



DesertXpress

June 2011

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DesertXpress: The First Dedicated Interstate HSR in the US



The Challenge

The need for HSR within the Southern California - Las Vegas corridor is universally accepted

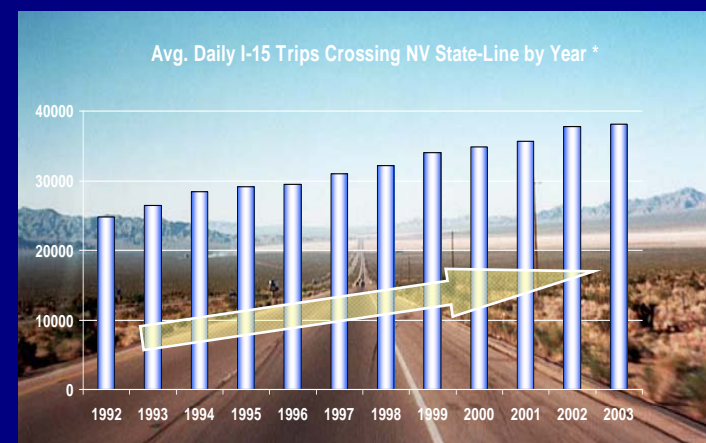
Nevada leadership has been searching for 30 years for a solution to this pressing transportation need

Prior initiative weaknesses:

- Significant environmental impacts,
- Significant funding constraints;
- Stringent land and resource restrictions;
- Lack of political support;
- Technical and regulatory challenges (toll roads and maglev).



Reduced Congestion at McCarran Airport



Reduced Congestion on I-15

Three Critical Success Factors

DesertXpress satisfies three critical success factors

- The Need Exists
 - Unprecedented high-level of demand that is captive and growing;
 - Only one road connecting major travel destinations.

- Supportive Leadership is in Place
 - Private and public sector support exists to establish true high speed rail in America and in this corridor using steel wheel on rail trains (EMU).

- A Financeable Project
 - Investment Grade Ridership Study forecasts the system as designed serves a robust market with sufficient revenue to support project costs.

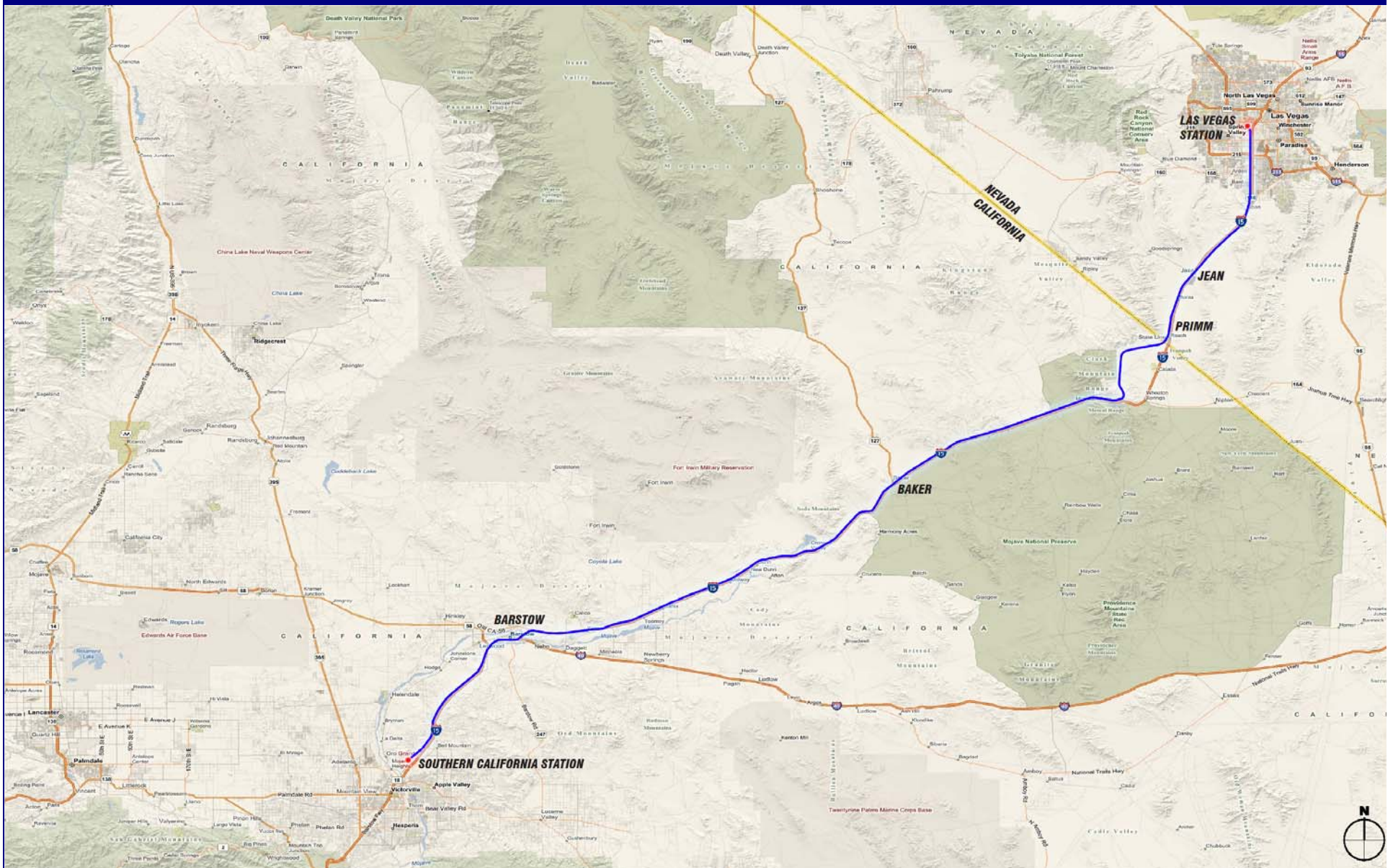
DesertXpress: A Strategic Approach

- Define a System that:
 - avoids congestion within the Los Angeles basin;
 - minimizes environmental impacts;
 - serves the transportation needs within the corridor.

- Use Trains that are:
 - new high speed Electrical Multiple Units (EMUs) widely used across Europe and Asia;
 - developed from proven high speed train technology;
 - capable of a high level of performance and reliability;
 - specified to meet the operational requirements and customer needs within the corridor;
 - interoperable with the California High Speed Rail system.

- Attract Ridership Necessary to Support Project Costs

Corridor Orientation



All Roads Lead to Victorville



California - Nevada High Speed Rail System



DesertXpress Project Overview

- Approximately 190 miles from Southern California Station to Las Vegas Station.
- Two stations with no intermediate stops - express service.
- Dedicated passenger - only service - no mixing with freight trains.
- Primarily within or adjacent to the existing I-15 freeway right-of-way.
- Infrastructure will use next generation trainsets, high quality, new, exclusive double-track with no at-grade crossings.
- Planned journey time between Southern California and Las Vegas Stations will be 80 minutes, with trains traveling at speeds up to 150 mph.
- Trains will run non-stop every 12 to 15 minutes during peak times

Project Benefits

DesertXpress will achieve strategic federal policy objectives and address Regional demands:

- Create Jobs and positive economic Impact;
- Realize Environmental benefits;
- Promote Regional Connectivity;
- Deliver Cost and time Savings for Travelers;
- Incentivize Private Investment in Public Infrastructure;
- Promote HSR Development in the United States;
- Develop Balanced Transportation Systems.

The Stations



Status: DesertXpress as Part of a Federally Designated HSR Corridor

Las Vegas Sun July 2, 2009

A Boost for DesertXpress

Reid uses corridor designation to show backing for private project



Senator Harry Reid, with Transportation Secretary Ray LaHood, holds a press conference about a proposed high-speed train that would go from Las Vegas to Southern California in downtown Las Vegas Thursday, July 2, 2009.

Status: DesertXpress will be the first new HSR Project

Las Vegas Sun March 25, 2011

DesertXpress High Speed Rail Project Rolls Forward

Officials say report is a step forward in Obama's transportation plans



Senator Harry Reid, with Transportation Secretary Ray LaHood, Nevada Department of Transportation Director Susan Martinovich and UNLV President Neal Smatresk holds a press conference announcing FRA's release of the final Environmental Impact Statement at UNLV Friday, March 25, 2011.

Status: Environmental Approvals

- On March 18, 2009 FRA issued the Draft Environmental Impact Statement.
- On August 27, 2010 FRA issued the Supplemental Environmental Impact Statement.
- On April 1, 2011 FRA issued the Final Environmental Impact Statement.
- On May 2, 2011 the 30-Day Waiting Period Closed for the Final Environmental Impact Statement.
- FRA Record of Decision (ROD) expected by June 2011.
- Related and applicable Environmental Approvals and federal authorization are currently being coordinated with the ROD.

Status: Federal Loan

- DesertXpress has applied for a loan through the Federal Railroad Administration.
- The existing loan and loan guarantee program was established to support new line construction and refinancing for Class 1 and short line railroads.
- The loan program does not require congressional action and is authorized to loan up to \$35 Billion.
- DesertXpress maintains the obligation to repay the loan plus interest from project revenues.
- The final loan amount will be determined following publication of the federal Records of Decision.

DesertXpress and the Joint Powers Authority

- DesertXpress supports the JPA's mission to develop and build the E-220 corridor.
- A high speed rail connection between Palmdale and Victorville would be an enhancement to both the California High Speed Rail network and DesertXpress systems.
- Such a rail connection would divert private automobiles from the freeway, increasing capacity for truck traffic to facilitate goods movement.
- DesertXpress supports including project level analysis of a high speed rail connection from Victorville to Palmdale in the current E-220 EIS/EIR and the JPA's efforts to secure Federal funding to that end.

