Corcoran Area - Option 1 - Adjacent to BNSF

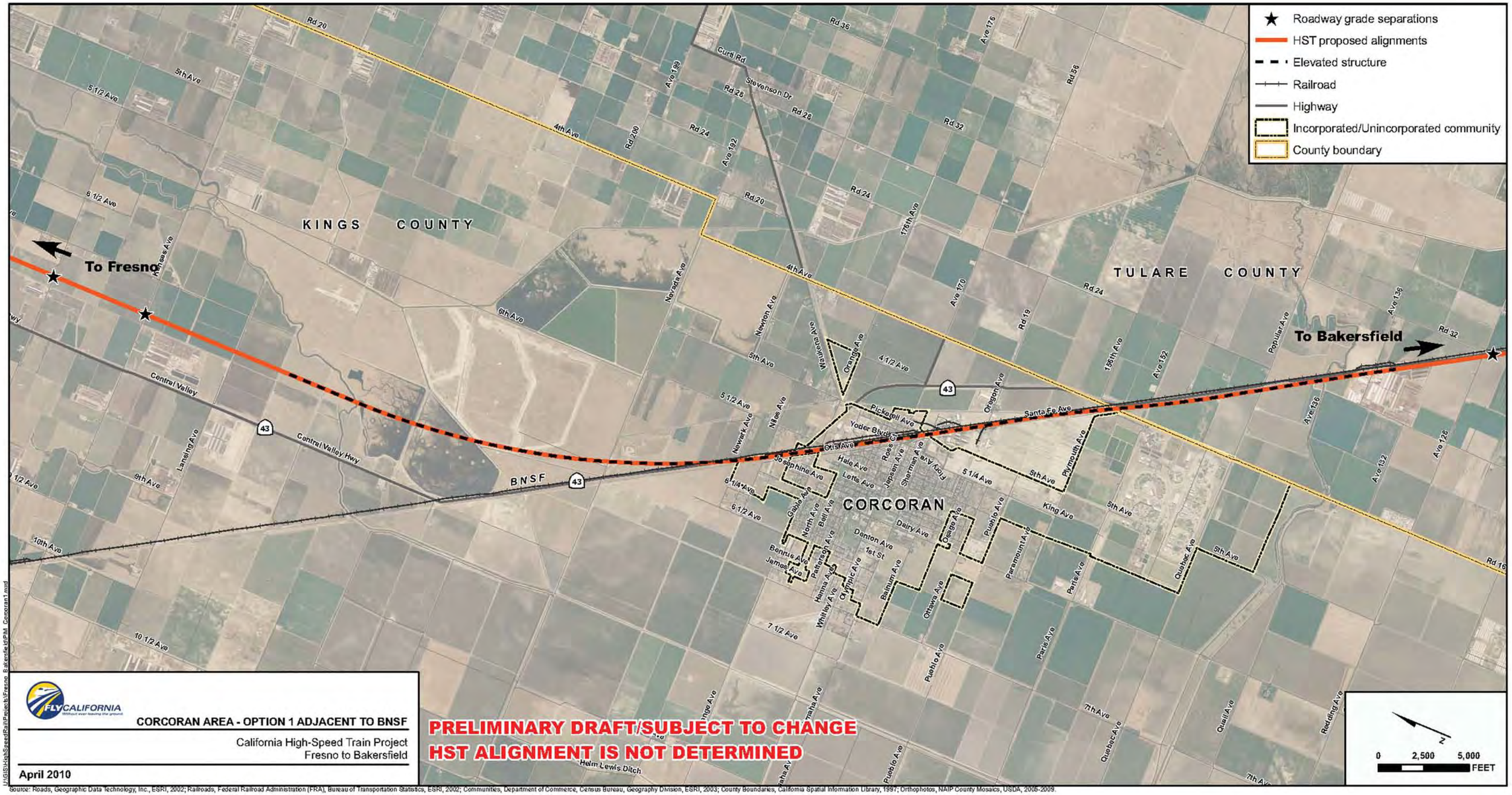
Option 1

- Follows the Program EIR/EIS Preferred Alignment.
- Minimizes impact on agricultural land.
- Follows an existing transport corridor, the BNSF railroad.
- Minimizes the need to acquire land.
- Would be on an elevated viaduct through the city.

Issues and Challenges

- Higher cost compared to at grade construction.
- Potential disruption to property owners and BNSF during construction.
- Noise and vibration during construction and operation.
- Constrains future BNSF expansion and the construction of highway bridges over the BNSF tracks in some areas.
- Visual barrier to Corcoran.

Corcoran Area - Option 1 - Adjacent to BNSF



Source: Roads, Geographic Data Technology, Inc., ESRI, 2002; Railroads, Federal Railroad Administration (FRA), Bureau of Transportation Statistics, ESRI, 2002; Communities, Department of Commerce, Census Bureau, Geography Division, ESRI, 2003; County Boundaries, California Spatial Information Library, 1997; Orthophotos, NAIP County Mosaics, USDA, 2005-2009.

Corcoran Area - Option 2 - Eastern Bypass

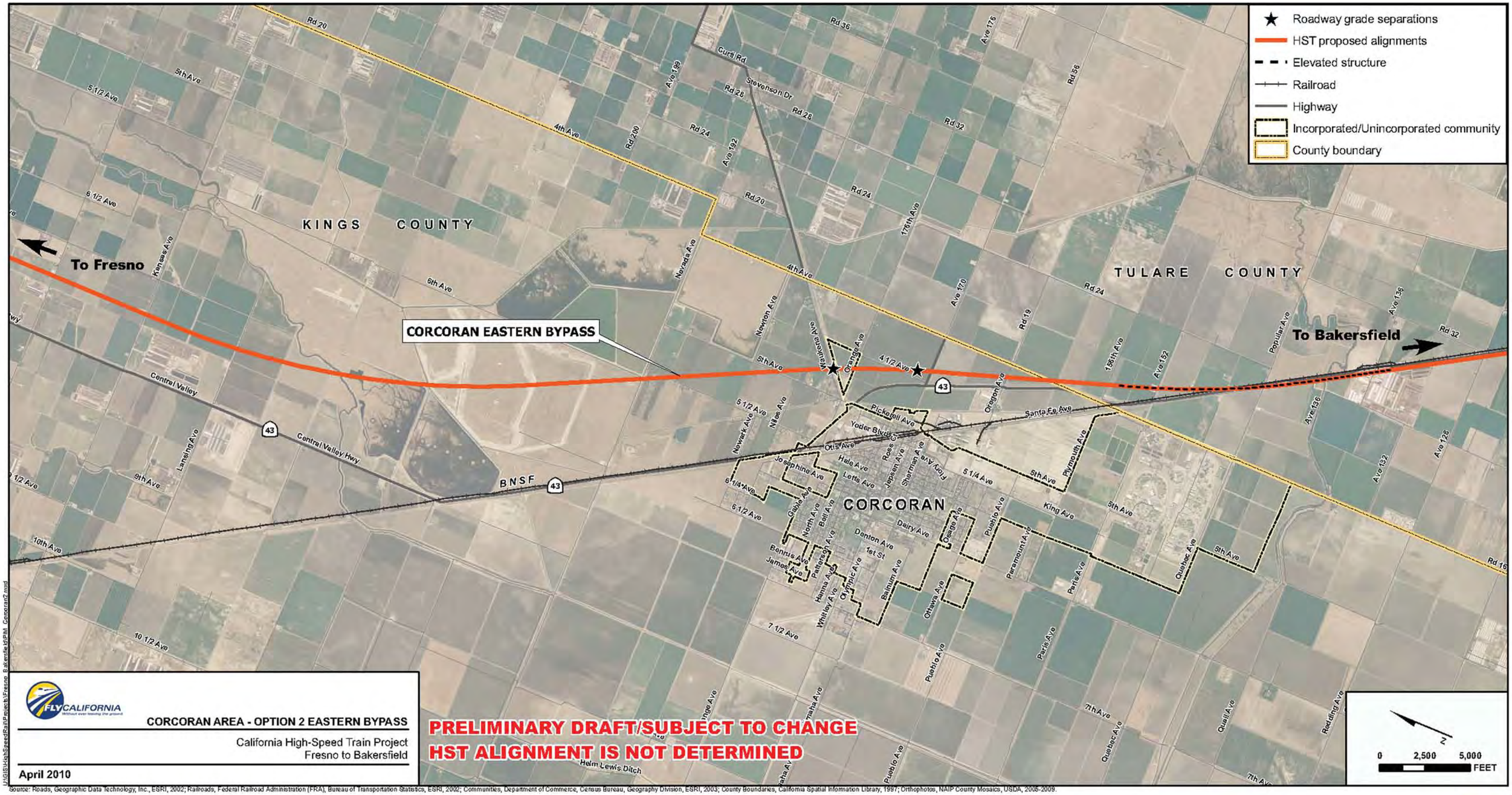
Option 2 is a bypass just east of Corcoran.

This option is being considered to address issues in Option 1 by:

- Reducing potential disruption to the community and BNSF operations during construction.
- Reducing community visual, noise and vibration impacts.
- Respecting plans and priorities of the community.
- Eliminating or reducing constraints on future BNSF expansion and the construction of highway bridges over the BNSF in some areas.

Option 2 increases impacts to agricultural land.

Corcoran Area - Option 2 - Eastern Bypass



CORCORAN AREA - OPTION 2 EASTERN BYPASS

California High-Speed Train Project
Fresno to Bakersfield

April 2010

Source: Roads, Geographic Data Technology, Inc., ESRI, 2002; Railroads, Federal Railroad Administration (FRA); Bureau of Transportation Statistics, ESRI, 2002; Communities, Department of Commerce, Census Bureau, Geography Division, ESRI, 2003; County Boundaries, California Spatial Information Library, 1997; Orthophotos, NAIP County Mosaics, USDA, 2005-2009.

Wasco/Shafter Areas - Option 1 - Adjacent to BNSF

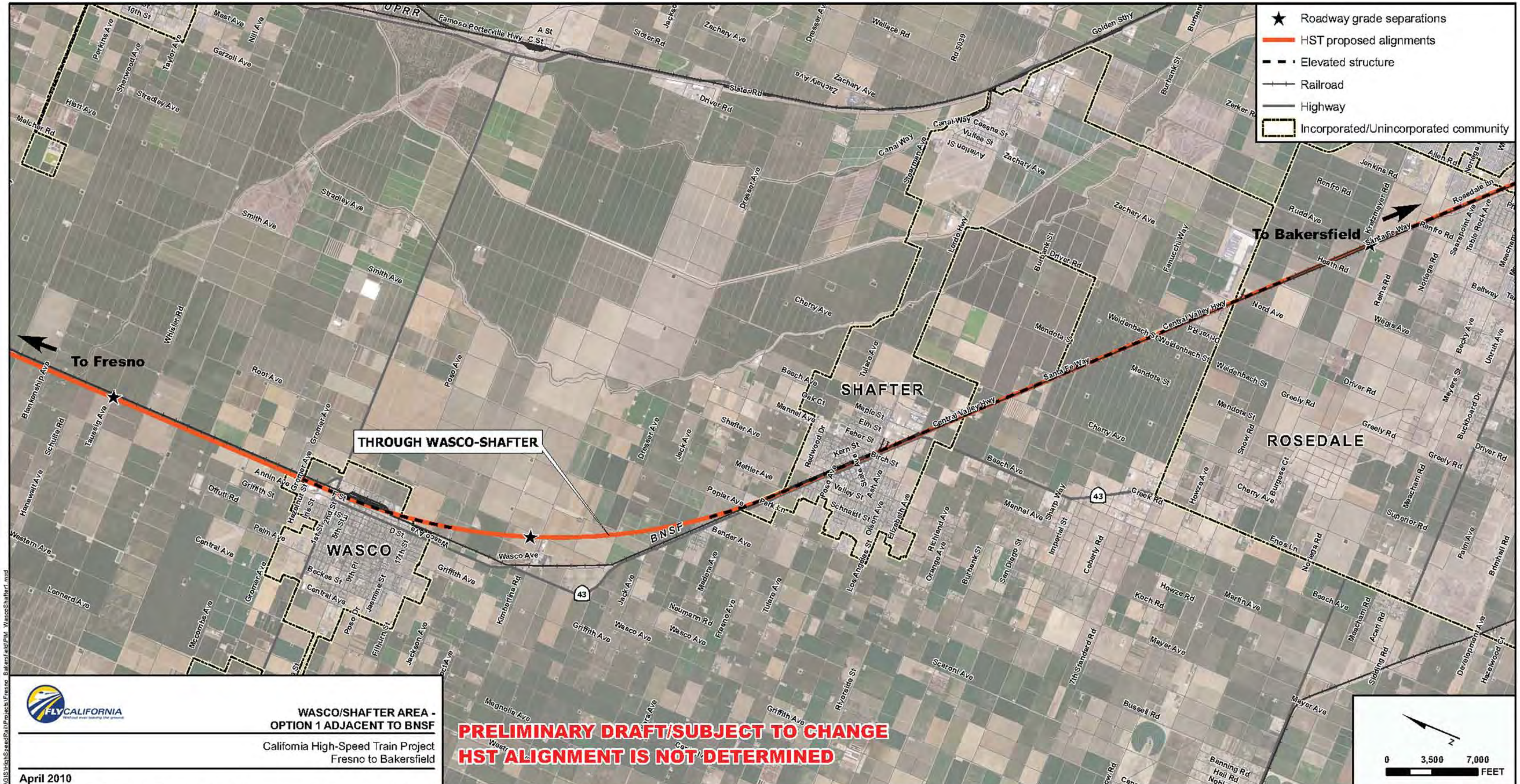
Option 1

- Follows the Program EIR/EIS Preferred Alignment.
- Minimizes impact on agricultural land.
- Follows an existing transport corridor, the BNSF railroad.
- Minimizes the need to acquire land.
- Would be on an elevated viaduct through the city.

Issues and Challenges

- Higher cost compared to at grade construction.
- Potential disruption to property owners and BNSF during construction.
- Noise and vibration during construction and operation.
- Constrains future BNSF expansion and the construction of highway bridges over the BNSF tracks in some areas.
- Visual barrier in Wasco and Shafter.
- Potential impacts to low-income neighborhoods in Wasco.
- Potential impacts to historic properties in Shafter.

Wasco/Shafter Areas - Option 1 - Adjacent to BNSF



Source: Roads, Geographic Data Technology, Inc., ESRI, 2002; Railroads, Federal Railroad Administration (FRA), Bureau of Transportation Statistics, ESRI, 2002; Communities, Department of Commerce, Census Bureau, Geography Division, ESRI, 2003; County Boundaries, California Spatial Information Library, 1997; Orthophotos, NAIP County Mosaics, USDA, 2005-2009.

Wasco/Shafter Areas - Options 2 & 3 - Eastern Bypases

Options 2 & 3 are bypasses east of Wasco and Shafter.

These options are being considered to address issues in Option 1 by:

- Reducing potential disruption to the communities and BNSF during construction.
- Reducing community visual, noise and vibration impacts.
- Respecting plans and priorities of the communities.
- Eliminating or reducing constraints on future BNSF expansion and the construction of highway bridges over the BNSF in some areas.
- Eliminating potential impacts to historic properties in Shafter.
- Reducing potential impacts to low-income neighborhoods in Wasco.

Options 2 & 3 increase impacts to agricultural land.