



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
**Federal Railroad
Administration**

BAKERSFIELD F STREET STATION ALIGNMENT

Joint California High-Speed Rail and Federal Railroad
Administration Community Open House Meeting

November 5, 2015



AGENDA

- **Welcome & Opening Remarks**
 - » Diana Gomez, California High-Speed Rail Authority
 - » Alan Tandy, City of Bakersfield
 - » Scott Hurlbert, City of Shafter

- **Statewide Overview/Review of the Locally Generated Alignment**
 - » Diana Gomez, Central Valley Regional Director

- **Community Open House Continues**



CALIFORNIA
High-Speed Rail Authority

DIANA GOMEZ

CENTRAL VALLEY REGIONAL DIRECTOR

HIGH-SPEED RAIL: More Than A Transportation Program

- California is 7th Largest Economy in the World
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- Transformative Investment
- Connecting all California Population Centers



WHY HIGH-SPEED RAIL IN CALIFORNIA?

- **Curbs Congestion**
 - » LAX to SFO is the **Busiest Short-Haul Market** in US
 - » 1 in 5 Flights out of Bay Area Heads to LA
 - » Six of Top 30 Congested Urban Areas in US Located in California
- **Population Growth**
 - » Estimated to Reach **50 Million by 2050**
- **Air Quality/Sustainability**
 - » Meets Goals of AB 32/SB 375
 - » **Worst Air** Communities in the Country
- **Alternatives are Costly**
 - » 2-3 Times **More Expensive**



CONNECTING CALIFORNIA



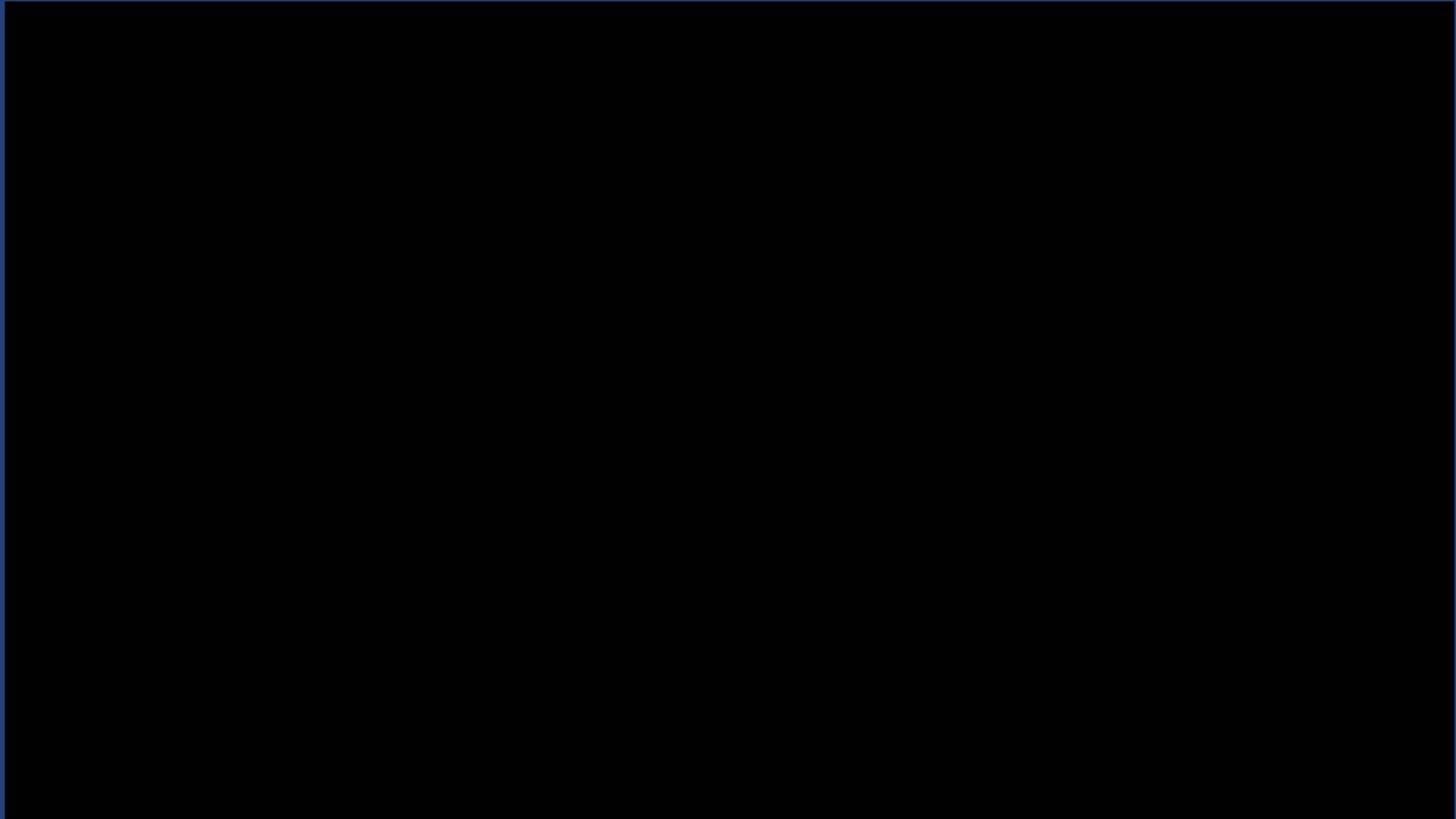
- Phase I:
 - » 520 Miles
 - » San Francisco to Los Angeles/Anaheim
- Regional Improvements
 - » Caltrain Electrification
 - » LA Union Station Passing Tracks
 - » Positive Train Control
 - » Grade Separation

STARTING IN THE CENTRAL VALLEY

- Central Valley will Serve as the “**Backbone**” of a System that will Tie Major Regions of California Together
- Fastest **Growing** Region in the State
- Revitalize Central Valley **Downtown Centers**
- Creates **Jobs** in a Region with High Unemployment
- Best, Most **Cost-Efficient** Location for Testing



WORK IS UNDERWAY



HIGH-SPEED RAIL: Benefits to the Community

- **Environmental Improvements**

- » Reduction in Greenhouse Gas = Air Quality Improvements
- » Habitat Mitigation
- » Resource Preservation

- **Community Enhancements**

- » Eliminates Grade Crossings = Safety Improvements
- » Broadband Connectivity
- » Enhanced Productivity



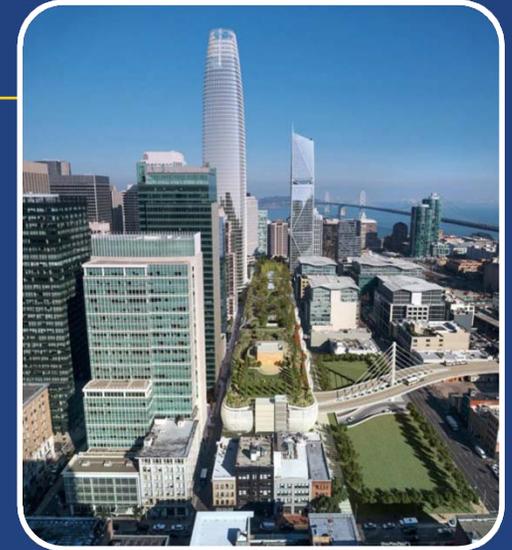
- **Jobs & Economic Growth**

- » Small Business Participation
- » Workforce Development
- » Jobs
 - Planning, Environmental, Construction
 - Permanent
 - Indirect



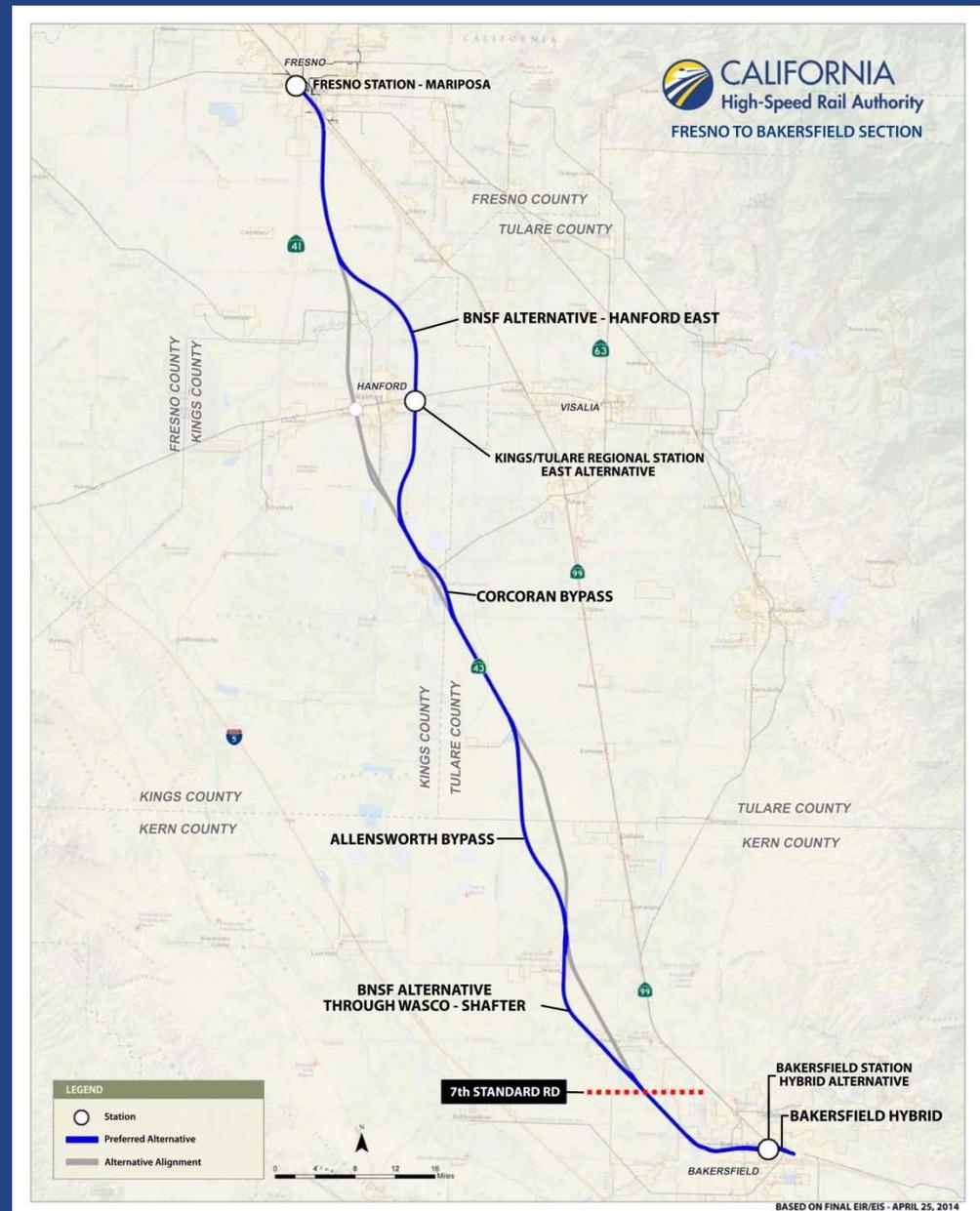
HIGH-SPEED RAIL: Helping Shape Cities

- Ties Economies Together
 - » San Francisco to Fresno = 60 Minutes
 - » Bakersfield to Los Angeles = 60 Minutes
 - » San Francisco to Los Angeles = 2 Hours 40 Minutes
- Connects With and Reinforces Local Mobility
- Foundation for Sustainable Growth
- Opportunities for Revitalization in Downtown Cores



FRESNO TO BAKERSFIELD PROJECT SECTION

- 114-Mile Corridor
- Final EIR/EIS Certified in 2014
- Preferred Alternative Included:
 - » Parts of the BNSF Alternative
 - » Corcoran Bypass Alternative
 - » Allensworth Bypass Alternative
 - » Bakersfield Hybrid Alternative
- Three Station Locations:
 - » Downtown Fresno (Mariposa St)
 - » Kings/Tulare Regional Station
 - » Downtown Bakersfield (Truxtun Ave)

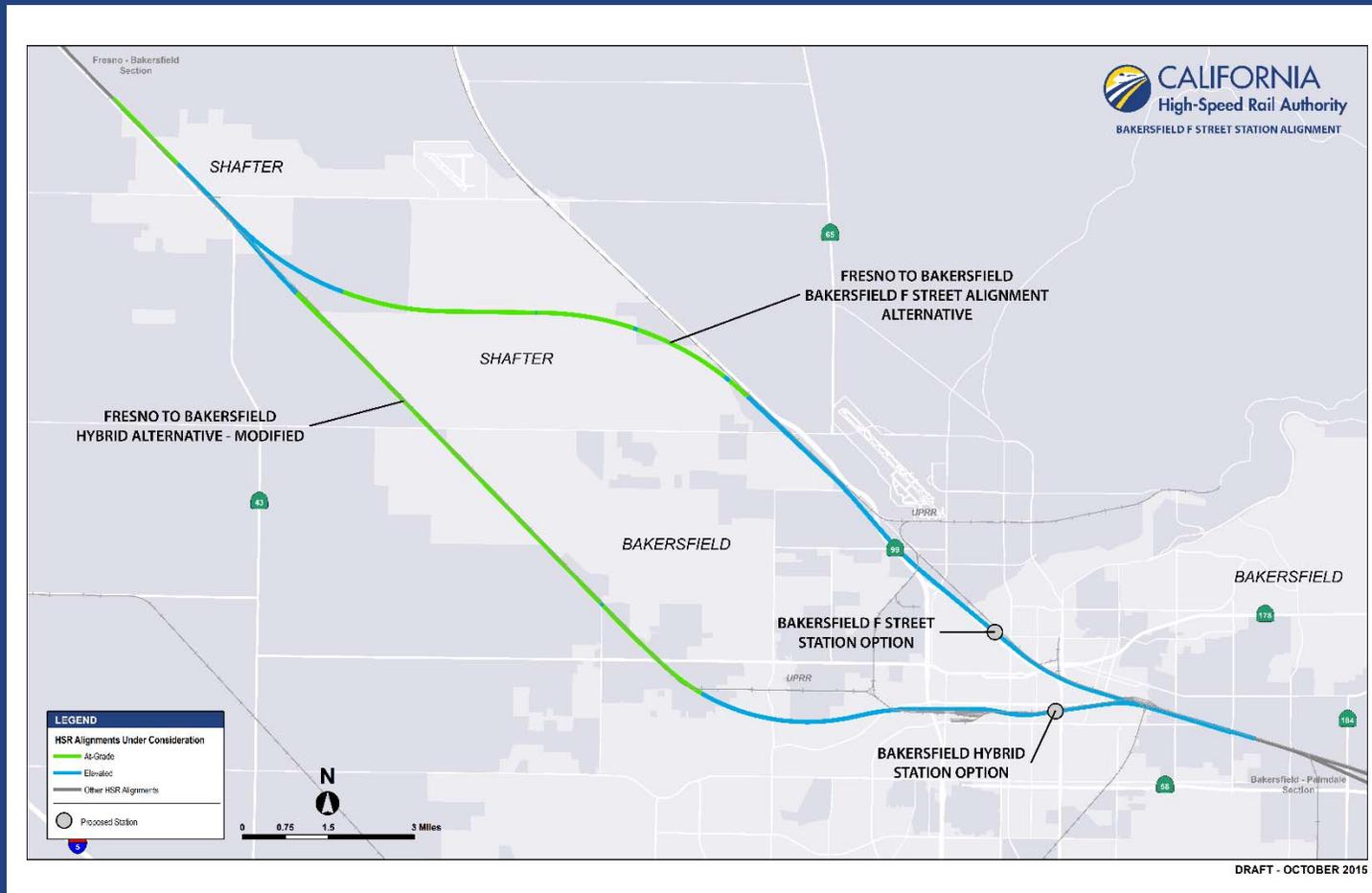


SETTLEMENT AGREEMENT

- Summer 2014: Bakersfield Files Legal Challenge to *Final Environmental Impact Report/Environmental Impact Statement: Fresno to Bakersfield*
- December 2014: Authority Signs Settlement Agreement with City of Bakersfield
 - » Identify a Proposed Conceptual New Alignment and Station Location
 - » Coordination Between City and Authority to Refine Locally Generated Alternative
 - » Engagement with Public and Affected Stakeholders

LOCALLY GENERATED ALIGNMENT (BFSSA)

- 23-Mile Corridor
- Station at F Street and Golden State Avenue (SR-204)
- Parallels BNSF and UPRR Railroad Corridors



LOCALLY GENERATED ALIGNMENT (BFSSA)

- Benefits of BFSSA
 - » Shorter Alignment in Miles and Travel Times
 - » Fewer Impacts to Homes, Businesses and Schools
 - » Potential to be More Cost Efficient
 - » F Street Station Location Would Revitalize Station Location and Area Around Station

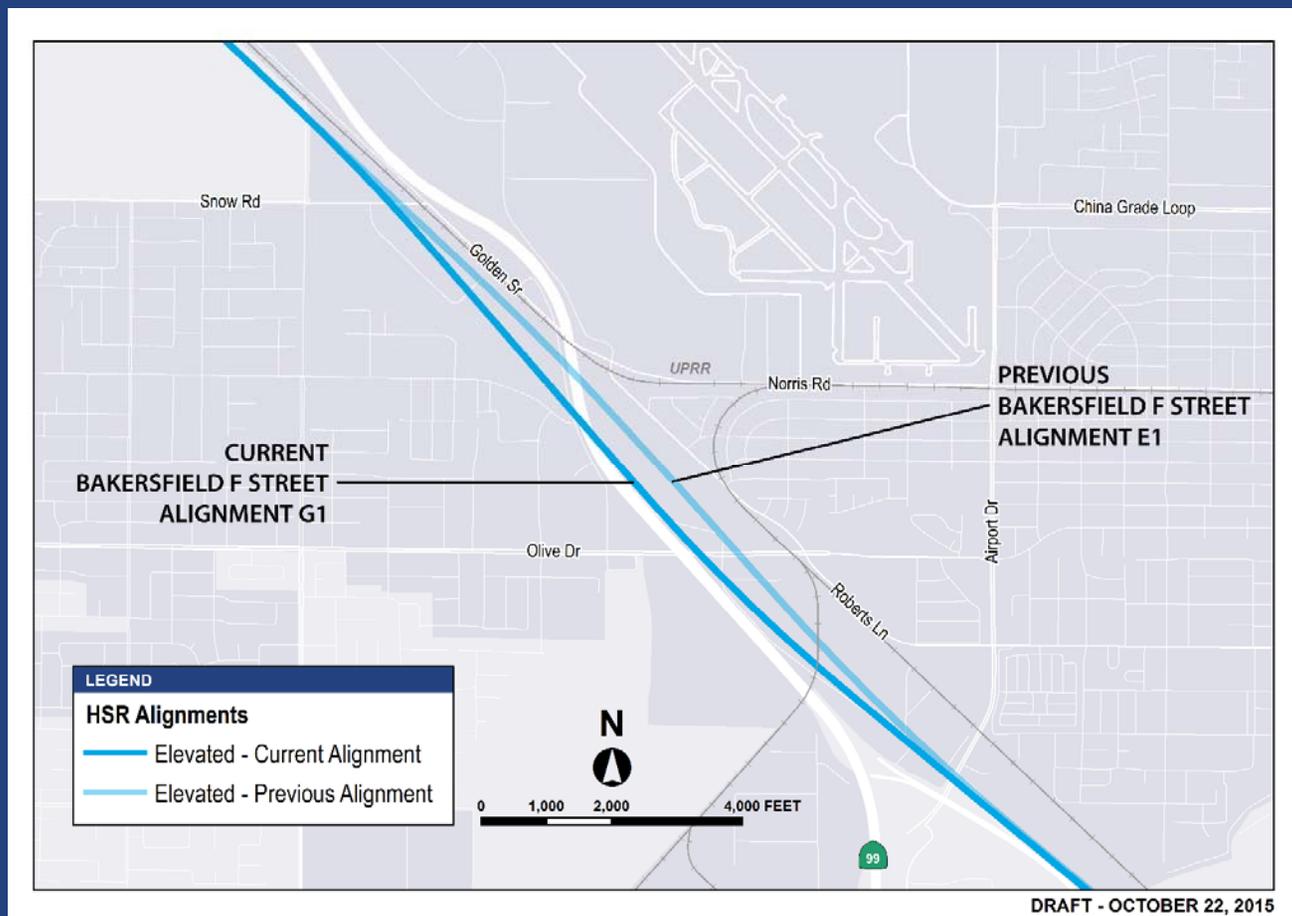
JANUARY 2015 UNTIL NOW

- **Coordination with the Cities of Bakersfield and Shafter**
 - » 9 Technical Working Groups (TWG)
- **Stakeholder Meetings**
 - » More than 30 one-on-one meetings
- **Community Open Houses**
 - » City of Bakersfield, Aug. 25
 - » City of Shafter, Sept. 17
 - » Joint FRA Open House, Nov. 5
- **Activity Center**
 - » Mercado Latino Tianguis
- **Stakeholder Working Group**
 - » Sumner Street Businesses



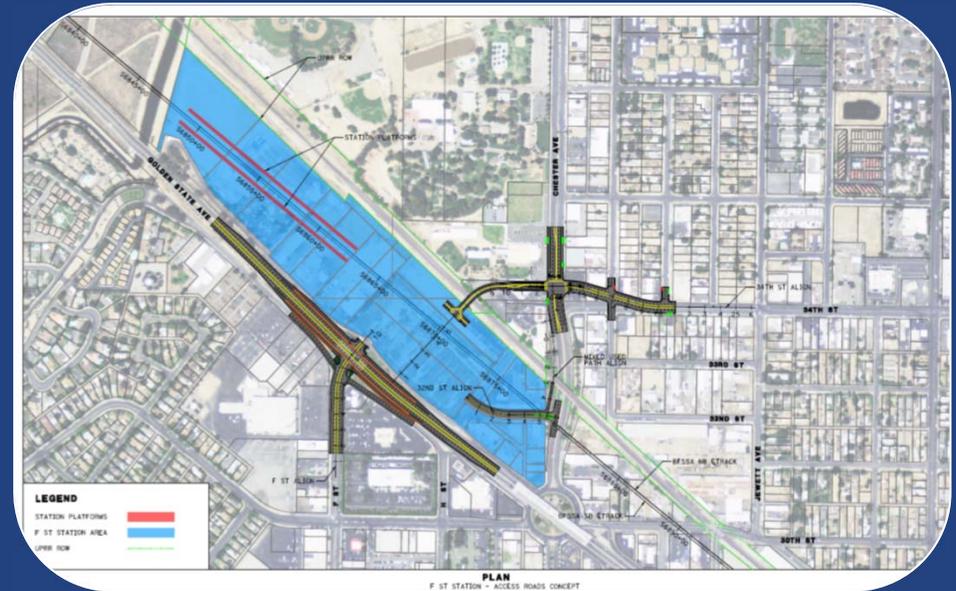
LOCALLY GENERATED ALIGNMENT (BFSSA) REFINEMENTS

- Refinement since Aug. 25 & Sept. 17 Open Houses
 - » Per federal standards some parcels may contain historic structures
 - » The proposed alignment has been modified near Olive Dr. between 7th Standard Rd. and Sumner St.



BAKERSFIELD STATION: Opportunities

- High-Speed Rail Stations Can Provide:
 - » Healthy, Livable & Safe Communities
 - » Economic Vitality
 - » Equitable Access
 - » Resources for Improved Environmental Quality and Community Resilience
 - » Multi-Modal Connectivity

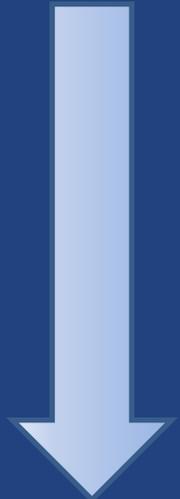


BAKERSFIELD STATION: New Developments

- Authority and City of Bakersfield Enter Into Station Planning Agreement
 - » Allows both parties to study ways to promote economic development, encourage station area development and enhance multimodal connections between the station and the City.
 - » Authority provided \$750,000 planning grant to the City of Bakersfield.
 - » The Kern Council of Governments is also providing an additional \$150,000 to support the station-area planning effort.
- City of Bakersfield Hires Station Area Planning Consultant
- Station Area Planning Process In Development



TIMELINE



- Ongoing Stakeholder Meetings
- Aug.-Sept. 2015 Community Open Houses
- Nov. 5, 2015 Joint Community Open House with Federal Railroad Administration (FRA)
- 2015 - 2016 Project-Level Supplemental Environmental Document
 - Detailed Technical Studies
 - Refined Route Design
- May 2016* Draft Supplemental Environmental Document
- Sept. 2016* Final Supplemental Environmental Document

* Subject to Change

THANK YOU

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