliminary engineering site that is on-going. The only physical constraint is the CHSR alignment and BNSF right-of-way to the east.

Right-of-way limits were determined and consideration of the remnant parcels which have the opportunity to provide future support services and industrial development to support the HMF were discussed previously.





SITE OVERVIEW continued

ALTERNATIVE LAYOUT - TWO

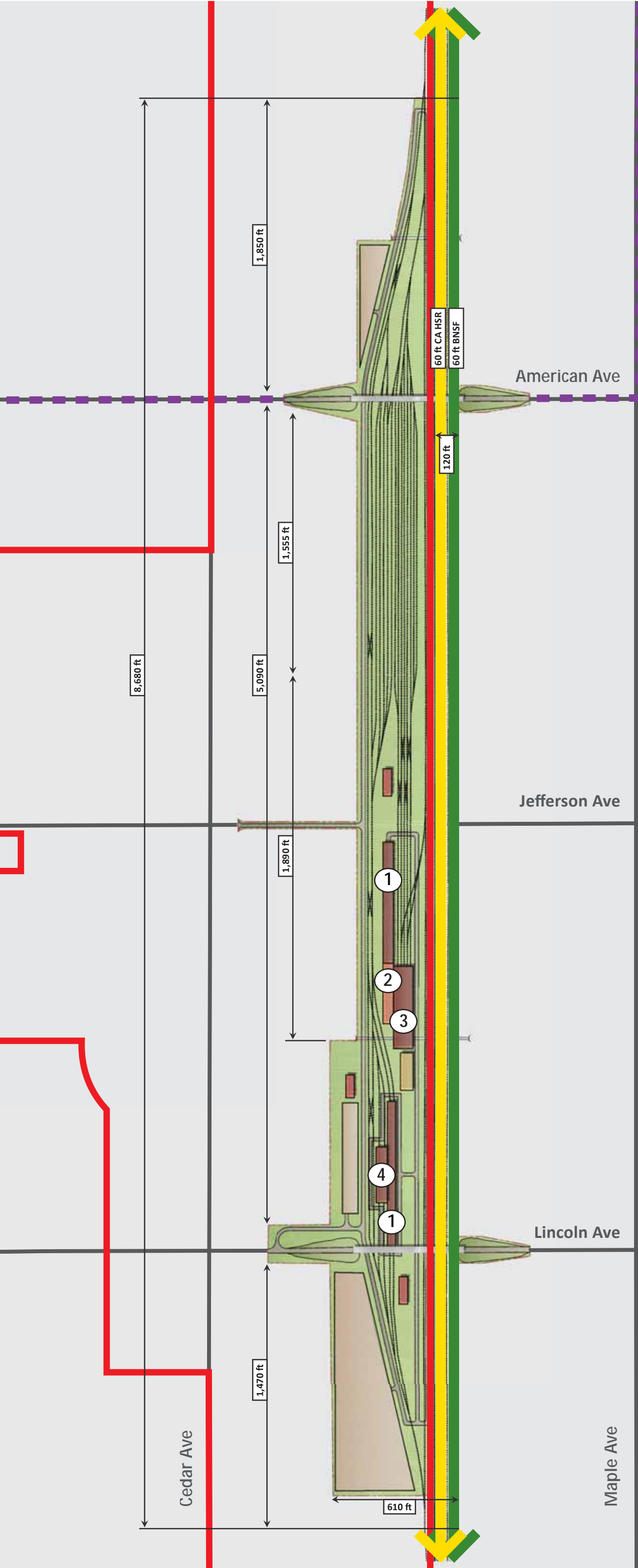
Alternative Layout Two utilizes a similar location as the “Template” Alternative Layout described above; however modifications have been made to eliminate right-of-way impacts. The alternative is a more linear version than the wider “Template” Alternative Layout One, but still maintains all the same elements of track quantity and lengths, shop buildings footage, and parking lot space. This alternative does not require the relocation of Cedar Avenue due to the narrowed width. Similarly, grade separated arterials are proposed for both American and Lincoln Avenue while Jefferson Avenue will be closed to through traffic at the BNSF right-of-way. Analysis of traffic impacts are the same as the “Template” Alternative Layout previously described, which were determined to have no adverse affects.

This alternative allows for significant modifications, expansion, and variations in relation to the mainline CHSR alignment without affecting its feasibility. This alternative can also shift to the north, south, or west to provide

for additional storage and expandability as details are determined from the preliminary engineering site that is on-going. Similarly, the only physical constraint is the CHSR alignment and BNSF right-of-way to the east.

Right-of-way impacts are very insignificant as the narrow footprint does not require full property takes, but allows partial takes along the entire site footprint. This alternative provides the greatest opportunity to accommodate future support services and industrial development to support the HMF as discussed previously.





ALTERNATIVE LAYOUT TWO

**HIGH SPEED RAIL
HEAVY MAINTENANCE FACILITY**

SPHERE OF INFLUENCE

SITE STUDY AREA

CA HSRA R.O.W.

BNSF R.O.W.

BUILDINGS

1

SUPPORT SHOPS

2

STORES

3

TRUCK/WHEEL SHOP

4

HEAVY METAL SHOP

YARD RIGHT-OF-WAY

PARKING LOT

BUILDING

RAIL LINE

SUBSTATION

EMERGENCY GENERATOR

SHOP TRACKS

S1

WHEEL TRUE

S2

S4

LEVEL III PERIODIC INSPECTION &
SERVICES RUNNING REPAIR

S5

S9

COMPONENT CHANGE-OUTS

S10

S13

LEVEL IV – OVERHAUL

S14

S15

HEAVY REPAIR STORAGE

S16

S17

LEVEL V – HEAVY REPAIR

S18

S19

PAINT

YARD TRACKS

Y1

Y4

SPARE RATIO - FLEET

Y5

Y6

DAILY PRE-TRIP R/R LEVEL I AND II

Y7

Y8

SWITCHING TRACKS

Y9

Y11

MANIPULATION – LAYUP – DAILY

Y12

Y13

EIC ON PLATFORM



SITE OVERVIEW continued

ALTERNATIVE LAYOUT - THREE

Alternative Layout Three is located north between the BNSF corridor, State Route 99 and Cedar Avenue. This alternative provides layout modifications and significantly reduces right-of-way impacts due to the fact that the CHSR alignment and HMF utilize shared rights of way. The alternative, like Alternative Layout Two, maintains all the same elements of track quantity and lengths, shop buildings footage, and parking lot space.

This alternative does not require the relocation of Cedar Avenue due to the narrowed width. Only one grade separated arterial is required (compared to two) for Central Avenue and requires no closures to existing roadways. Analysis of traffic impacts are the same as the "Template" Alternative Layout previously described, which were determined to have no adverse affects. Access to State Route 99 is greatly increased due to the close proximity of existing on and off-ramps.

This alternative also allows for modifications, expansion, and variations in relation to the mainline CHSR alignment without affecting its feasibility. This alternative has room to shift to the south or west to provide for additional storage and expandability as details are determined from the preliminary engineering study

that is on-going. Unlike the previous two alternatives, the physical constraints are the BNSF right-of-way to the east and State Route 99 to the north.

Right-of-way impacts are minimized as the footprint shares the impacted area created by Authority requirements. The CHSR alignment is on a viaduct structure above the HMF. The benefits of the shared HMF location and CHSR alignment will have significant cost savings in terms of right-of-way, as well as shared environmental area of potential effect (APE).



ALTERNATIVE LAYOUT THREE

HIGH SPEED RAIL
HEAVY MAINTENANCE FACILITY

- CITY LIMITS
- SPHERE OF INFLUENCE
- SITE STUDY AREA
- CA HSRA R.O.W. ELEVATED
- BNSF R.O.W.

BUILDINGS

- 1 SUPPORT SHOPS
- 2 STORES
- 3 TRUCK/WHEEL SHOP
- 4 HEAVY METAL SHOP

- YARD RIGHT-OF-WAY
- PARKING LOT
- BUILDING
- RAIL LINE
- SUBSTATION
- EMERGENCY GENERATOR

SHOP TRACKS

- S1 WHEEL TRUE
- S2-S4 LEVEL III PERIODIC INSPECTION & SERVICES RUNNING REPAIR
- S5-S9 COMPONENT CHANGE-OUTS
- S10-S13 LEVEL IV – OVERHAUL
- S14-S15 HEAVY REPAIR STORAGE
- S16-S17 LEVEL V – HEAVY REPAIR
- S18-S19 PAINT

YARD TRACKS

- Y1-Y4 SPARE RATIO - FLEET
- Y5-Y6 DAILY PRE-TRIP R/R LEVEL I AND II
- Y7-Y8 SWITCHING TRACKS
- Y9-Y11 MANIPULATION – LAYUP – DAILY
- Y12-Y13 EIC ON PLATFORM



Q: What would the high speed train heavy maintenance facility, and its 2,300 jobs mean to you?

“FRESNO IS AT THE CENTER OF EVERYTHING.

It will be easy to get to work if it’s here.

It’s an A+.”

Mary Douangkham
Business Office Assistant



RESOURCES AND INCENTIVES

WORKFORCE AVAILABILITY

The Fresno Works team understands that access to an abundant supply of a qualified workforce is arguably the most important ingredient to the long term success of the HMF. The Fresno Regional Workforce Investment Board and our local universities and colleges have been active partners in the development of this proposal. They have already begun a comprehensive assessment of the numbers and skills of the employees required by the HMF and an analysis of the number of qualified job applicants already available today to fulfill the job requirements anticipated in the HMF.



WORKFORCE ANALYSIS

We have (1) estimated the number and skills of workers needed at the HMF based on similar maintenance facilities, (2) compiled information on the total available workforce in both Fresno County alone, as well as the Greater Fresno/Madera Region (Fresno, Madera, Tulare and Kings Counties – the Fresno labor shed), (3) conducted a “gap analysis” between the numbers and skills of workers required, and (4) assessed the current capacity of our technical and industrial training providers to determine the pipeline of future workers.

Per our analysis, the Fresno County Region possesses, both numerically and skills-set wise, an abundant workforce to meet both the construction and eventual operational needs of the HMF. While Fresno County's overall population is approximately 900,000, our adult working population is 397,920. Fresno's commute shed, the Greater Fresno Metropolitan Region, encompasses a four-county working population of 697,894. Whether assessing just the Fresno County working population or the working population across the entire commute shed, Fresno's access to workforce supply is more than adequate to fill the 2,300 anticipated jobs at the proposed HMF. The proposed HMF site is itself contiguous to the City of Fresno where the bulk of the four county working age population resides.

Based on Authority guidelines, the HMF will be modeled after either the French or Japanese systems. We have made contact with both the Consulate General of Japan and the Consulate General of France for more information on their respective high-speed train systems and corresponding job requirements. Neither office was able to provide information regarding specific job duties. Therefore, we have conducted our preliminary workforce analysis on specific job duties for existing rail maintenance facilities located throughout the United States.

“...the Fresno County Region possesses, both numerically and skills-set wise, an abundant workforce to meet both the construction and eventual operational needs of the HMF.”



RESOURCES AND INCENTIVES continued

Understanding that the quality of the workforce is as important as the availability of the workforce, the Fresno Regional Workforce Investment Board has been able to document that there are currently 2,185 Workforce Investment Act active clients in Fresno County alone that are training-ready for each job category identified at the HMF (see chart).

“... Fresno Regional Workforce Investment Board has been able to document that there are currently 2,185 Workforce Investment Act active clients in Fresno County alone that are training-ready for each job category identified at the rail yard.”

JOB TITLE	O*NET CODE	WORK KEYS			AVAILABLE WORKFORCE
		AM	LI	RI	
Rail Yard Engineers, Dinkey Operators and Hostlers Engineer, Conductor, Railcar Switcher, Railroad Engineer, Switchman, Equipment Operator, Car Repairman, Switch Crew Supervisor, Transportation Specialist, Yard Engineer	53-1043.00	3	4	5	1,487
Rail-Track Laying and Maintenance Equipment Operators Equipment Operator (TEO) Trackman, Machine Operator, Track Repair Person, Track Service Person	47-4061.00	4	4	4	1,767
Rail Car Repairers Maintenance Mechanic, Rail Car Repairman, Rail Car Painter/ Sandblaster, Air Brake Mechanic	49-3043.00	3	3	3	2,185
Railroad Conductors and Yardmasters Conductor, Engineer, Railroad Conductor, Yardmaster, Dispatcher, Agent, Brakeman, Freight Conductor, Trainman, Operations Manager	53-4031.00	3	3	3	2,185
Stock Clerks - Stockroom, Warehouse, or Storage Yard Store Clerk, Stocker, Bay Stocker, Material Handler, Order Selector, Shipper/Receiver, Stockroom Clerk, Warehouse Representative, Warehouse Worker, Warehouseman	43-5081.03	4	4	4	1,767
Transportation Vehicle, Equipment and Systems Inspector Inspector, Quality Assurance Inspector, Rail Technician, Diesel Engine Inspector, Emission Inspection Technician	53-6051-07	5	5	5	504
Traffic Technician Investigator, Traffic Control Technician, Traffic Investigator, Transportation Planning Technician, Traffic Analyst, Traffic Engineering Technician	53-6041.00	4	4	4	1,767
Computer Operators Information Technology Specialist, Software Technician, Systems Operator, Computer console Operator, Computer Technician	43-9011.00	4	4	5	1,431
First Line Supervisors/Managers of Mechanics Installers and Repairers Maintenance Supervisor, Maintenance Foreman, Maintenance Manager, Production Crew, Supervisor, Service Manager, Crew Leader, Facility Maintenance Supervisor, Maintenance	49-1011.00	4	4	4	1,767
Transportation Managers Transportation Director, Fleet Manager, Global Transportation Manager, Traffic Manager, Train Operations Manager	11-3071.01	5	4	5	1,146
Inspectors, Testers, Sorters, Samplers and Weighers Inspector, Quality Inspector, Quality Technician, Quality Assurance Inspector, Quality Control Inspector, Quality Auditor, Picker/Packer, Quality Assurance Auditor, Quality Control	51-9061.00	4	4	4	1,767



RESOURCES AND INCENTIVES continued

Labor Force Assessment Detail

Our labor force assessment is based on three key data elements: job titles, O*Net Codes, and WorkKeys Assessment Levels. The following chart documents by job title, O*Net Code, and WorkKeys assessment level the available Workforce Investment Act clients in Fresno County alone who are training-ready for each job category anticipated at the HMF. This is just a sample of the available workforce in Fresno County, as it does not take into consideration the non-WIA workforce in Fresno County or the workforce in the rest of the Greater Fresno Metropolitan Region. **Clearly, the availability of an abundant, qualified workforce is one of Fresno's greatest attributes for the HMF.**

Additional Labor Assessment: Availability of Organized Workforce

One of the most important subsets of the workforce available to meet the needs of the HMF, both in its construction and in its eventual operation, is the organized workforce found in the Greater Fresno Metropolitan Region, which coincides with the service area of the Fresno, Madera, Kings, Tulare Building Trades Council. The FMKT Building Trades Council is comprised of the following individual unions:

- Cement and masonry;
- Drywall;
- Electricians;
- Fire sprinklers;
- Floor coverers;
- Iron workers;
- Operational engineers;
- Painters;
- Pile drivers;
- Plumbers;
- Sheet metal workers;
- Roofers;
- Boiler makers; and
- Laborers.

Generally, there are approximately 6,000 members across these 14 unions, all trained to the highest standards in their respective disciplines.

Fresno's Training and Education Infrastructure

In addition to its building trades programs, Fresno County maintains the region's largest combination of higher education and training facilities with over 95,000 students pursuing higher education and training every year across almost a dozen public and private university and community college campuses. The technical training and education needed for the HMF can easily be met in Fresno. Some of our education and training institutions are highlighted below.

California State University, Fresno

CSU Fresno is one of the largest campuses in the California State University system with over 22,000 students; 1,100 faculty members; and 26 nationally accredited departmental programs. Colleges within California State University, Fresno of particular interest to the CHSRA include the College of Science and Mathematics, the Department of Industrial Technology, the Craig School of Business, and the Lyles College of Engineering. Together, these colleges offer programs in:

“...Fresno County maintains the region's largest combination of higher education and training facilities.”

- Construction Management
- Civil and Geomatic Engineering
- Electrical and Computer Engineering
- Mechanical Engineering
- Computer Science
- Earth and Environmental Sciences
- Logistics and Supply Chain Strategies
- Computer Information Systems
- Human Resource Management



State Center Community College District (SCCCD)

SCCCD is one of the largest community college districts in California and serves over 55,000 people across five campuses. Fresno City College, the largest of the SCCCDC campuses, enrolls 34,000 students each year in over 100 associate of arts and science degree programs and over 60 vocational training programs. Fresno City College's Career and Technology Center has received state and national recognition as a model vocational education school excelling in community partnerships, competency based education, and job placement. Open entry allows individual instruction with "senior" students mentoring new students. Programs relevant to the HMF include:

RESOURCES AND INCENTIVES continued

- Engine Performance/Electrical/Heating and Air Conditioning: 30-week program. Engine theory and testing, carburetors, vehicle computer operations, electrical, ignition, fuel injection, emission control, analyzers, heating and air conditioning, estimates/work orders, preparation for testing for ASE certification. Work on “live” projects.
- Engine Repair: 20-week program. Practical and theoretical training in general engine diagnosis, cylinder heads, valve train, engine block, lubrication and cooling systems.
- Warehouse Technician: 12-week program. Forklift driving, computer literacy, basic math skills, strapping, blueprint reading, inventory, shipping and receiving.
- Maintenance Mechanic: 30-week program. Oxyacetylene and stick welding, machining, lathe, drilling, hydraulics, pneumatics electrical, mechanical, use of power tools and equipment.



The Fresno City College Training Institute provides professional development, continuing education, career training, and worksite training programs. The Training Institute is the extension program for Fresno City College, so programs can be developed quickly to meet the needs of individuals, business and industry, and public sector organizations. The Training Institute conducts worksite training programs in:

- Industrial Electrical;
- Programmable Logic Controllers;
- Supervisory Skills, Communication & Team Skills;
- Computer Software Applications; and
- Customer Service Skills.

Fresno City College’s Applied Technology Division may also be of interest to the CHSRA for the HMF. It provides experiences to guide students in their transition from the classroom to employment, employment upgrades and transfer to other training institutions. Fields of study offered by this division include air conditioning, architectural drafting, computer aided drafting and design, construction, electronic technology, environmental technology, industrial education, manufacturing technology, and welding/metal fabrication.

In addition to the education and training programs offered by California State University, Fresno

and State Center Community College District, the area also includes vocational training, associate degrees and/or undergraduate and graduate programs offered by Fresno Pacific University (private), West Hills Community College District (public), University of Phoenix (private), and San Joaquin Valley College (private vocational).

“... the payroll impact alone is over \$200 million annually.”

Economic Benefits

As the capital of the San Joaquin Valley, Fresno County is the economic engine that drives commerce for a four-county region, including Fresno, Madera, Kings, and Tulare Counties. Just as Fresno County is the center for healthcare, education, institutions, and commercial aviation, the county will also become the hub of high-speed rail. Attracted by ample business opportunities and quality cultural arts and entertainment, residents from surrounding areas regularly commute to Fresno. The location of the HMF in Fresno County will further propel the region’s economic engine, catalyzing the Fresno’s strategic plan for sustainable economic growth.

Based on similar HMF’s around the world, the project cost could be estimated at \$800 million. According to the City of Fresno Economic Impact Study, over a five-year period, an HMF of that scale will create and sustain almost 5,000 jobs in a variety of industries including, but not limited to construction, manufacturing, and transportation. Based on an estimated total



RESOURCES AND INCENTIVES continued

employment of 2,300 new workers for the Fresno County HMF, and based on a conservative average salary of \$47,000/yr., direct payroll revenues from the facility will amount to over \$110 million annually in Fresno County, with almost 75 percent of that revenue going to residents of the City of Fresno. Add to that another 2,700 indirect jobs, and the payroll impact alone is over \$200 million annually.

This data alone demonstrates that the Fresno County HMF will create high-paying, permanent jobs, and attract new companies in an underserved region of California.

Historically, Fresno County and surrounding communities were the heart of California’s agricultural economy. In recent decades, markets have shifted leaving many parts of the Central Valley with struggling economies. Jobs are especially scarce with chronic unemployment hovering at over 15 percent. The impact of building the HMF in Fresno County would be immense and sustained. For the Authority, that translates into an abundance of readily available workforce candidates to support the facility’s employment needs. With a four-county ripple effect, impacting higher than average unemployment rates, and with the ability to draw from a large workforce pool, **locating the HMF in Fresno County would be the Authority’s most practical choice from a labor perspective, while providing California’s most economically challenged region with much needed jobs.**



RESOURCES AND INCENTIVES continued

ECONOMIC INCENTIVES

The Fresno Works proposal includes a commitment of \$25 million to be used at the Authority's discretion for site acquisition, infrastructure, utilities and/or construction. We believe at this stage it is best to commit to a dollar amount that can be used by the Authority in any number of ways, as opposed to specifying exactly how the incentives must be used. With this approach, we are providing the Authority with maximum flexibility to invest the funds in a manner that will produce the most in return.

“\$25 million...with maximum flexibility to invest the funds in a manner that will produce the most in return.”

Utility Infrastructure

The proposed site area is partially within the Fresno City limits and the Fresno City “Sphere of Influence.” As such, the City of Fresno is prepared to provide the full array of public infrastructure improvements – street, sewer and water – necessary to support the facility. The City is supportive of using a number of financing alternatives, including the use of development fees, to provide the necessary infrastructure. Fresno City Council action was taken to affirm this commitment on December 17, 2009.

Pacific Gas and Electric (PG&E), one of the largest combination natural gas and electric utilities in the United States, stands ready to provide power necessary to operate the HMF in Fresno County. Once the location and load requirements for the HMF have been established, PG&E will be able to provide greater detail as to its commitment to the project.

Measure C

A viable funding source for infrastructure and the acquisition of land for the HMF is Measure C, Fresno County's self-help transportation improvement sales tax. Measure C funds have been programmed for use in a variety of transportation-related areas. Two particular subprograms provide funding that can be redirected toward the HMF. These subprograms are the New Technology Reserve Subprogram and the Rail Consolidation Subprogram. By the end of the life of Measure C, the two subprograms will accrue at least \$139 million. Upon conclusion of the public process required to redirect funds, the County of Fresno and City of Fresno are willing to commit a minimum of \$25 million from the two subprograms toward the land acquisition and infrastructure necessary to construct the HMF.

To accomplish redirection of funds from these Measure C Subprograms, an amendment to the Measure C Expenditure Plan would be required. The amendment process is a two-step process that requires public noticing and formal public hearings on the Plan Amendment by both the Council of Fresno County Governments Policy Board (COG) and the Fresno County Transportation Authority. This funding concept already has been taken before the Measure C Citizens Advisory Committee and the COG Board, comprised of the Chairman of the Fresno County Board of Supervisors and mayors from each of the County's cities. The COG unanimously approved initiation of the process at its November 2009 meeting. The Fresno County Board of Supervisors also unanimously voted to endorse proceeding with the process to amend the Measure C Expenditure Plan at its meeting on December 15, 2009.

When the HMF is sited in Fresno County, it will serve as a major economic stimulus and, in turn, generate greater sales tax revenue, thereby increasing these two subprogram funds and creating an even greater opportunity to complement the HSR initiative and HMF facility in Fresno with additional investments in new transportation technology and rail consolidation.



Road Improvements

Measure C provides separate funding for roadway improvements, such as maintenance, planned upgrades and improvements to highway interchanges that are programmed and funded using local Measure C dollars. The City and County have dedicated funding to maintaining and making necessary improvements to the roadways serving the Fresno County HMF site.



RESOURCES AND INCENTIVES continued

Enterprise Zone

The entire site area is located within Enterprise Zones. The majority of the site is located in the Fresno County Regional Enterprise Zone and the remainder is located in the City's Enterprise Zone. This will present huge incentives to investors. The benefits of the Enterprise Zone for a private sector company include the following:

- Firms can earn \$36,600 or more in state tax credits for each qualified employee hired.
- Corporations can earn sales tax credits on purchases of \$20 million per year of qualified machinery and machinery parts.
- Up-front expensing of certain depreciable property
- Lenders to Zone businesses may receive a net interest deduction.
- Unused tax credits can be applied to future tax years, stretching out the benefit of the initial investment.
- Enterprise Zone companies can earn preference points on state contracts.
- Up to 100 percent Net Operating Loss (NOL) carry-forward. NOL may be carried forward 15 years.



“The entire site area is located within Enterprise Zones. This will present huge incentives to investors.”

Q. What would the high speed train heavy maintenance facility, and its 2,300 jobs mean to you?

*“There is a
**GREAT NECESSITY TO CREATE
JOBS IN THE CENTRAL VALLEY –**
especially for those not in farming or agriculture.”*

Keith Jenkins
Copier Tech, Recreation, Restaurant Supervisor



A BROAD VISION OF
OPPORTUNITY

A BROAD VISION OF OPPORTUNITY

FRESNO WORKS: A BROAD VISION OF OPPORTUNITY

The Fresno Works vision extends well beyond simply locating the HMF in our county to secure 2,300 permanent jobs for our residents. While we are extremely motivated by the jobs that would be created by the HMF, we believe the opportunity is much bigger than that. Fresno County will ensure the HMF becomes a catalyst for additional facilities and programs that support the success of high-speed rail throughout California, as well as for similar rail projects throughout the United States. The paragraphs below summarize the development concepts we intend to pursue if awarded the HMF site.

PUBLIC PRIVATE PARTNERSHIPS

Understanding that the CHSR initiative still faces significant financing gaps, the County of Fresno is exploring any and all financing options for the HMF. We recognize that such financing decisions will be made at the sole discretion of the Authority. However, Fresno County wishes to be an informed partner in order to better support the Authority's efforts to secure necessary financing for the project.

BUILDING INTEREST IN PRIVATE INVESTMENT

In recent months Fresno County has fielded an increasing number of calls and interest from a range of investment and development experts who specialize in public private partnerships for infrastructure projects. Some bring a background in finance. Others specialize in engineering and construction. Still others focus on operations, but all are very interested in investing in the HMF. Many are engaged in PPP projects on HSR systems in other parts of the world with varying degrees of success. **Fresno County is willing to participate with the Authority as partners in a PPP effort** should the Authority choose this approach for the HMF.

In addition, Fresno County representatives have coordinated a meeting between a CalPERS board member and members and executives from the area's local retirement systems. The meeting focused on investing in the HMF and resulted in great interest among local retirement systems for potential investments. Agenda items currently are being prepared to go before the local retirement systems to commence formal discussions before each system's board.

Furthermore, at the request of the County of Fresno, Rep. Jim Costa facilitated a meeting with national and major local community banks to discuss investing in this project. The meeting generated support for the concept, and many of the bank representatives expressed an interest in learning more about how they can participate as details become available.

GLOBAL SHOWCASE FOR CHSR

We recognize that high-speed rail is quickly becoming one of the world's emerging industries. Because it will likely be the first of its kind in the United States and its adjacency to the first HSR test track, the CHSR HMF will be a national center for information,

innovation, resources and marketing associated with the development of HSR systems across America and throughout the world.

In addition to testing and commissioning of CHSR train sets, it is likely that the test track will be used extensively by vendors developing and promoting their rolling stock for other HSR systems around the world. We believe **the selected HMF site should be large enough to accommodate an adjacent national research center, training academy, conference center, and supportive commercial and office development to support this emerging global industry.** In order to support this vision, the Fresno Works site area encompasses almost 700 acres, far more land than required for the HMF alone, but sufficient to accommodate national level programs and facilities for the HSR industry.

"Fresno County will ensure the HMF becomes a catalyst for additional facilities and programs that support the success of high-speed rail throughout California, as well as for similar rail projects throughout the United States."

For example, we anticipate key facilities with significant presence and revenue streams that will maintain permanent operations could include:

- A U.S. Federal Railroad Administration High Speed Rail certification and test facility;
- A large facility for the eventual CHSR rolling stock vendor to service and promote its engines and cars;
- Facilities for global rolling stock manufacturers (not associated with the CHSR) to help develop, test and market their engines and cars.

HIGH SPEED RAIL INDUSTRIAL PARK

High-Speed Rail is the catalyst for economic development for the state. Companies that are looking at the California market to expand and grow their market share will want



A BROAD VISION OF OPPORTUNITY

continued

to position their companies to take advantage of the opportunities high-speed rail will afford them. Fresno County is the central most location in the state, and combined with Fresno County's innovative support, the HMF will be strategically positioned for its greatest success.



Combined with the aforementioned Enterprise Zone enhancements, proximity to the HMF and all that it entails operationally, the Fresno County site area presents several prime, shovel-ready sites that will provide economic and competitive advantages to prospective industrial developers. Fresno Works vision for a high-speed rail oriented industrial park will save both cost and time for development, while enhancing revenue to offset the cost of doing business for the Authority. It also sets aside a specific area for future opportunities and growth.

The County of Fresno will create this high-speed rail oriented industrial park adjacent to the HMF. The County will create a fast track process as part of the park development. Creating this specialized industrial park will be pre-permitted for the attraction of CHSR oriented businesses. The envisioned process will streamline environmental and entitlement requirements, attracting and nesting CHSR oriented companies from around the country, as well as the San Joaquin Valley.

The Fresno County CHSR Oriented Industrial Park will offer:

- Financial incentives including Enterprise, Foreign Trade, and Hub Zones
- Global and national marketing through the Economic Development Corporation serving Fresno County specifically promoting the High-Speed Rail advantage;
- Technical assistance and help with the fast track permitting process substantially expediting any High-Speed Rail oriented project

This forward-thinking approach by Fresno County will lead to the creation of the most advanced industrial park, new jobs, substantial outside investment, and a sustainable, regional economic engine. The industrial park will be designed with advances at all levels including architecture, engineering and construction by way of CC&Rs that will assure a minimization of air pollution, water waste, and energy use through innovative advanced green technologies. In addition to having a positive impact on job creation and the economy, the HSR Oriented Industrial Park will also have a positive impact on key quality of life issues, including poverty and unemployment in a seriously distressed area of California.

RESEARCH AND INNOVATION CENTER

Our vision is to see the HMF established as a national center for new technology and information exchange regarding HSR and, as a result, a breeding ground for spin offs and new entrepreneurial firms that spark further economic opportunity. We intend to seek academic, public, and private partners to co-locate in and around the HMF to create an entrepreneurial environment to accomplish that vision. **We're Californians - we shouldn't just buy trains and equipment from other parts of the world. We should do what we've always done - reinvent the system and sell it back to the world.**

Conference Center

We anticipate the CHSR HMF will draw a steady stream of visitors, either to learn more about HSR, the rolling stock, or to market their equipment or technology. Such trade will establish a critical mass requiring the need for a moderate to large sized conference center to support meetings, training and presentations, and conferences. We have selected the Fresno County site area, in part, because it will accommodate these potential, additional facilities.

"...Fresno Works is proposing to create a national high-speed rail research and training academy."



A BROAD VISION OF OPPORTUNITY

continued

SAN JOAQUIN VALLEY HIGH SPEED RAIL ACADEMY

To help foster and maintain a skilled workforce and establish a national presence for CHSR system, Fresno Works is proposing to create a national high-speed rail research and training academy. The idea is to develop a railroad science training program offered through Fresno City College using the curriculum developed by the National Academy of Railroad Sciences (NARS). A similar joint venture currently exists with the Johnson County Community College (JCCC) in Overland Park, Kan. Further, JCCC has agreed to be a resource on the public curriculum in the formation of the SJVARS.

The San Joaquin Valley Academy of High-Speed Rail Sciences would train individuals seeking to join the high speed rail industry and people who work around or with railroad facilities in other industries. SJVARS would provide high quality, value-added training through the most comprehensive, hands-on, and technically-proficient and industry-current instructors.

With a Fresno County-based Heavy Maintenance Facility, the Fresno Regional Workforce Investment Board, in conjunction with our partners:

- State Center Community College District – Fresno City College
- West Hills Community College District
- California State University, Fresno
- The Fresno Madera Kings Tulare Central Labor Council
- The Fresno Madera Kings Tulare Building Trades Council
- The International Brotherhood of Teamsters (IBT), Brotherhood of Locomotive Engineers & Trainmen (BLET)

The creation of the San Joaquin Valley Academy of Railroad Sciences would bring together public resources in workforce development and training to ensure:

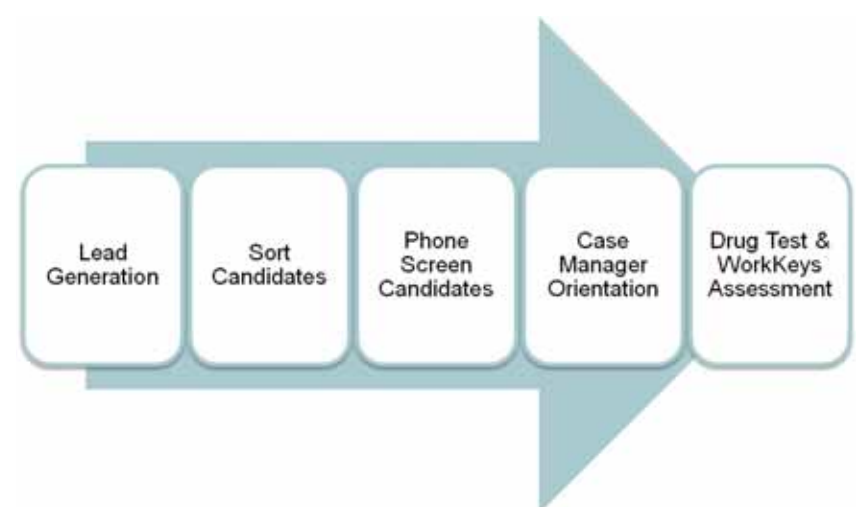
- A ready and skilled workforce for the HMF based in Fresno County
- A ready and skilled workforce for the high speed rail project for the State of California

With the existing resources and forged partnerships between workforce development, vocational training and higher educational institutes, Fresno County can provide California with a world class facility that will serve as a model for sustainable building and high speed rails across the nation.

Additional Training and Research

While the Fresno Area already enjoys a robust and comprehensive education and training system that will serve the HMF, our local colleges and universities have already expressed an interest in developing additional programs to further support the HMF, as well as the CHSR initiative. Preliminary concepts include:

Pre-Apprenticeship Training - The Fresno County Regional Workforce Investment Board (FRWIB) will institute a new screening regimen to find stable applicants for consideration as pre-apprentices by union that will represent workers at the HMF (presumably the International Brotherhood of Teamsters and the Brotherhood of Locomotive Engineers & Trainmen). Specifically, FRWIB would provide its labor partners with the following pre-apprentice support:



Once candidates are assessed, FRWIB would interview the candidates, conduct the requisite background check and screen for eligibility to be hired at the HMF and select the top candidates from the potential training pool. Once selected, FRWIB will provide a College/ Training Orientation for the selected candidates prior to commencing the training. This process would be implemented to improve hiring efficiencies to identify a qualified workforce, improve retention and progression rates and hire local candidates with trained soft skills and demonstrated work ethics.

Transportation Systems Management Programs – The Fresno State Industrial Technology Department is interested in expanding its Transportation Systems Management program to include bachelor's and master's degrees with emphases in high-speed rail management.

“Fresno Area...colleges and universities have already expressed an interest in developing additional programs to further support the HMF and CHSR”

The Partners:

Fresno City College:

FCC's Career and Technology Center has received state and national recognition as a model vocational education school excelling in community partnerships, competency based education and job placement. The program currently provides students with certifications attainable in as little as a few weeks.

A BROAD VISION OF OPPORTUNITY

continued

The FCC Training Institute:

an extension program for Fresno City College, so programs can be developed quickly to meet the needs of individuals, business and industry, and public sector organizations. The programs in the FCC Training Institute are for professional growth and development and are not for college credit. Based on the Johnson County Community College model, below are some sample titles of training programs within the proposed Railroad Sciences degree that Fresno City College may provide:

Degrees	Certificates
Railroad Operations	Conductor Option, A.A.S.
Locomotive Electrical	Certificate
Railroad Operations	General Option, A.A.S.
Locomotive Mechanical	Certificate
Railroad Operations	Mechanical Option, A.A.S.
Railroad Freight Car	Certificate
Railroad Operations	Welding Option
Railroad Conductor	Certificate

Using the Heavy Maintenance Facility for hands-on learning, the joint venture between FCC and FRWIB, can teach both basic and advanced skills necessary for a career in the rail industry to potential new employees and current railroad employees in virtually every industry craft.

Conductors learn and practice skills in an outdoor train yard, complete with various types of operating locomotives and freight cars. The program could be easily adapted to the skills of HSR.

Mechanical employees train in workshops, including a freight car lab, locomotive lab, and locomotive electrical. Each lab is fully equipped to provide hands on experience with mechanical and electrical components of cars and engines. Maintenance and engineering crews work on an open air track lab outfitted with rails and ties. This area also has a fully operative locomotive crane. Signal operators train on the actual signals, electronic switches and computer apparatus they will install and service in the field. Telecommunications specialists learn and practice on the precise equipment they will encounter on the job. Those programs that provide transferrable college credit can be foundational for the further advancement at California State University, Fresno.



California State University, Fresno

The Lyles College of Engineering is the oldest publicly supported engineering college in the San Joaquin Valley, offering engineering programs since the 1920s. Programs include:

- Construction Management
- Civil and Geomatics Engineering
- Electrical and Computer Engineering
- Mechanical Engineering

The current specializations at the Lyles College of Engineering will work jointly with the Industrial Technology Department in offering specialized courses focused on Railway Engineering to prepare graduates to work in the High Speed Rail in California. In addition, the college faculty will offer expertise on sustainable buildings and energy sources for the high speed rail – heavy maintenance facility. The Department of Industrial Technology is the only four-year university program in the San Joaquin Valley to offer bachelor’s and master’s degrees in transportation systems management. It will also offer an emphasis in high speed rail management for both BS and MS to meet the personnel needs of high speed rail management team.

SUSTAINABLE HMF AND GREEN COLLAR JOBS

Fresno County is committed to supporting the Authority in building a facility that minimizes adverse impacts to the environment, energy dependency and climate change issues. We believe the HMF should be a global showcase in sustainability, maximizing opportunities for green collar job creation and training, energy efficiency and power generation, and natural resource protection. Our commitment to a sustainable development and process will expedite the environmental review process, as well as position the project for government grants targeting energy efficiency and conservation in the building and planning sector and the development of green collar jobs and training opportunities.

A BROAD VISION OF OPPORTUNITY

continued

Sustainable opportunities for this facility are numerous and include:

Site Resource and Stormwater Management – We have already begun to assess the innovative opportunities to meet and exceed the storm water management requirements through green infrastructure strategies and bio-filtration opportunities on the proposed site and surrounding areas. We will target the potential mitigation issues of the environmental impact study on the surrounding lands with our green infrastructure strategies.



Energy Conservation and Opportunities for Renewable Energy Generation - We see the energy sector as the key area for achieving carbon neutral solutions, as well as opportunities for public private partnerships with local businesses. Through local and regional technical expertise and incentives we will support efforts to develop a facility that attempts to match the high standards of energy conservation through building and systems design and facility operational guidelines. In addition, on-site renewable energy generation is one of our key priorities. We can provide the local expertise and support in this area on many levels:

- Research into on-site renewable resources
- Focusing on solar and geothermal and wind turbine technology
- Leveraging local technical knowledge
- Training and expertise and recommending locally known vendors that can provide the full service through installation.

Potable Water Resource Conservation and Management – Water resource conservation is a considerable challenge in California, and Fresno County sees this as an opportunity for the long-term commitment and benefits. We will support the HMF's needs to reduce the use of potable water for landscaping, maintenance or non-potable water needs by assessing the use of a “purple pipe” gray-water system to the development or by providing incentives and technical support to the project for researching viability and opportunities for on-site rainwater catchment and storage off of the roof areas.

Waste Management and Recycling – As mentioned above, the City of Fresno is the top recycling city in the nation with a 72 percent diversion rate. We have robust recycling programs that could easily be expanded to provide ample opportunities to support the waste management programs at the new facility. We will also offer the opportunity for creating the re-cycle and re-use center focusing on parts and machinery used at the facility. This is potentially a thriving business opportunity that can create hundreds of new green jobs.



“...the HMF should be a global showcase in sustainability, maximizing opportunities for green collar job creation and training, energy efficiency and power generation, and natural resource protection.”

WHY FRESNO WORKS

- ***Flexible 700 acre site area***
- ***Conforms to all CHSR criteria, including environmental***
- ***\$25 million in incentives***
- ***Adjacent to BNSF alignment***
- ***110 mile (test track) distance to Bakersfield***
- ***Central Valley's deepest skilled labor pool***
- ***Extensive training and education infrastructure***
- ***Region's most comprehensive emergency services***
- ***Broad vision to position CHSR system as the global showcase for HSR, drawing investment and commerce from around the world***



CALIFORNIA
STATE
UNIVERSITY,
FRESNO

December 22, 2009

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

Dear Mr. Morshed:

As the premier institution of higher education in Central California, we offer our support and commitment to collaborate with the California High Speed Rail Authority in the placement of the Heavy Maintenance Facility in Fresno County.

California State University, Fresno has developed successful and active partnerships with educational and business leaders, health care providers, non-profit agencies, and state and federal governmental institutions, as part of our commitment to prepare a skilled workforce for one of the most neglected regions in the state of California. Our diverse and dedicated faculty continues to offer expertise in a number of areas that are beneficial to the economic development of our region; their efforts are reinforced by our establishment on campus of the Office of Community and Economic Development, which has provided staffing and support for the Regional Jobs Initiative, and the California Partnership for the San Joaquin Valley. Our relationships with Fresno County have continued to flourish, through on-site educational workshops and degree completion programs for many of their staff, offered by several of our Institutes and Centers, and primarily through the Office of Continuing and Global Education.

The Heavy Maintenance Facility (HMF) in Fresno County will provide added value to our work in this region, with the promise of job creation and training opportunities for over 1,000 potential new workers. We envision that our role will include training in general areas such as central control supervision, system-wide engineering, and rolling stock maintenance, as well as in management and clerical support. In addition, we have faculty and graduate students prepared to offer technical and research advice as well as scholarship linked to the agricultural and environmental impact that the HMF will have in the region. More specifically, our faculty from the Lyles College of

Office of the President

Harold H. Haak Administrative Center
Henry Madden Library, Suite 4104
5200 North Barton Ave. M/S ML48
Fresno, CA 93740-8014
559.278.2324
Fax 559.278.4715



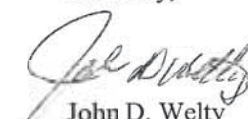
THE CALIFORNIA STATE UNIVERSITY

Mr. Mehdi Morshed
December 22, 2009
Page 2 of 2

Engineering and the Craig School of Business can provide expertise in processes that include failure analysis, wear evaluation, materials/component testing, advanced design or redesign, lean operations, supply chain analysis, inventory control, and decision management. Our ties to the Regional Jobs Initiative Manufacturing Cluster will provide a support infrastructure tying the HMF to Fresno State and the local industry and suppliers.

Fresno County is the ideal location for the HMF, providing a central point connecting the north and south regions, a rich urban setting that supports industrial development, and a wealth of university expertise. I fully endorse the "Expression of Interest" being submitted by the County of Fresno, City of Fresno, and the Council of Fresno County Governments and encourage you to give Fresno County full consideration as the site for the HMF.

Sincerely,


John D. Welty
President

JDW/WC:mem



Roberto L. Peña
Retirement Administrator

FRESNO COUNTY EMPLOYEES' RETIREMENT ASSOCIATION
BOARD OF RETIREMENT

Eulalio Gomez, Chair
James E. Hackett, Vice Chair
Michael Cardenas
Nick Cornacchia
Franz Criego
Vicki Crow
Steven J. Jolly
Phil Larson
John P. Souza
Ronald S. Frye, Alternate

January 8, 2010

Mr. Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95841

Dear Mr. Morshed:

The Fresno County Employees' Retirement Association (FCERA) received a presentation from Supervisor Henry Perea, Co-Chair of the Fresno Works team dedicated to responding to the Authority's request for a Heavy Maintenance Facility Expression of Interest. We concur with Fresno Works and believe that Fresno County is the best location for the facility.

Please note that as more details arise about the Heavy Maintenance Facility and the possible rate of return expectations of this endeavor, we will be better poised to make a more concrete investment decision on whether to invest a portion of our approximate \$2.5 billion portfolio in the Fresno County located facility project.

In the meantime, we hope you will choose Fresno County for the location of the Heavy Maintenance Facility. It is a win-win for the Authority and the residents of Fresno County.

We look forward to learning more about investing in your Heavy Maintenance Facility.

Sincerely,

Eulalio Gomez
Chairman of the Board of Retirement

ea

1111 H Street, Fresno, CA 93721, Tel 559.457.0681 Fax 559.457.0318





**Central Labor Council of
Fresno, Madera, Tulare & Kings Counties
AFL-CIO**

Serving Fresno, Madera, Tulare, and Kings Counties

January 6, 2010

High Speed Rail Authority
Sacramento, CA.

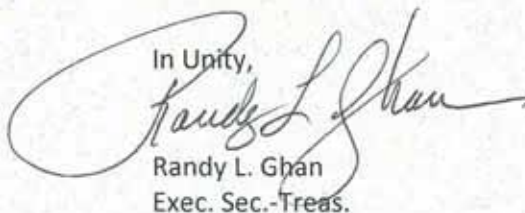
Re: Maintenance facility location

To High Speed Rail Commission,

High Speed Rail in California will be good for all of us! High Speed Rail will create sustainable green jobs, spur economic growth and protect our environment and the long term sustainability of our state. The construction and operations of the system will create hundreds of thousands of green jobs at a time when unemployment is at an all time high.

The Fresno-Madera-Tulare-Kings Counties Central Labor Council strongly endorses the selection of the Fresno County site as the Authority considers an appropriate location for the proposed maintenance facility. The Central Labor Council will be a key contributor to the overall labor needs of the project and will work in concert with a broad spectrum of community partners in assuring the success of the effort.

We encourage the selection of the FRESNO WORKS proposal.

In Unity,

Randy L. Ghan
Exec. Sec.-Treas.



International Brotherhood of Electrical Workers Local 100

1921 NORTH GATEWAY, SUITE 102 • FRESNO, CALIFORNIA 93727

TELEPHONE (559) 251-8241 • FAX (559) 251-0543

Members of the High Speed Rail Authority:

The International Brotherhood of Electrical Workers Local Union 100 is in full support of the High Speed Rail project in California, not only from a jobs perspective but from a Green perspective. We believe it is in the best interest of all Californians to Go Green, to build Green, and to promote Green construction whenever possible.

We are very interested in partnering with any and all agencies involved in the effort to locate the Heavy Maintenance Facility in Fresno County.

If we can be of further assistance, please feel free to call Chuck Riojas at 559-696-2066.

Respectfully,



Gerald O. Zumwalt
Business Manager
IBEW Local 100



State Center Community College District

Office of the Chancellor

1525 East Weldon Avenue • Fresno, California 93704

Telephone (559) 244-5901 • FAX (559) 226-3757 • www.scccd.edu

December 16, 2009

TRUSTEES

President

William J. Smith

Vice President

Patrick E. Patterson

Secretary

Dorothy Smith

Isabel Barreras

Richard Caglia

H. Ronald Feaver

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Thomas A. Crow

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Reedley College

Barbara A. Hioco

President

Fresno City College

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Vice Chancellor

North Centers

Terry Kershaw

Vice Chancellor

Finance & Administration

Douglas R. Brinkley

Interim Vice Chancellor

Workforce Development

& Educational Services

Michael Quinn

Mehdi Morshed

Executive Director

California High Speed Rail Authority

925 L Street, Suite 1425

Sacramento, CA 95814

Dear Mr. Morshed:

On behalf of State Center Community College District (SCCCD), I am submitting this letter of support for locating the Heavy Maintenance Facility in Fresno County. State Center Community College District is a multi-campus district comprised of two fully accredited colleges, as well as three major educational centers located in Fresno, Madera and Oakhurst. In addition, SCCCDD offers educational services in several satellite centers throughout the Central Valley.

With over 30,000 students enrolled annually, SCCCDD is the largest institution of higher education in the Valley. SCCCDD is also a leader in workforce development and offers many state-of-the-art training programs for students seeking vocational education. Through our campuses and centers, we will be a natural source for providing the 1500 estimated employees that you will need at the Heavy Maintenance Facility (HMF). In review of the criteria outlined in the RFEI on the Authority's website, it is clear that the "availability of local labor force to support employment needs and economic benefits to cities and local communities" can be found here in Fresno County.

SCCCDD's close partnerships with the local K-12 districts, California State University, Fresno, the Workforce Investment Board and the Economic Development Corporation, strengthen our ability to provide HMF with a highly skilled workforce for today *and* for the future. I hope you will carefully consider Fresno County when determining the location of the Heavy Maintenance Facility. It would be our pleasure to work with you in fulfilling your needs.

Sincerely,

Thomas A. Crow
Chancellor

EQUAL OPPORTUNITY EMPLOYER



Fresno Construction & Engineering
5555 E. Olive Ave, Rm E100DE
Fresno, CA 93727

January 8, 2010

Mehdi Morshed, Executive Director
925 L Street, Suite 1425
Sacramento, CA 95814

Mr. Morshed,

This letter is a commitment to serve communication services to the High Speed Rail Heavy Maintenance Facility site proposed in Fresno near Cedar and Lincoln Avenue.

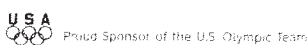
AT&T is a leader in delivering world class communication services that allows businesses and communities to stay connected to their world. It is this commitment to service and quality that sets it apart.

As such, should this site be selected AT&T has the ability to provide local basic communications and data services that will enable the facility to commence construction. If given the opportunity to discuss the High Speed Rail ultimate communications requirements for this location. AT&T would have the ability to propose the best communications products and services that meet the goals and objectives of the project.

AT&T looks forward to the prospects of this new project being built in Fresno and will strive to exceed on the delivery and quality of services.

Regards,

Israel Chavez
Area Manager Construction & Engineering- Fresno
AT&T
5555 E. Olive Ave.
Fresno, CA, 93727
559-454-3346 Office
559-304-5395 Cell





San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT


HEALTHY AIR LIVING™

January 11, 2010

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

Dear Mr. Morshed:

The San Joaquin Valley Air pollution Control District (District) supports the siting of the High Speed Rail Heavy Maintenance Facility in the San Joaquin Valley. Logistically, the Valley is the ideal location for this facility, as well as being the likely location for the early phase high speed test track. From an economic perspective, this facility will have a positive effect on the San Joaquin Valley's economy which has been harder hit by the economic downturn than other regions of the state.

Staff working on the proposed site in Fresno County contacted District staff early in their site development process and sought measures to reduce the air quality impact of their project. Additionally, the project proponents requested information about any pertinent air quality grants, and have indicated that they will fully pursue those option if their site is chosen. The District manages over \$100 million in air quality grants annually.

The District looks forward to working with the High Speed Rail Authority to build a facility in the Valley that mitigates air quality impacts, so that the economic benefits noted above can be realized.

Sincerely,


Seyed Sadredin
Executive Director/APCO

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061
www.valleyair.org www.healthyairliving.com

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

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GLOBAL COMMERCIAL BANKING

Rudy B. Medina, Market Executive
Fresno Commercial Banking Office
CA1-141-01-02
5292 N. Palm Avenue
Fresno, CA 93704

January 7, 2010

California High-Speed Rail Authority
925 L. Street, Suite 1425
Sacramento, CA, 95814

Subject: Support for Fresno Location for proposed Central Valley Heavy Maintenance Facility

Bank of America supports efforts to improve mobility, protect the environment and foster economic revitalization. We believe that major transportation infrastructure projects will contribute greatly to achieving these overall goals. The bank was proud to be a supporter of the Prop 1A state bond that would provide resources to advance a variety of infrastructure projects, including the proposed California High-Speed Train project.

As Fresno Market President for Bank of America, I want to express my support for the County of Fresno in their effort to bring the High Speed Rail project's Heavy Maintenance Facility to the Central Valley. Fresno is ideally located in the center of the entire High Speed Rail route and importantly, in the center of the "test track." Fresno also boasts a well-trained workforce and will develop innovative workforce training programs to further assist in the maintenance needs. The economic stimulus impact to the region will contribute greatly to reducing the current high unemployment and generate what is estimated in the billions of dollars in annual economic benefits.

The County and City of Fresno, along with community stakeholders are actively engaged in delivering a competitive bid for the Maintenance Facility. Fresno has identified the ideal site and has developed the approach, methodology, and timelines for acquisition and construction of the facility. Bank of America Fresno Market team joins in supporting local efforts to secure designation of the facility in our region by the High Speed Rail Authority.

For over a century, Bank of America has served to enhance the economic vitality of the state and local communities. We will continue to engage with the County, the City, and community stakeholders in support of this effort in Fresno.

Sincerely,



Rudy B. Medina
Market President
Bank of America

Cc: Jim Costa, US House of Representative, California's 20th Congressional District
Henry T. Perea, Supervisor District 3, The County of Fresno

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REVISED
BEFORE THE BOARD OF SUPERVISORS
OF THE COUNT OF FRESNO
STATE OF CALIFORNIA

IN THE MATTER OF SUPPORTING THE SITING)
AND FINANCIAL STRATEGIES NEEDED TO) RESOLUTION NO. 09-526
LOCATE A HIGH-SPEED RAIL HEAVY)
MAINTENANCE FACILITY IN FRESNO COUNTY)

WHEREAS, the Fresno County Board of Supervisors has long been a strong advocate for high speed rail in California and in the San Joaquin Valley, and

WHEREAS, the voters approved Proposition 1A on November 4, 2008, which provides \$9.95 billion for the purpose of constructing a statewide high speed rail facility that will link San Francisco to Los Angeles as well as other California cities, including Fresno, with trains that will operate at speeds up to 220 miles per hour; and

WHEREAS, the California High-Speed Rail Authority (CHSRA) is tasked with completing final planning and environmental efforts, and as part of theses efforts has determined that it will establish a Heavy Maintenance Facility in the Central San Joaquin Valley; and

WHEREAS, the CHSRA has invited interested parties to submit an Expression of Interest that will be used in identifying potential sites for planned High-Speed Train Maintenance Facilities that meet the Authority's maintenance facility siting requirements, minimize environmental impacts, and offer financial incentives and other economic benefits to the State of California and the community; and

WHEREAS, County and City of Fresno are proposing a partnership for the purpose of developing a competitive proposal of economic incentives in support of locating the heavy maintenance facility in Fresno County; and

WHEREAS, the County and City of Fresno have been actively engaged with

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other community stakeholders including the Economic Development Corporation Serving Fresno County and the Workforce Investment Board in indentifying a potential site as well as various financial incentives that could be used to attract the siting of a Heavy Maintenance Facility in Fresno County; and

WHEREAS, the location of the heavy maintenance facility in Fresno County would serve as much needed stimulus to the local economy and create an estimated 1,500 new local jobs which will reduce the current high unemployment rate, and generate more than \$2 billion annually in economic benefits; and

WHEREAS, It is anticipated that competition for location of the heavy maintenance facility from other Central Valley cities will be strong; and

WHEREAS, submission of a proposal including economic incentives in support of locating the heavy maintenance facility in Fresno County will strengthen the competitive advantage for Fresno City and County; and

WHEREAS, it is vital that financial incentives and/or other funding opportunities be available to support of this effort, and

WHEREAS, the County will seek funding or funding participation with public and/or private partners to offset certain costs related to location of the Heavy Maintenance Facility and the High Speed Rail corridor in Fresno County, and

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Board of Supervisors, recognizing the economic benefits that the siting of a Heavy Maintenance Facility will provide to the region and the community, has committed, with its partners, to submit an Expression of Interest for siting the Heavy Maintenance Facility in Fresno County, and to support the identification and use of various financing strategies to successfully locate the Heavy Maintenance Facility within Fresno County.

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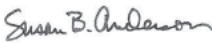
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THE FOREGOING was PASSED and ADOPTED by the following vote of the Board of Supervisors of the County of Fresno this 15th day of December 2009, to wit:

AYES: Supervisors Perea, Poochigian, Case, Larson, Anderson


NOES: None

ABSENT: None


CHAIRMAN, Board of Supervisors

ATTEST:

BERNICE E. SEIDEL
Clerk, Board of Supervisors

By 
Deputy

AGENDA NO.: 8
RESOLUTION NO.: 09-526

3

The Fresno Works wishes to thank all those from the following who contributed to this expression of interest:

- County of Fresno
- Council of Fresno County Governments
- City of Fresno
- Economic Development Corporation serving Fresno County
- Fresno, Madera, Tulare, Kings Counties AFL-CIO
- International Brotherhood of Electrical Workers
- Fresno County Workforce Investment Board
- California State University, Fresno
- State Center Community College District
- HOK Architects
- Darden Architects
- Quad Knopf
- Precision Civil Engineers
- Tetra Tech

Fresno County Alliance for the High Speed Train

County of Fresno	Fresno Chamber of Commerce	City of Clovis
City of Fresno	Fresno-Metro Black Chamber of Commerce	Clovis Unified School District
Council of Fresno County Governments	Greater Fresno Hispanic	Fresno Business Council
Fresno County Workforce Investment Board	Chamber of Commerce	Fresno County Office of Education
EDC Serving Fresno County	West Fresno Coalition for Economic Development	Fresno Metropolitan Flood Control District
Fresno County Economic Opportunities Commission	Regional Jobs Initiative	Fresno Unified School District
California State University, Fresno	I-5 Business Development Corridor	Pacific Gas & Electric Company
State Center for Community Colleges	5 Cities Economic Development Authority	The Training Institute
West Hills Community College	Central Unified School District	University Business Center
Fresno Pacific University Greater Area	Central Valley Business Incubator	West Side Institute for Technology