FACT SHEET

Name of Business:	DesertXpress Enterprises, LLC (DXE) www.desertxpress.com
Place of Business:	6750 Via Austi Parkway Suite 250 Las Vegas, NV 89119
Media Contact:	Lee Haney / Rachel Wilkinson Rogich Communications Group lee@lasvegaspr.com rachel@lasvegaspr.com Office: (702) 796-1773
Project Overview:	DesertXpress is the nation's first all-new, exclusive passenger-only interstate high speed passenger railroad, linking Las Vegas and Southern California through nearly 200 miles of high quality, electrified double track rail to be constructed largely alongside Interstate 15. European-type 10-car trains will operate at 150 mph on 20 minute departures from both ends of the line during peak periods, with no interruptions from freight trains and no grade crossings. DesertXpress will provide levels of comfort, convenience, reliability and environmental sustainability never before seen in North America.
Project Timeline:	Project development work began with initial system planning in 2002. Subsequently, preliminary engineering and the federal Environmental Impact Statement (EIS) process began in 2006 and is scheduled to be completed during 2009. Construction is planned to commence early in 2010, with the first test trains running on the line in 2013, followed by full service in 2014.
Project Financing:	All costs have been borne by the member companies of DesertXpress Enterprises and its partners. Financing of construction and ongoing operations will be completed in a manner that is analogous to toll road financing, backed by project revenues from fares and other sources, using a combination of private equity and long term debt.
Project Architect/Engineer:	A number of prominent national and international planning, engineering, and architectural firms have been involved in the project to date, including: Korve Engineering, EarthTech, AECom, EDAW, URS, Stantec, and Marnell Consulting.
Project Contractor:	During 2009, DXE will select the final design and construction contractor team from among the world's most experienced with high speed rail construction. Bombardier has been selected as the supplier and operations and maintenance contractor for the trains and train systems, subject to execution of a mutually acceptable contract.
Project Technology:	While the EIS is evaluating both 125 mph diesel-electric and 150 mph all-electric multiple unit (EMU) trains, DXE's comprehensive evaluation of the technology clearly demonstrates the advantages of selecting trains based upon proven, state-of-the-art European 150 mph EMU technology. EMU's do not use locomotives; rather, most or all cars in the 10-car trains have their own electric propulsion to reliably climb the steep grades along the route.