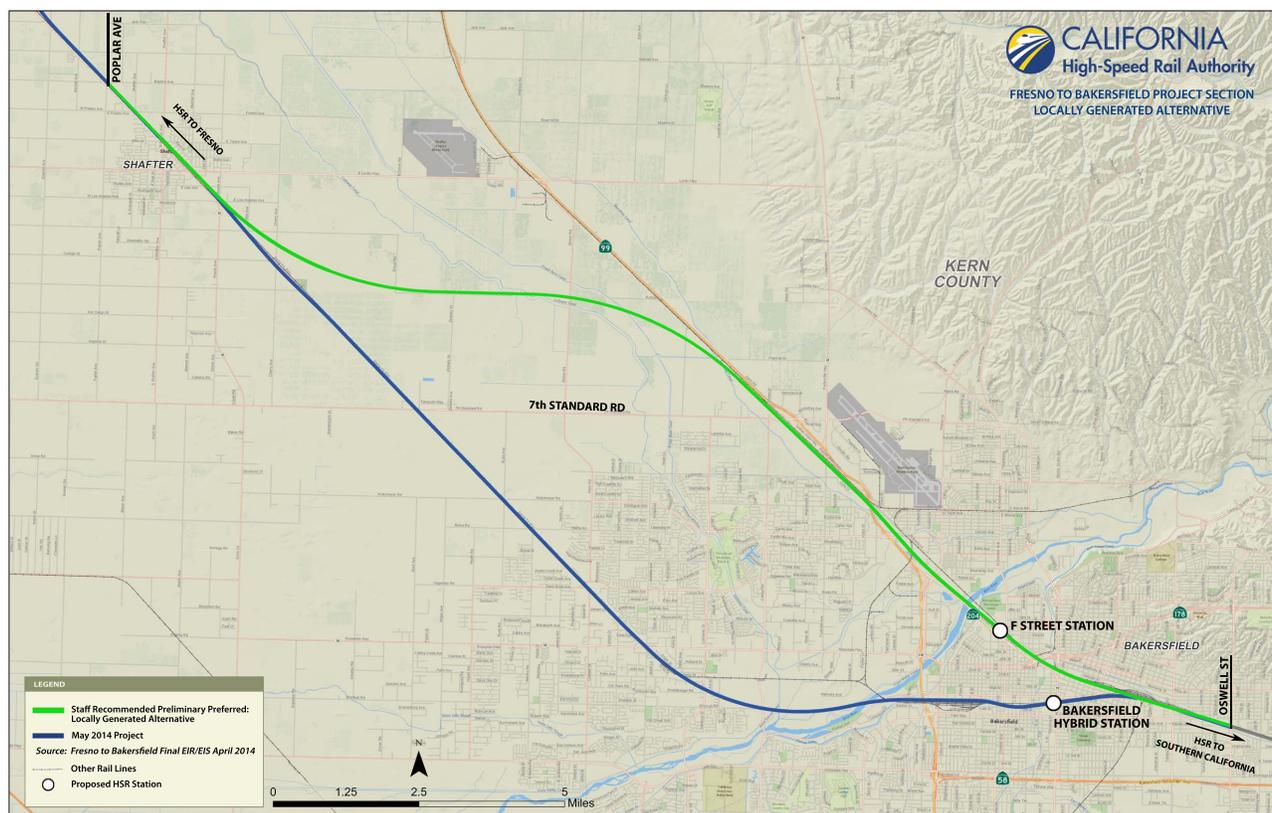


Fresno to Bakersfield Locally Generated Alternative

On May 10, 2016, the California High-Speed Rail Authority (Authority) Board of Directors identified the Fresno to Bakersfield Locally Generated Alternative (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 forthcoming supplemental environmental document.



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:

The supplemental environmental document will evaluate the potential effects associated with the Locally Generated Alternative and will provide a comparison of the Locally Generated Alternative and the Bakersfield Hybrid Alternative (see map). This ongoing planning process will include public hearings, agency and public comment opportunities.

HIGH-SPEED RAIL WILL BETTER CONNECT THE STATE AND IMPROVE OUR REGIONS IN THE FOLLOWING WAYS:



Increase Mobility

Improve mobility in the face of growth – with the state's population estimated to reach 50 million by 2050.



Needed Alternative

Provide a more convenient and productive way to travel and new opportunities to collaborate on business.



Better Air Quality

Improve air quality – by shifting people from cars and planes to clean trains.



Job Growth

Stimulate job growth across the state – now with construction and long-term with maintenance and operations.

ABOUT THE 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 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 state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.



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