

# CALIFORNIA ENERGY COMMISSION

REPORT OF CONVERSATION Page 1 of 2

California Energy Commission

**DOCKETED**  
**08-AFC-8A**

TN # 66973

AUG 30 2012



*Siting, Transmission, and  
Environmental Protection Division*

FILE: 08-AFC-8A

PROJECT TITLE: Hydrogen Energy California project

<input checked="" type="checkbox"/> Telephone	Email	<input type="checkbox"/> Meeting Location:
NAME: Lisa Worrall	DATE: August 27, 2012	TIME: 9:30 a.m.
WITH: Robert Ball, Planning Director, Kern Council of Governments		
SUBJECT: Regional Blueprint 2050, Growth in Kern County, and the HECA project		

I spoke with Robert Ball, Planning Director, with the Kern Council of Governments (Kern COG) about planned growth in Kern County, the Regional Blueprint 2050, and the HECA project. The information below is from our conversation.

The Blueprint principles have been adopted and the COG is rolling out the Directions to 2050 to the public as the next phase. The 2011 Regional Transportation Plan adopted regional growth forecast used in transportation models. This is an accurate forecast based on the most recent census data. Development by 2035 doesn't build out the General Plans. Land designated for residential uses will not be fully developed by 2035 based on the local adopted forecast. Mr. Ball did not know about buildout of the community of Buttonwillow, but it can be identified in the County General Plan. Taft is constrained by the oil fields and has a perceived lack of amenities and limited housing stock. Most workers in the oil fields live in Bakersfield and commute to the oil fields for work. Kern County is concerned with residential encroachment on existing dairies. Kern County ordinances in Metropolitan Bakersfield require sewer hook ups for lots smaller than 6 acres. About one twentieth of Kern County is urban and the rest of the land is rural. There are large areas dedicated for resources such as minerals and petroleum. Employment in western Kern County is primarily in resource areas. Other strategic employment areas are in wind areas in the Tehachapi pass and other resource areas.

Workers travel a reverse commute, living in metropolitan Bakersfield and working in western Kern County. Kern County has a high number of workers who carpool and vanpool. Kern County is looking to expand employment in strategic employment areas. Kern COG is also looking to preserve the short-haul rail lines and Kern COG has identified users/customers in the Draft Short Haul Rail Phase II study.

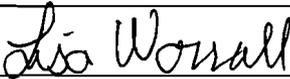
We discussed the HECA project's proposed five-mile rail spur connecting from the Buttonwillow line of the San Joaquin Valley Railroad to the HECA project site and the potential for future extended use of the HECA spur line by other users. The major users of the Buttonwillow rail line are a tomato packing company at the southwest corner of I-5 and SR-58, Frito Lay with their bulk grain and other shipments, and a hazardous materials shipper on Stockdale Highway.

# CALIFORNIA ENERGY COMMISSION



REPORT OF CONVERSATION Page 2 of 2

Mr. Ball explained that farmers are not likely to use the spur line proposed by the HECA project as their use would be a short haul use and to make the use of the spur line cost effective, goods would need to be shipped a minimum of 500 miles for financial feasibility. Farmers generally truck their goods to the ports or to Fresno and to Delano. Railex in Delano is a truck to box car transload distribution center. Mr. Ball explained that the biggest cost to shipping is the transload facility. Hauls of 1000 miles or greater are cost effective, for example California to the east coast. Hauls less than 500 miles are not considered cost effective by the class 1 railroads; however, high value bulk goods movement could work financially for shorter hauls, for example, oil and mining products. The owner/controller of the railroad spur line would determine whether there is capacity to serve the project. The short haul railroad owner/controller of the Buttonwillow line is San Joaquin Valley Railroad and the owner/controller of the railroad line over the Tehachapi Pass is Union Pacific, however Burlington Northern Santa Fe (BNSF) has trackage rights. The Tehachapi pass widening is a proposed project to relieve the bottleneck over the Tehachapi pass, currently at capacity. Lengthened sidings are proposed to increase capacity by 70%. The project would be paid by BNSF and the State of California on Union Pacific right-of-way. The environmental document is now out for public review.

cc: Bob Worl, CEC Project Manager; John Hope, CEC Traffic & Transportation Analyst; Jonathan Fong, CEC Land Use Analyst, Amanda Stennick, CEC Land Use and Socioeconomics Supervisor.	Signed: 
	Name: Lisa Worrall