CHIEF EXECUTIVE OFFICER REPORT

Brian Kelly, CEO
October 15, 2019
California High Speed Rail Board Meeting



MISSION CALIFORNIA HIGH-SPEED RAIL

To initiate the construction of a high-speed train system that utilizes an alignment and technology capable of sustained speeds of 200 miles per hour or greater.

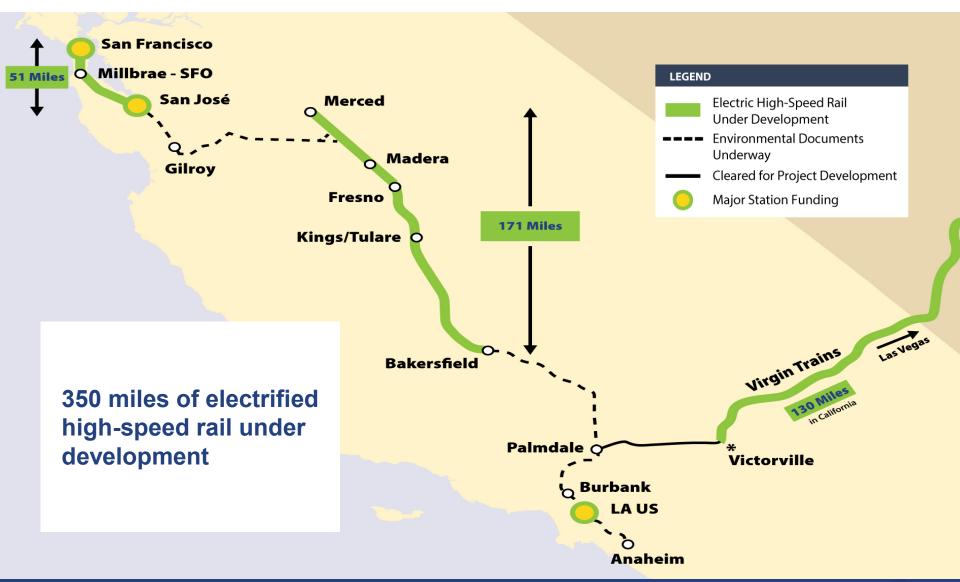
Three principles guide our decisions:

- 1. Initiate high-speed rail service in California as soon as possible.
- 2. Make strategic, concurrent investments that will be linked over time and provide mobility, economic and environmental benefits at the earliest possible time.
- 3. Position ourselves to construct additional segments as funding becomes available.



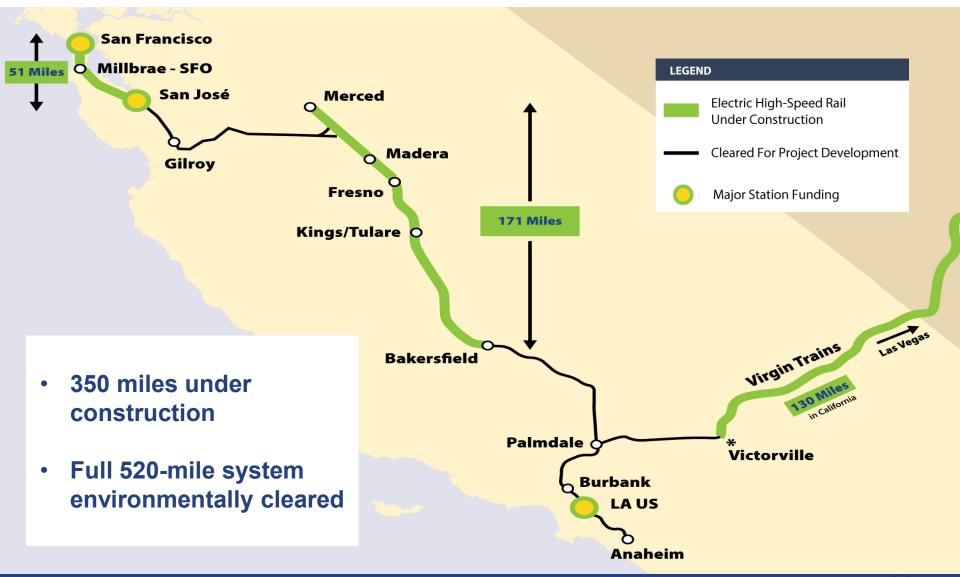


2020 STATUS CALIFORNIA HIGH-SPEED RAIL





2022 PROGRESS CALIFORNIA HIGH-SPEED RAIL





VIRGIN TRAINS MEMORANDUM OF UNDERSTANDING

Three Year, Four Party MOU Between CalSTA, Caltrans, CHSRA and XpressWest (Virgin Trains)

- A 180 mile electrified high-speed rail line between Las Vegas, Nevada and Victorville, California
- » 130 miles in California primarily along the I-15 Corridor
- » A trip time of 90 minutes at speeds capable of over 150mph
- The MOU lays out a partnership agreement to do the following key activities:
- » Evaluate opportunities to extend to Palmdale, California and interconnect with California High-Speed Rail system
- » Share information on designs, operations, ridership, and construction data to evaluate interoperability
- » Evaluate and identify joint purchasing opportunities for materials and possibly rolling stock and reservation/ticketing systems





VIRGIN TRAINS COORDINATION

BENEFITS TO SOUTHERN CALIFORNIA

- Working together now will provide opportunities to explore bringing high-speed rail benefits to Southern California sooner
- Together the two systems provide a synergy and potential higher ridership and other benefits greater than the sum of each system individually
- Provides an opportunity to leverage joint procurements and systems development
- State Treasurer and Infrastructure Bank are assisting with Virgin Trains financing through a private activity bond allocation, introducing a new funding element in high-speed rail delivery in California
- An extension from Victorville to Palmdale could bring international partners to the table, and possible future public/private partnerships for Palmdale to LA/Anaheim project delivery and operations



INVESTING IN ALL REGIONS OF THE PHASE 1 SEGMENT

San Francisco to Los Angeles/Anaheim

Southern California - \$1.3 billion

- \$441 million for Los Angeles Union Station (in federal environmental review process)
- \$363 million in environmental review work for shared corridor improvements (for HSR, Metrolink, LOSSAN, others).
- \$77 million for Rosecrans/Marquardt
 Grade Separation
- \$398 million in Proposition 1A "Connectivity Projects"



Rosecrans/Marquardt Artist Concept



INVESTING IN ALL REGIONS OF THE PHASE 1 SEGMENT

San Francisco to Los Angeles/Anaheim

Caltrain Electrification

Northern California/Bay Area – \$1.6 billion

- \$714 million for the Caltrain Electrification project (under construction)
- \$293 million in environmental review work between San Jose-Merced and San Francisco-San Jose (in process)
- \$84 million for the San Mateo Grade Separation project (under construction)
- \$543 million in Proposition 1A "Connectivity Projects"





San Mateo At-Grade Crossing Artist Concept



CONNECTING CALIFORNIA

CALIFORNIA HIGH-SPEED RAIL

Project Segment	Draft EIR/EIS	Revised ROD Date	Difference from 2019 Baseline (in months)	Months to ARRA 12/2022 Deadline from ROD Date
Locally Generated Alternative (F – B)	July 2019	October 2019	3	39
Central Valley Wye (M – F)	September 2019	September 2020	5	27
Bakersfield to Palmdale	January 2020	February 2021	8	22
Burbank to Los Angeles	February 2020	January 2021	5	23
Palmdale to Burbank	February 2020	August 2021	6	16
San Jose to Merced	March 2020	April 2021	4	20
San Francisco to San Jose	April 2020	June 2021	2	18
Los Angeles to Anaheim	November 2020	December 2021	-	12

