



REVISED 2012 BUSINESS PLAN: PHASE 1 IMPLEMENTATION

INITIAL OPERATING SECTION

- Begins with 130 miles in Central Valley
- Northern California connections to San Joaquin, ACE, Capitol Corridor
- Closes Bakersfield-Palmdale passenger rail gap
- HSR service from Merced to San Fernando Valley in 2022
- No operating subsidy

BAY TO BASIN

- IOS expanded to San Jose
- HSR service connects Bay Area and LA Basin in 2027
- Blended infrastructure with Caltrain
- Metrolink connection between San Fernando Valley and LA Union Station

PHASE 1 BLENDED SYSTEM

- One-seat ride in 2029 on HSR trains between downtown San Francisco and downtown Los Angeles
- Blended operations with Caltrain and Metrolink



1 Step 1 - Early Investments for Immediate Statewide Benefit

Construction of dedicated HSR infrastructure begins in the Central Valley with the first segment of the Initial Operating Section (IOS). Service will launch in 2018. Upgrades existing services, such as the shared use of electrified/upgraded Caltrain corridor between San Jose and San Francisco and upgrade of Metrolink Corridor between the San Fernando Valley and Los Angeles.

2 Step 2 - Initial High-Speed Rail Operations

The next step completes the 300-mile section from Merced to the San Fernando Valley. This service will operate without a subsidy, and will have potential to attract additional private investment for HSR system expansion. Service will launch in 2022.

3 Step 3 - Electrified Bay to Basin System (Construction of San Jose to Merced Section)

The third step connects the Central Valley to San Jose, establishing a high-speed connection from the Bay Area to the Los Angeles basin. The upgraded Metrolink system will connect the San Fernando Valley and Los Angeles Union Station. Bay to Basin service launches in 2027.

4 Step 4 - Phase 1 Blended System

In 2029, dedicated high-speed infrastructure will extend from the San Fernando Valley to Los Angeles Union Station, linking the upgraded Metrolink corridor to Anaheim and connecting to commuter and urban rail systems throughout the Los Angeles region. This completes the 520-mile Phase 1 from San Francisco to LA/Anaheim.

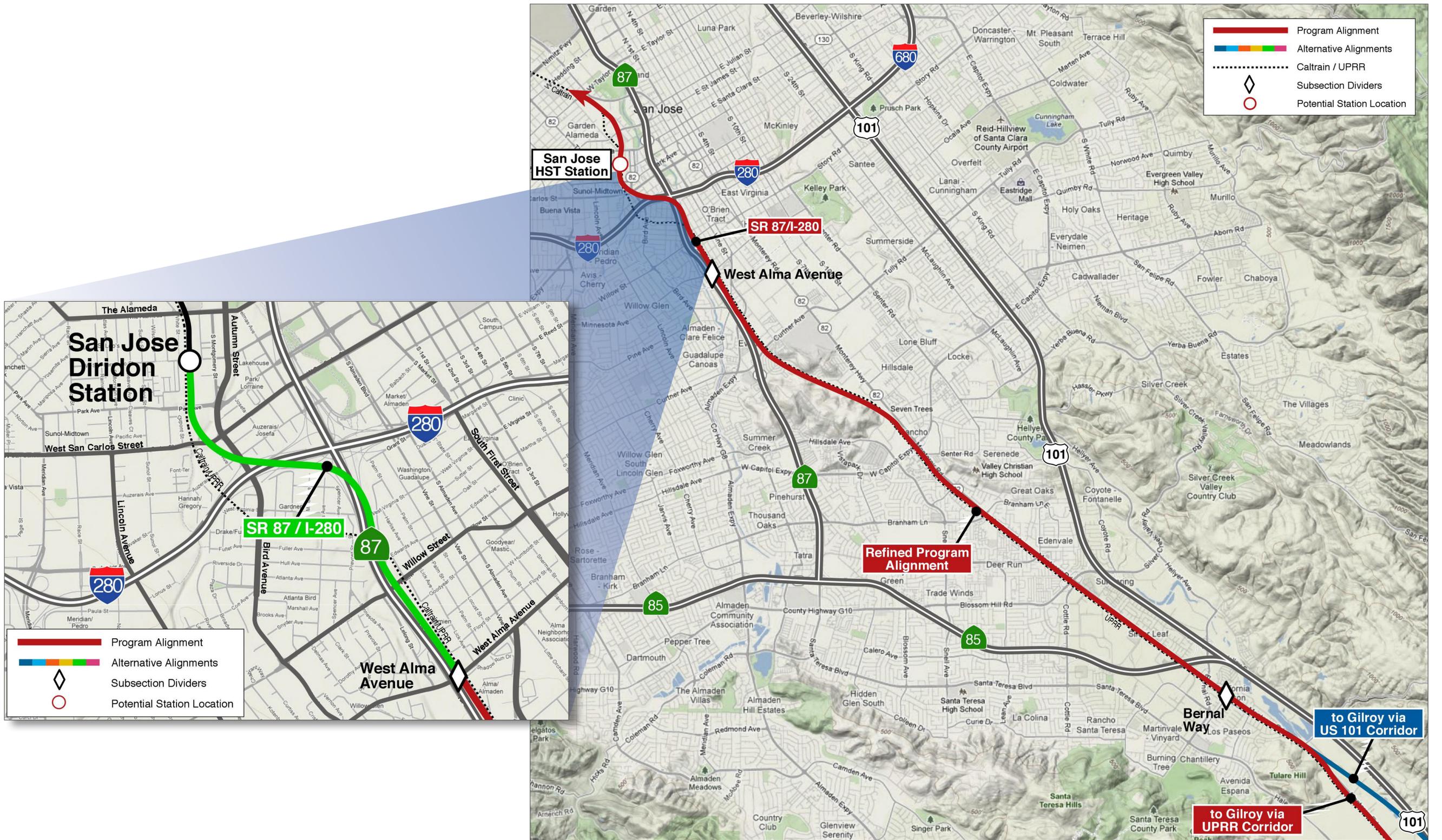
5 Step 5 - Phase 2

Phase 2 extends HSR to Sacramento and San Diego, completing the 800-mile statewide system.





SAN JOSE APPROACH AND MONTEREY HIGHWAY SUBSECTIONS



* Alignments subject to change