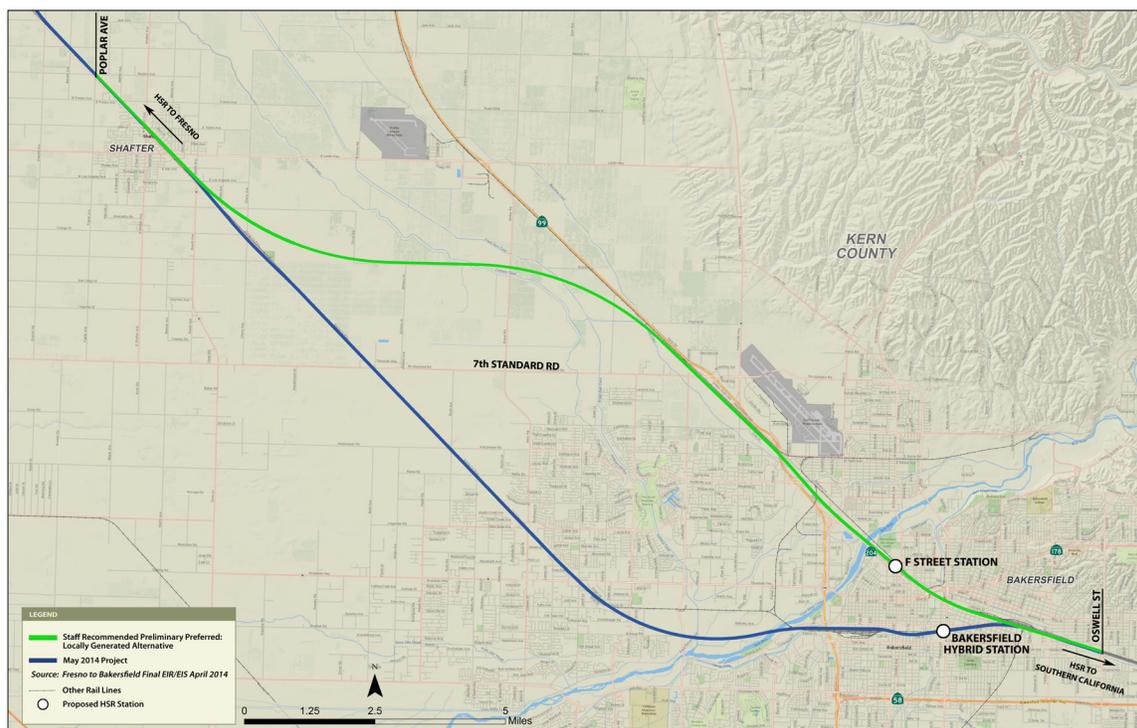


Fresno to Bakersfield

Locally Generated Alternative

On May 10, 2016, the California High-Speed Rail Authority (Authority) Board of Directors identified the Fresno to Bakersfield Locally Generated Alternative, previously referred to as the Bakersfield F Street Station Alignment or BFSSA, as the Preliminary Preferred Alternative. The Locally Generated Alternative is a 23-mile corridor located between the cities of Shafter and Bakersfield in the Central Valley and has been developed in cooperation with the City of Bakersfield, the City of Shafter, and Kern County. The Locally Generated Alternative is being studied along with the approved Bakersfield Hybrid Alternative in a supplemental environmental document anticipated for release this fall.



The Authority continues to work closely with the City of Bakersfield, the City of Shafter and Kern County, as well as local residents, stakeholders and regulatory agencies to refine the Locally Generated Alternative which includes a station at F Street and Golden State Avenue.

BACKGROUND:

In May 2014, the Authority's Board of Directors certified a Final Environmental Impact Report (EIR) for the Fresno to Bakersfield Project Section. The document identified a preferred alignment from the Fresno high-speed rail station to the Bakersfield high-speed rail station located at Truxtun Avenue.

In June 2014, the City of Bakersfield filed a lawsuit challenging the approval under the California Environmental Quality Act (CEQA). As a result, the Authority and the City continued meeting in an effort to resolve the issues addressed by the litigation. In December 2014, the Authority and the City announced that they would study an alternative alignment and a high-speed rail station at F Street and that the City agreed to dismiss their CEQA lawsuit.

ENVIRONMENTAL PROCESS:

Development of the supplemental environmental document for the Locally Generated Alternative is advancing and a draft is anticipated for release in the fall of 2016, which will include public hearings, agency and public comment opportunities. The supplemental environmental document will evaluate the potential effects associated with the Locally Generated Alternative and will provide a com-

PROPOSED STATEWIDE ALIGNMENT



parison of the Locally Generated Alternative and the Bakersfield Hybrid Alternative (see map). This ongoing planning process will continue to include public involvement opportunities.

ABOUT THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California's high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

CURRENT PROGRAM STATUS

Phase 1 of the high-speed rail system will provide fast, safe and reliable connections between counties and cities from the Bay Area and the Central Valley to the Los Angeles basin. Phase 2 will add further connections to Sacramento and San Diego.

MAJOR ACTIVITIES ARE UNDERWAY NOW

- Construction in the backbone of the high-speed rail system in the Central Valley.
- Planning and/or environmental clearance of remainder of the Phase 1 System.
- Planning for the Phase 2 System.
- Implementation of a statewide rail modernization plan, in partnership with local stakeholders, which invests billions of dollars in local and regional rail lines right now.

BENEFITS OF THE HIGH-SPEED RAIL PROGRAM

- Curbs congestion on California roadways and at airports – some of the busiest in the nation.
- Prepares the state for a projected population of 50 million by 2050.
- Costs billions less than continuing to invest only in California's aging roads and airports.
- Connects the major regions of the state – the Bay Area, the Central Valley and Southern California – and ties their economies together.
- Connects businesses with customers, and broadens opportunities for workers, employers, students and visitors.
- Creates thousands of construction and long-term jobs in the Central Valley.
- Benefits the environment by improving air quality and reducing greenhouse gas emissions.
- Encourages sustainable community planning through smart land use and station-oriented development, which can also reduce pressure to convert farmland and other natural areas to development.

