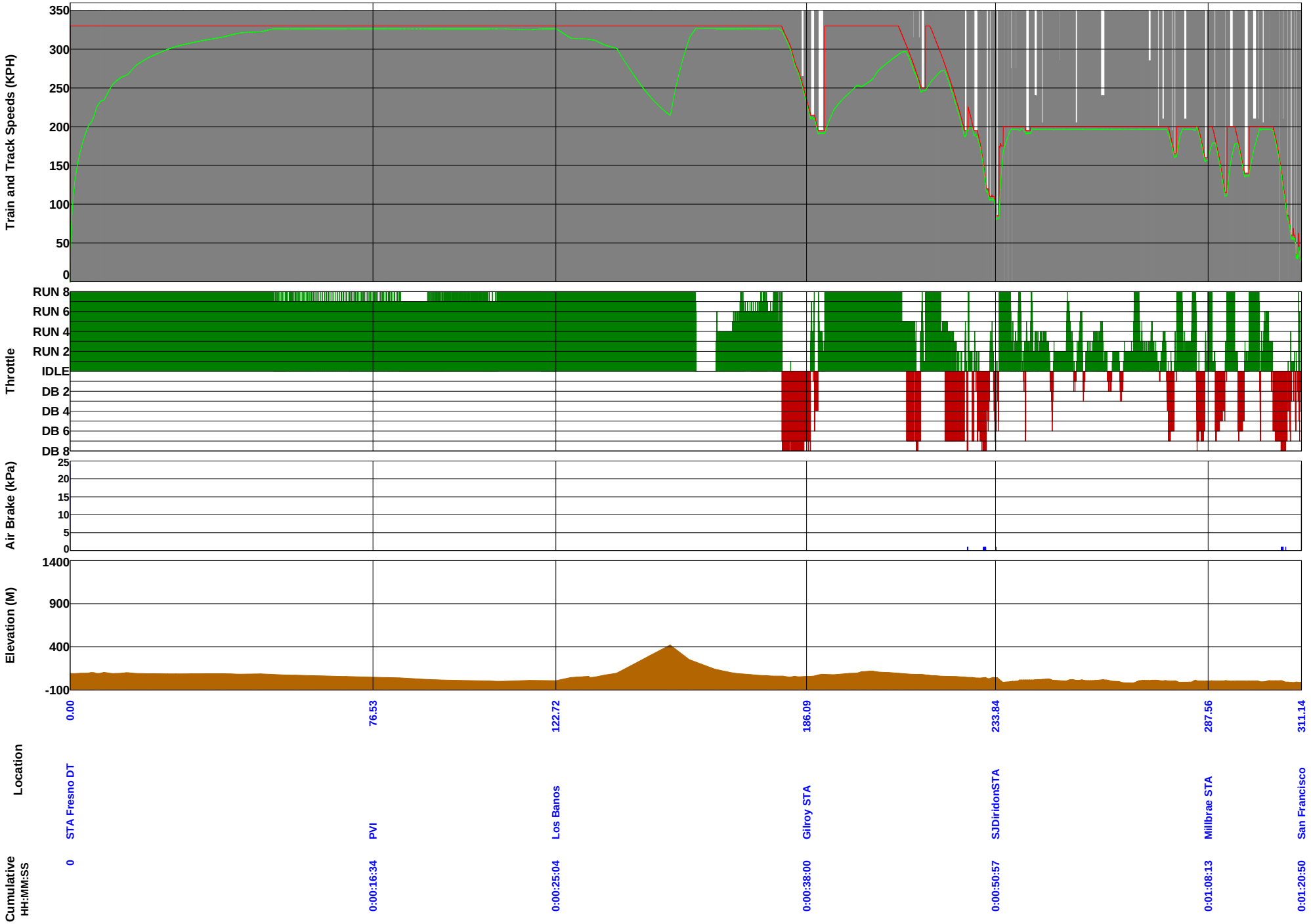
Train Performance Calculator (TPC)

1. **Pacheco Pass Test Alignment A *(Caltrain / Gilroy / Henry Miller / BNSF)***
    a. P-1A (FAT-SFO) = Between Fresno and San Francisco's Transbay Terminal
    b. P-1B (FAT-OAK) = Between Fresno and Oakland's 7th Street station
    c. P-1A (SMF-SFO) = Between Sacramento and San Francisco's Transbay Terminal
    d. P-1B (SMF-OAK) = Between Sacramento and Oakland's 7th Street station
2. **Pacheco Pass Test Alignment B *(Caltrain / Gilroy / Henry Miller / UPRR)***
    a. P-1A (FAT-SFO) = Between Fresno and San Francisco's Transbay Terminal
    b. P-1B (FAT-OAK) = Between Fresno and Oakland's 7th Street station
    c. P-1A (SMF-SFO) = Between Sacramento and San Francisco's Transbay Terminal
    d. P-1B (SMF-OAK) = Between Sacramento and Oakland's 7th Street station
3. **Altamont Pass Test Alignment A *(I-580 / UPRR / BNSF)***
    a. A-2A (FAT-SFO) = Between Fresno and San Francisco's Transbay Terminal
    b. A-2C (FAT-SJC) = Between Fresno and San Jose Diridon Station
    c. A-2B (FAT-OAK) = Between Fresno and Oakland's 7th Street station
    d. A-2A (SMF-SFO) = Between Sacramento and San Francisco's Transbay Terminal
    e. A-2C (SMF-SJC) = Between Sacramento and San Jose Diridon Station
    f. A-2B (SMF-OAK) = Between Fresno and Oakland's 7th Street station
4. **Altamont Pass Test Alignment B *(I-580 / UPRR)***
    a. A-2A (FAT-SFO) = Between Fresno and San Francisco's Transbay Terminal
    b. A-2C (FAT-SJC) = Between Fresno and San Jose Diridon Station
    c. A-2B (FAT-OAK) = Between Fresno and Oakland's 7th Street station
    d. A-2A (SMF-SFO) = Between Sacramento and San Francisco's Transbay Terminal
    e. A-2C (SMF-SJC) = Between Sacramento and San Jose Diridon Station
    f. A-2B (SMF-OAK) = Between Fresno and Oakland's 7th Street station

The trip times presented in the 11x17 tables are based upon a maximum speed of 350 kph on the High Speed Train (HST) system. It is important to note however, that the trainset characteristics applied to the simulation model were based upon the most current, available performance specifications at the time of simulation modeling, which provided a maximum operating design of 330 kph. Since the CAHSR System infrastructure is assumed to support a maximum operating speed of 350 kph, the TPC simulation trip time results, which were based upon a maximum running speed of 330 kph, were adjusted to reflect a maximum running speed of 350 kph.

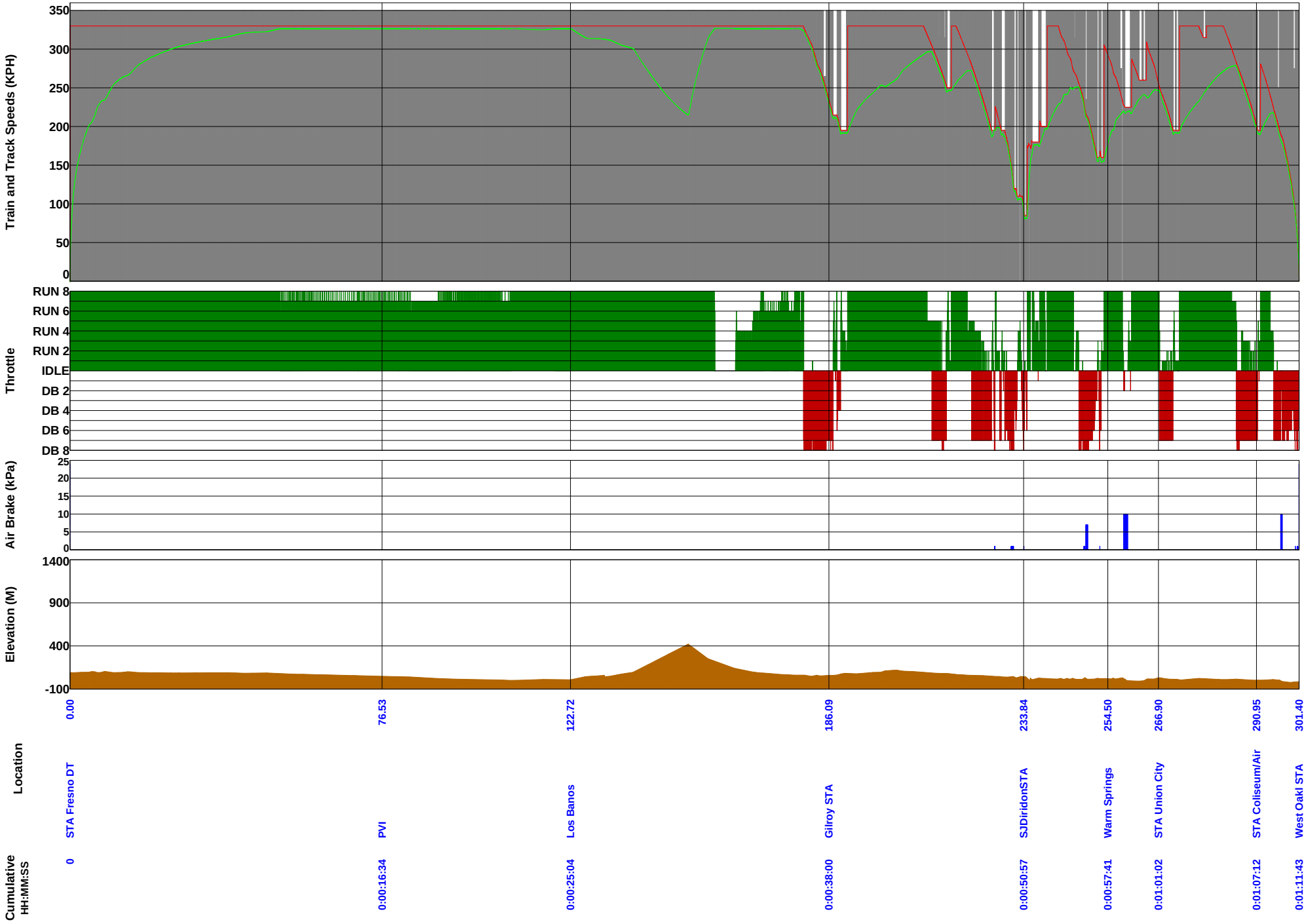
California High Speed Rail

P-1A (FAT-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



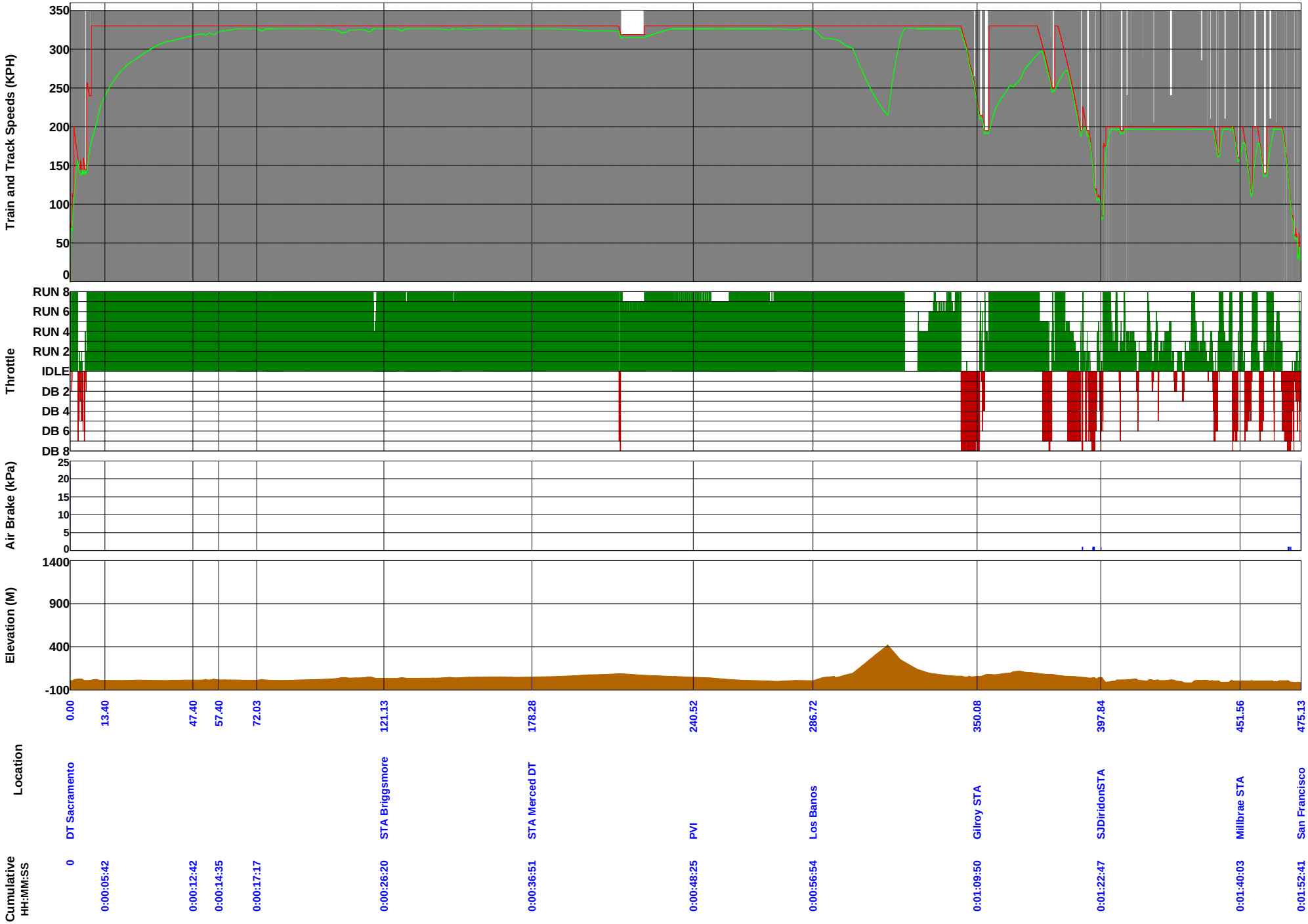
California High Speed Rail

P-1B (FAT-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



California High Speed Rail

P-1A (SMF-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's

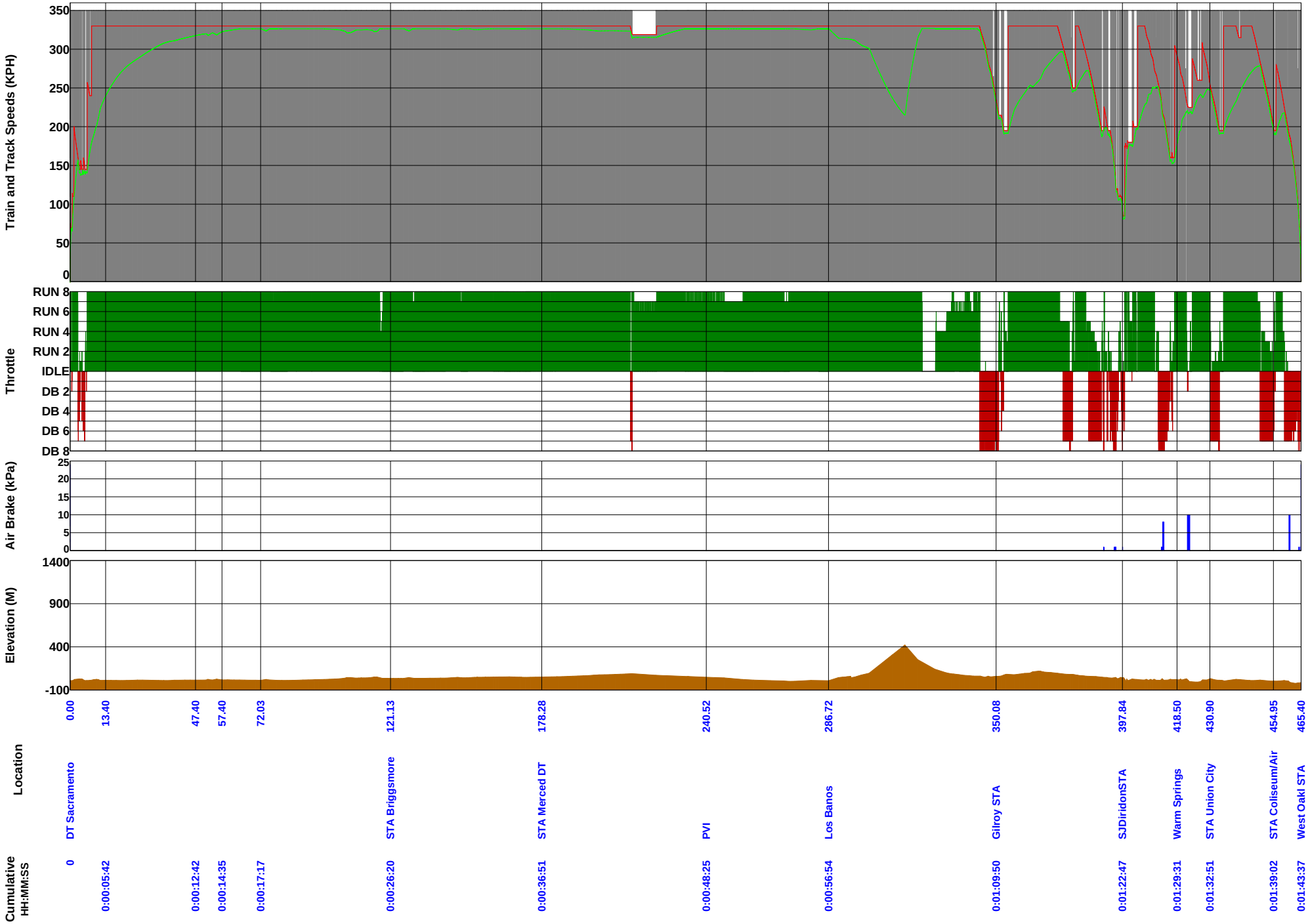


Pacheco Pass Test Alignment A

RTC run : 08 November 2006 9:56:55 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

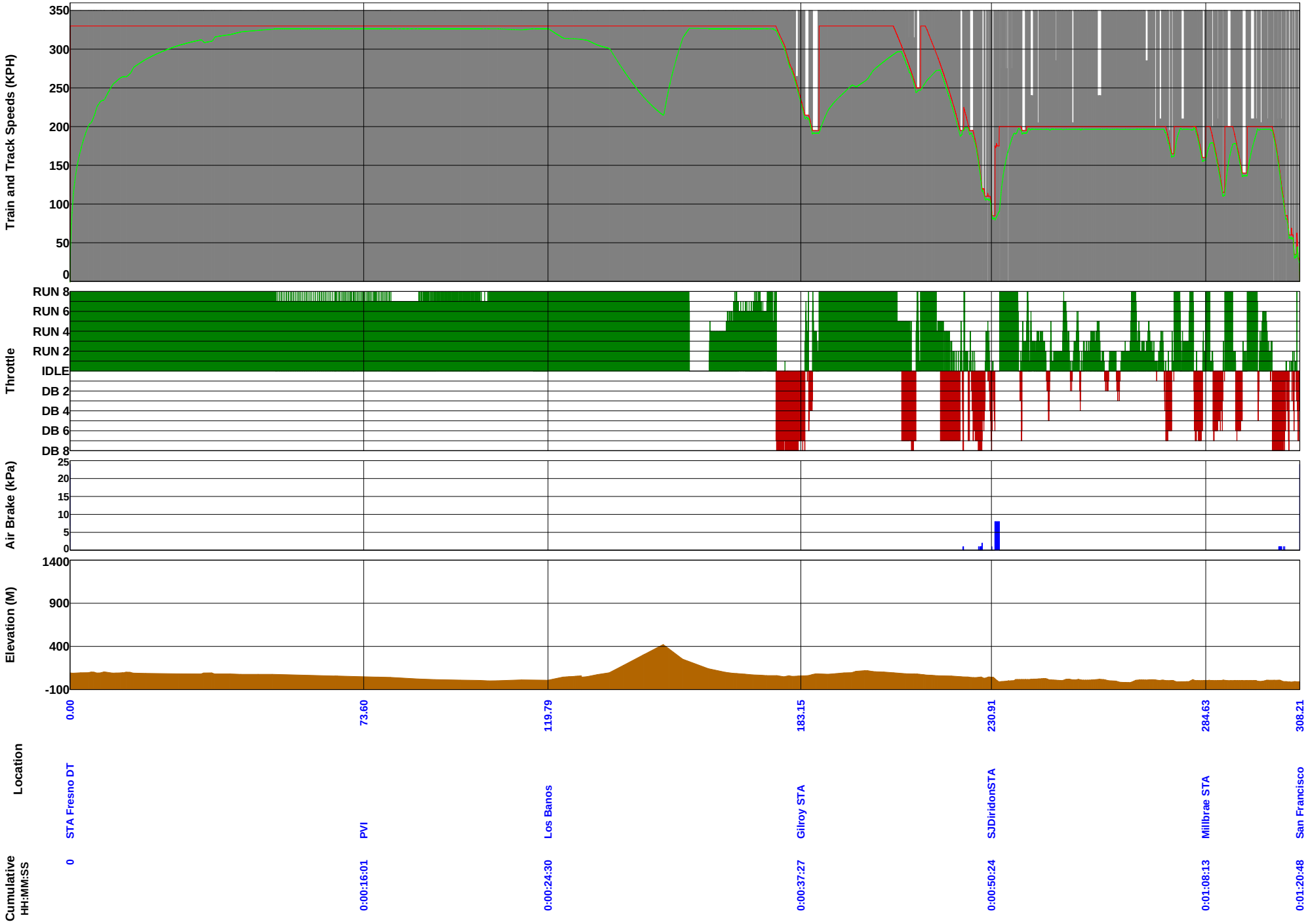
P-1B (SMF-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



RTC run : 08 November 2006 10:53:29 User : James Campbell of PB Transit & Rail Systems

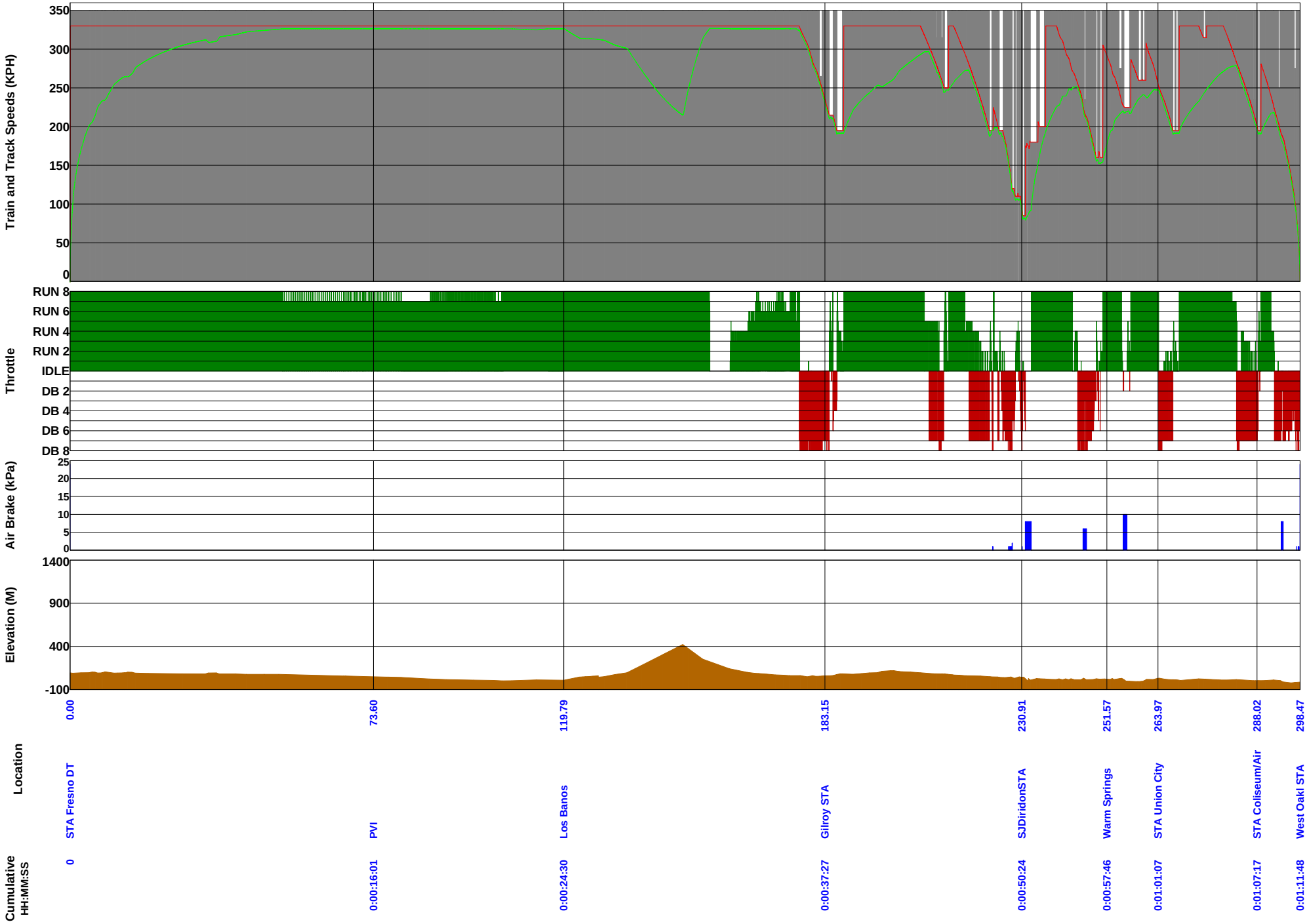
California High Speed Rail

P-1A (FAT-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



California High Speed Rail

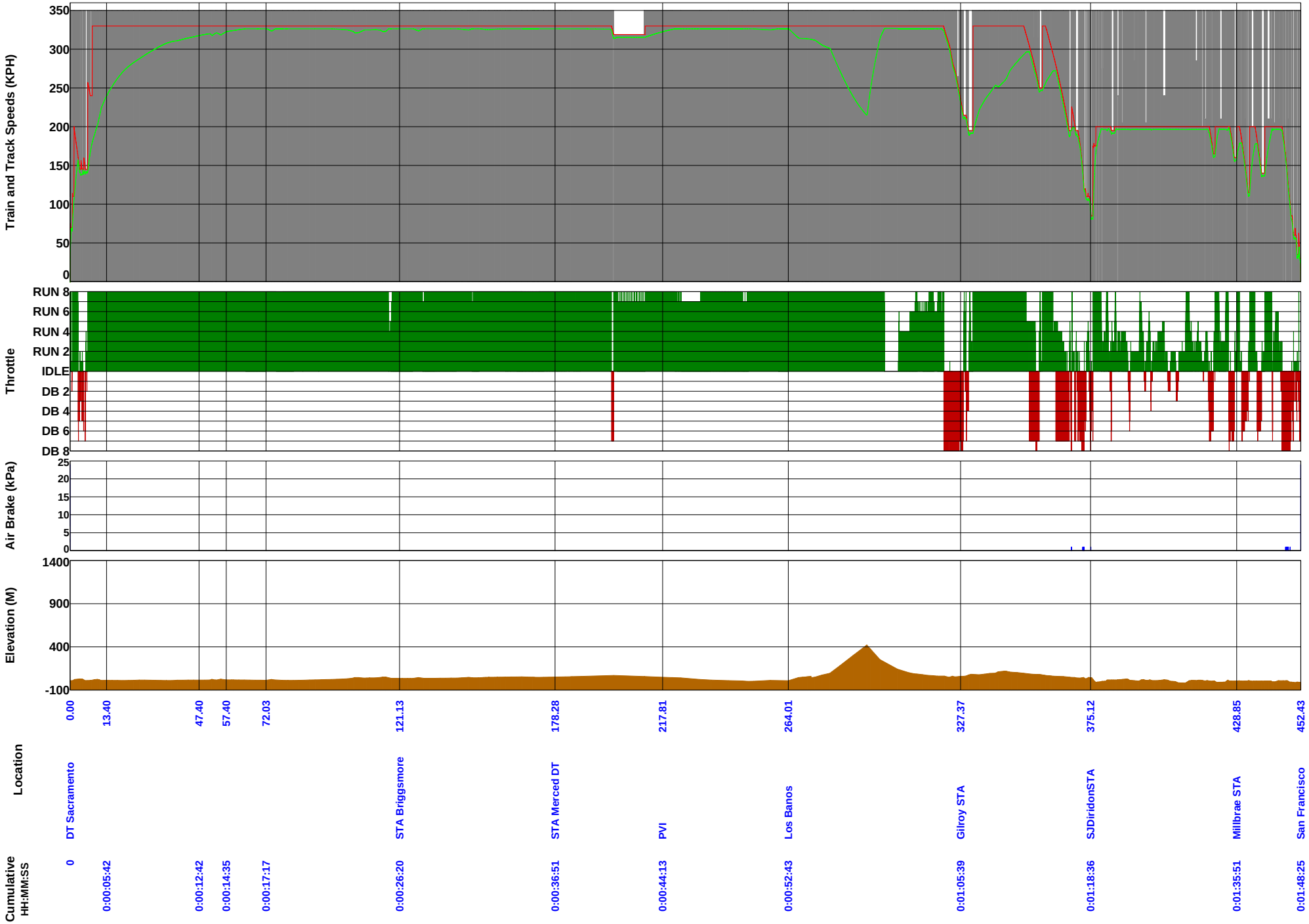
P-1B (FAT-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



RTC run : 06 November 2006 13:00:54 User : James Campbell of PB Transit & Rail Systems

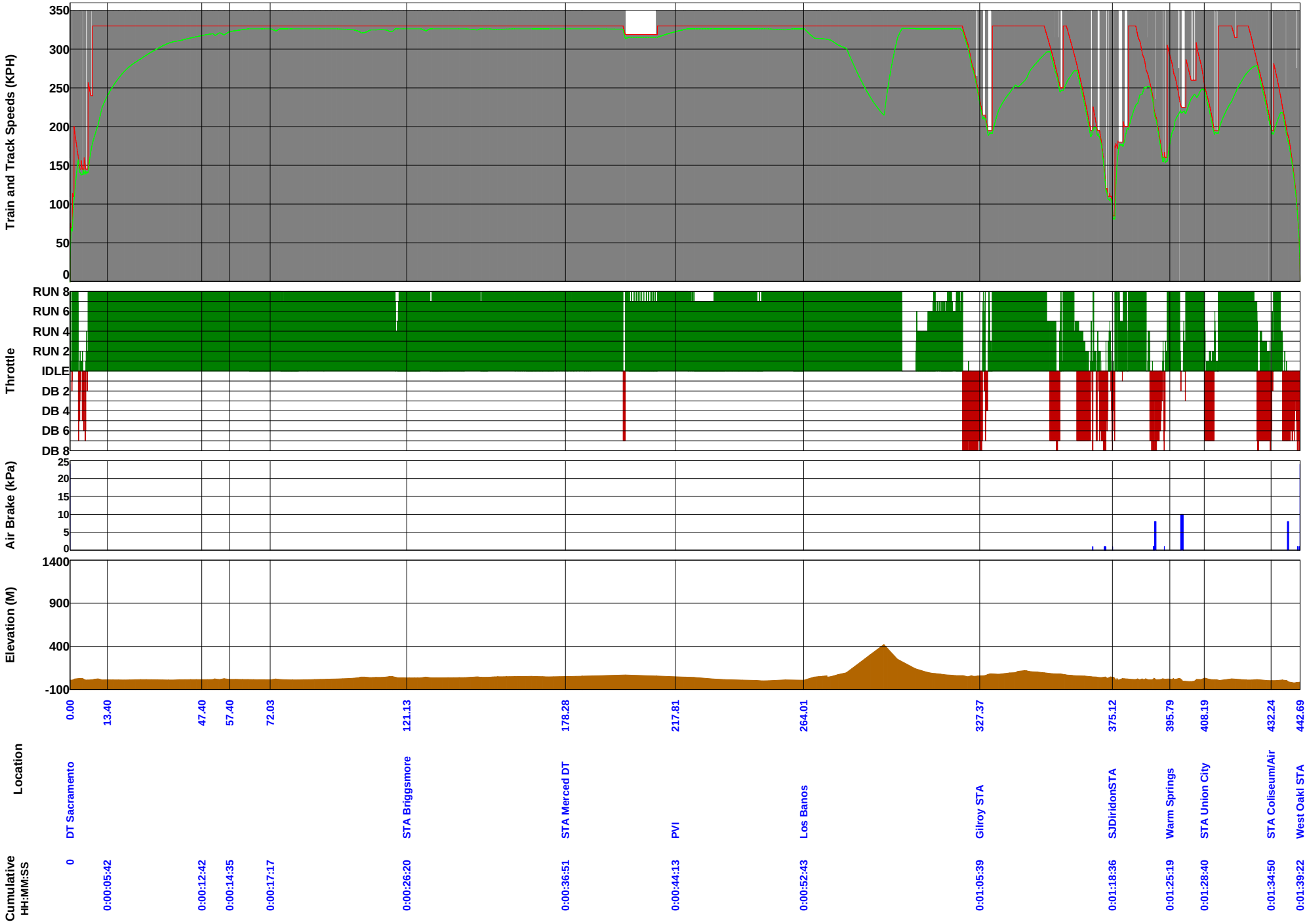
California High Speed Rail

P-1A (SMF-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



California High Speed Rail

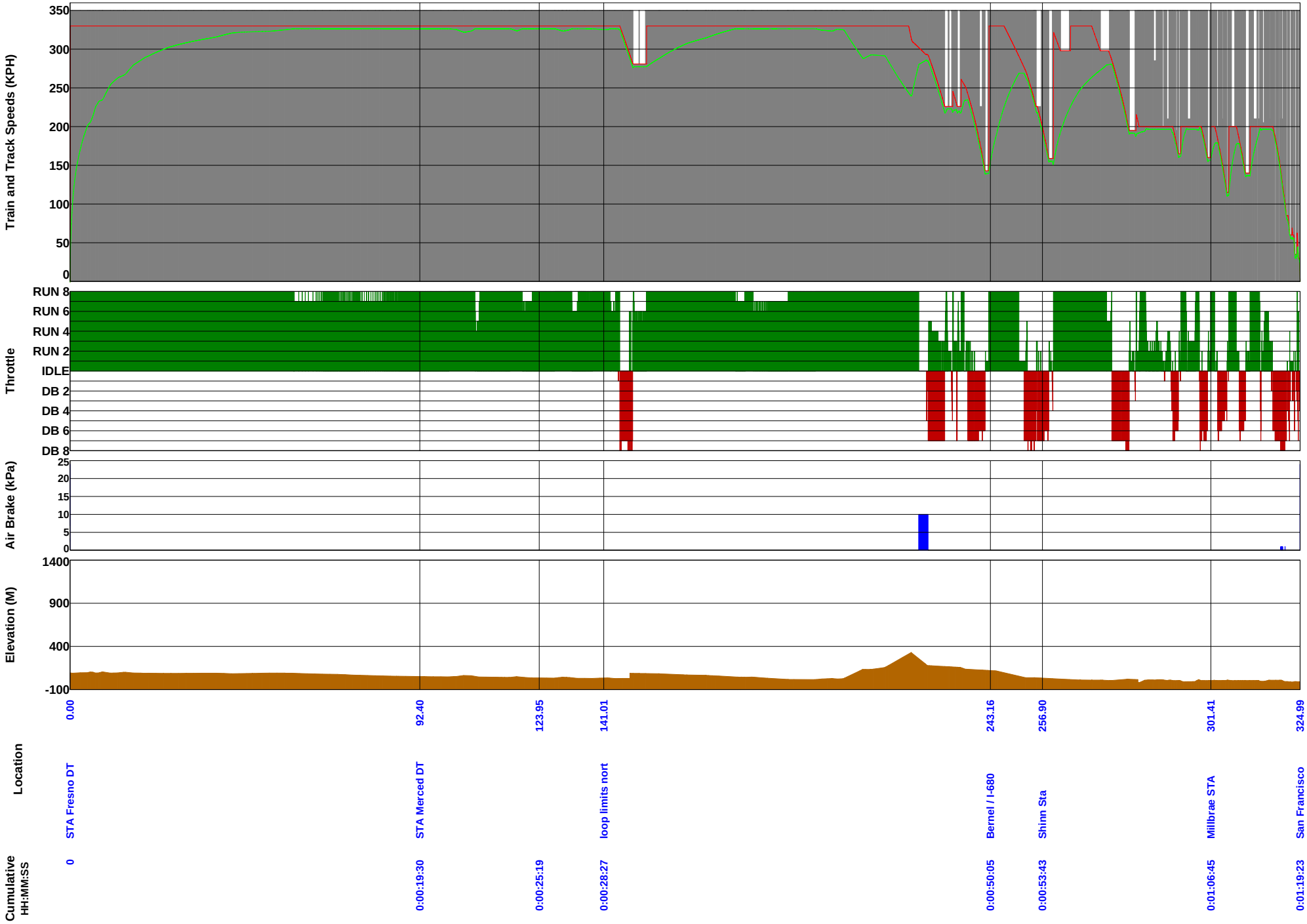
P-1B (SMF-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



RTC run : 06 November 2006 13:18:22 User : James Campbell of PB Transit & Rail Systems

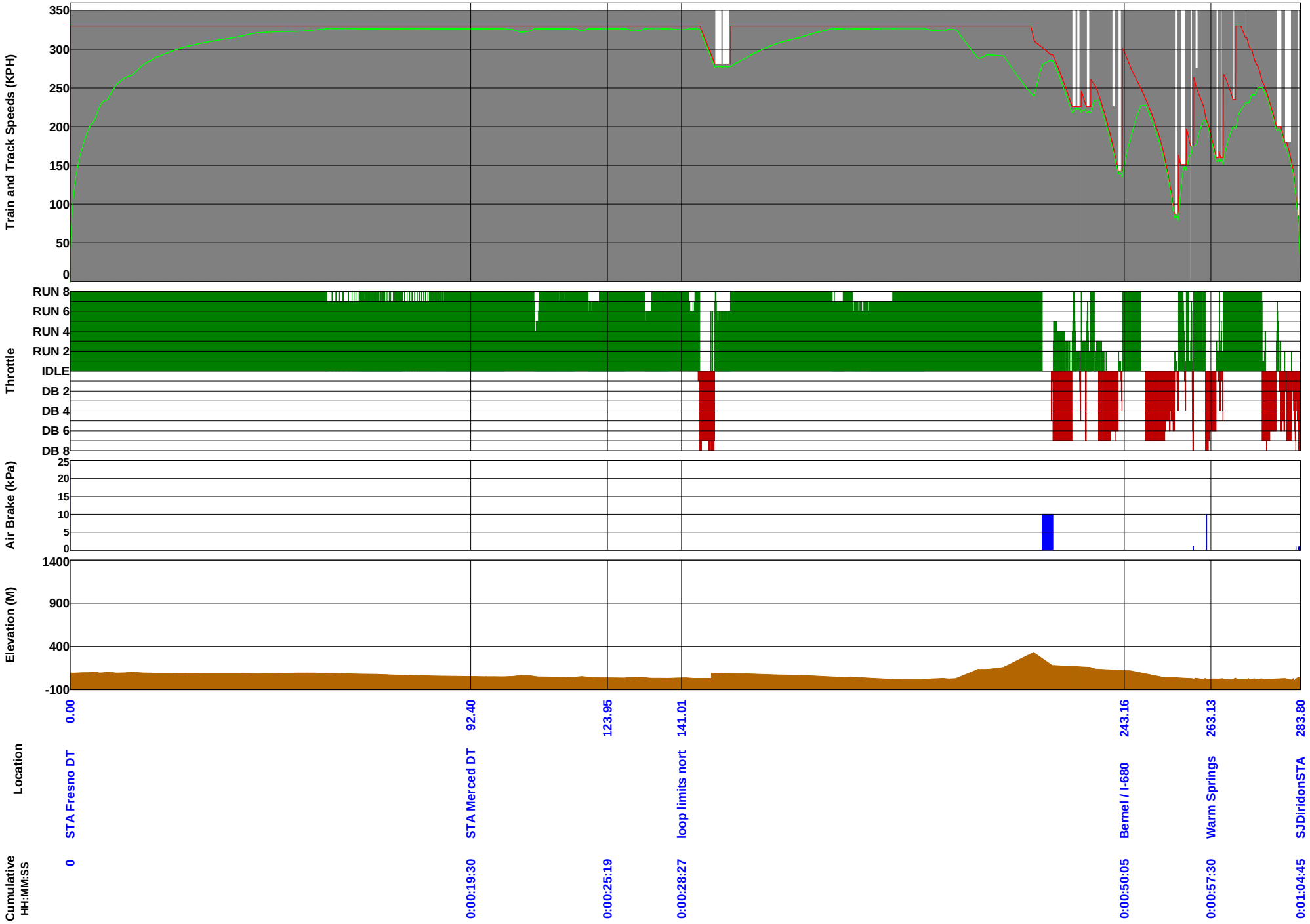
California High Speed Rail

A-2A (FAT-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



California High Speed Rail

A-2C (FAT-SJC) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's

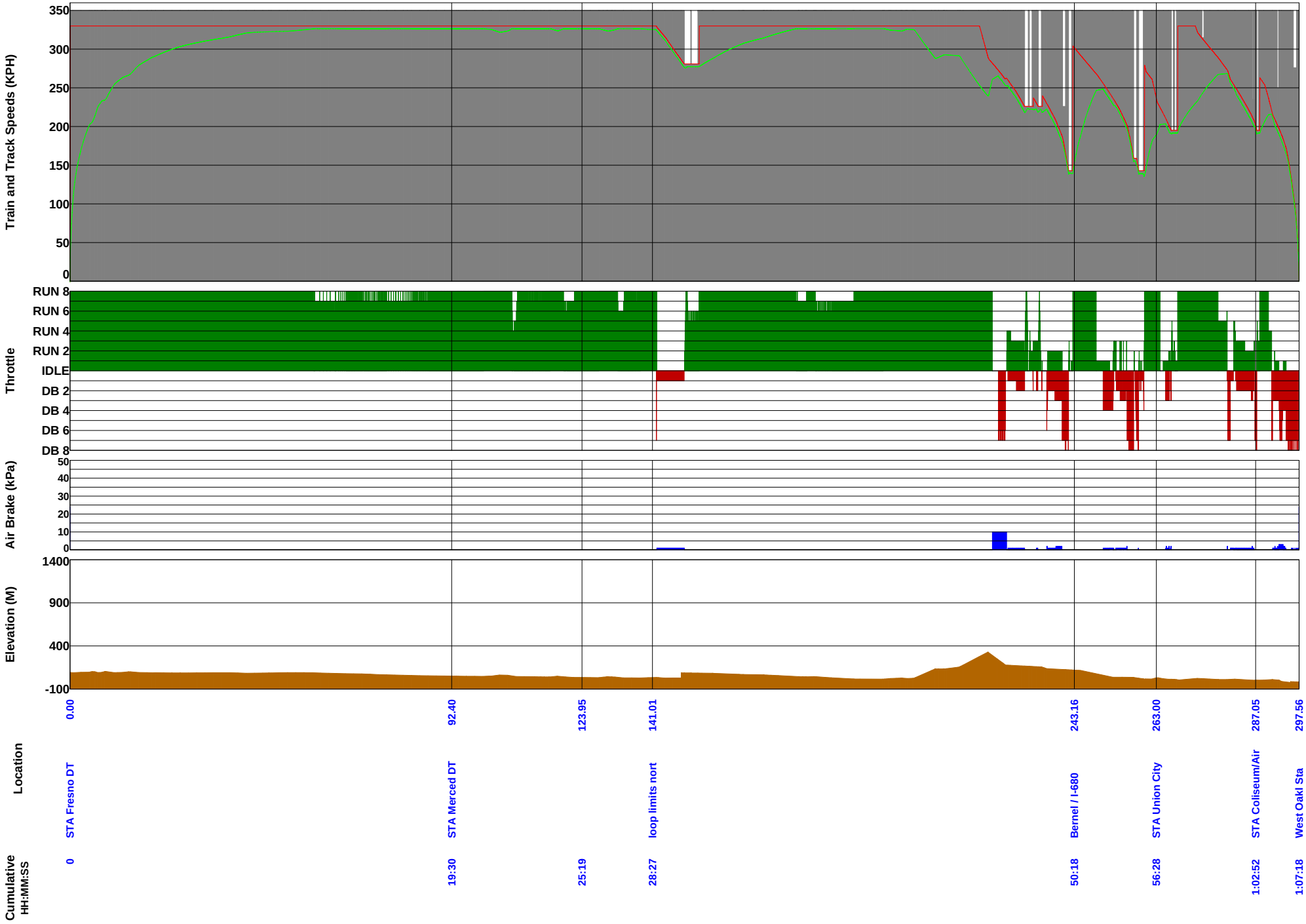


Altamont Pass Test Alignment A

RTC run : 07 November 2006 15:41:30 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

A-2B (FAT-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's

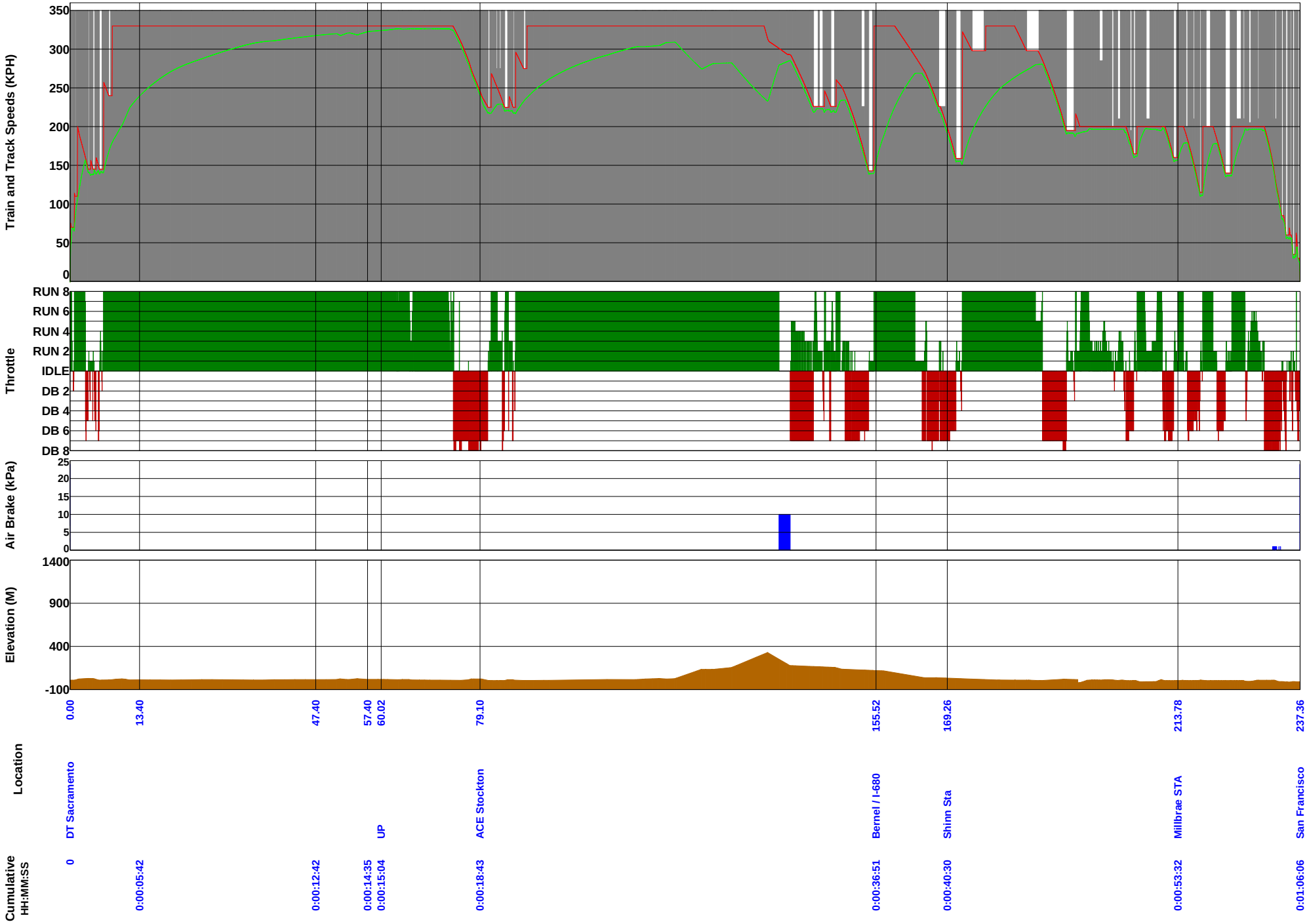


Altamont Pass Test Alignment A

RTC run : 26 September 2006 15:31:16 User : James Campbell of PB Transit & Rail Systems

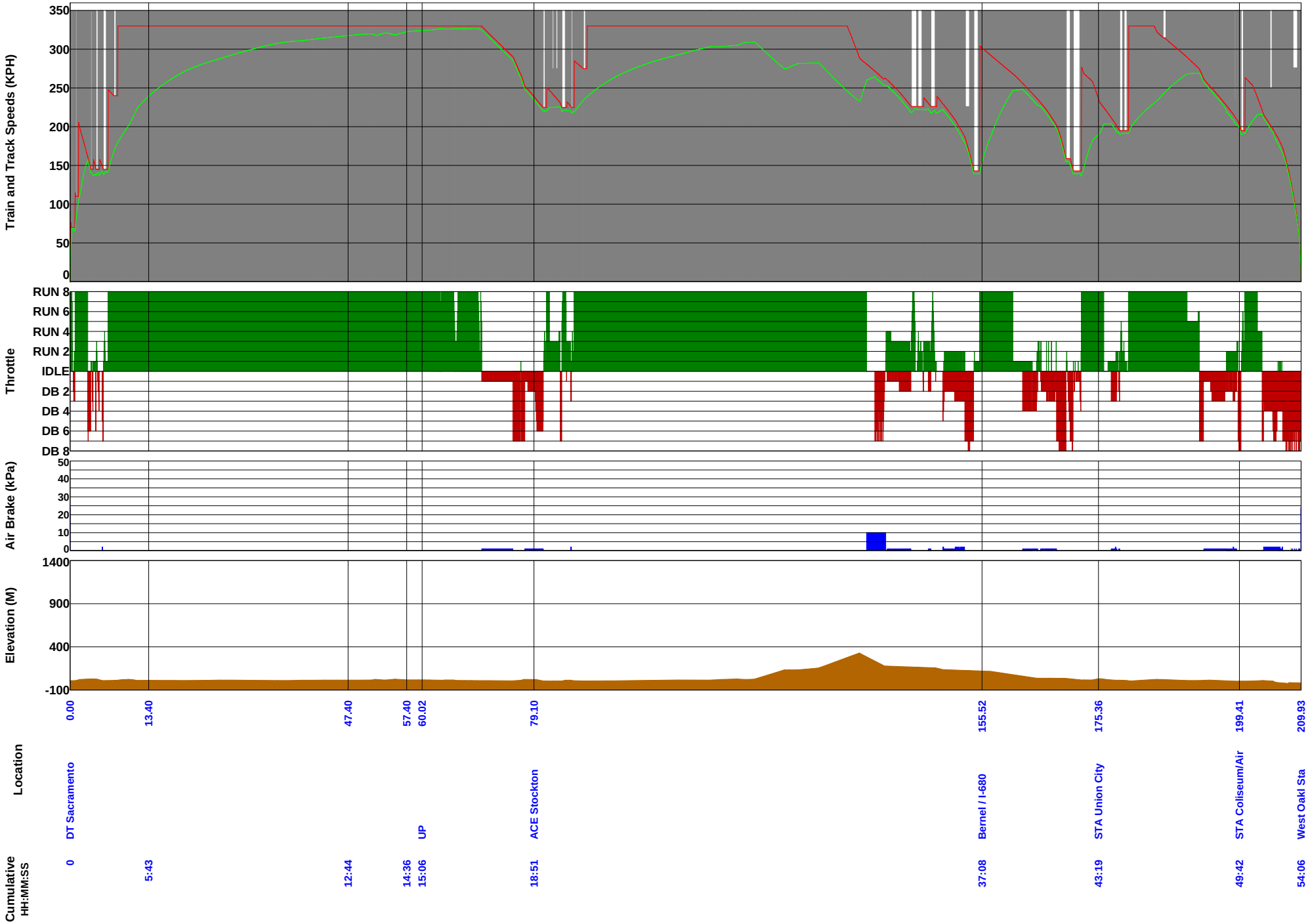
California High Speed Rail

A-2A (SMF-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



California High Speed Rail

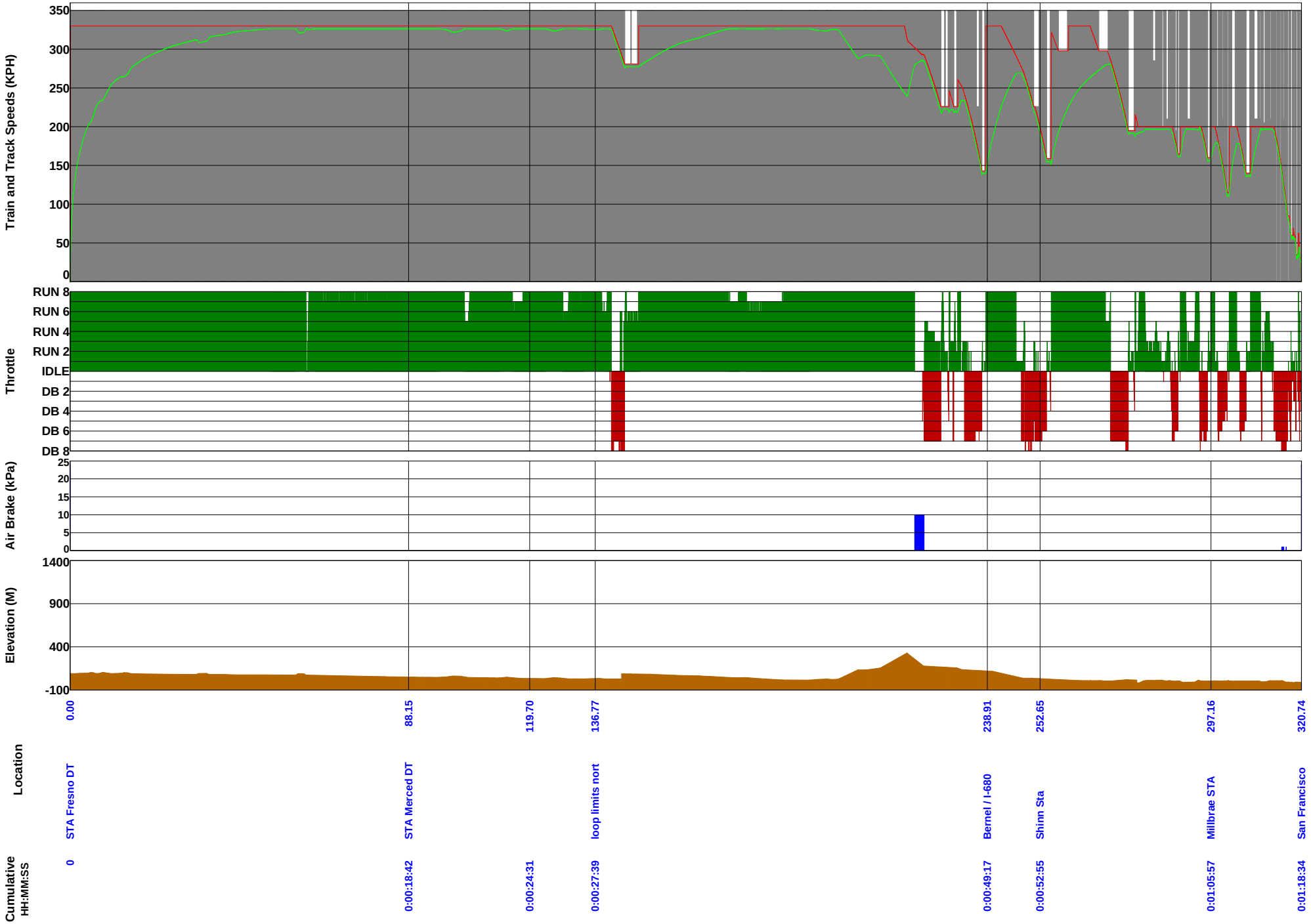
A-2B (SMF-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



RTC run : 26 September 2006 16:04:47 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

A-2A (FAT-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's

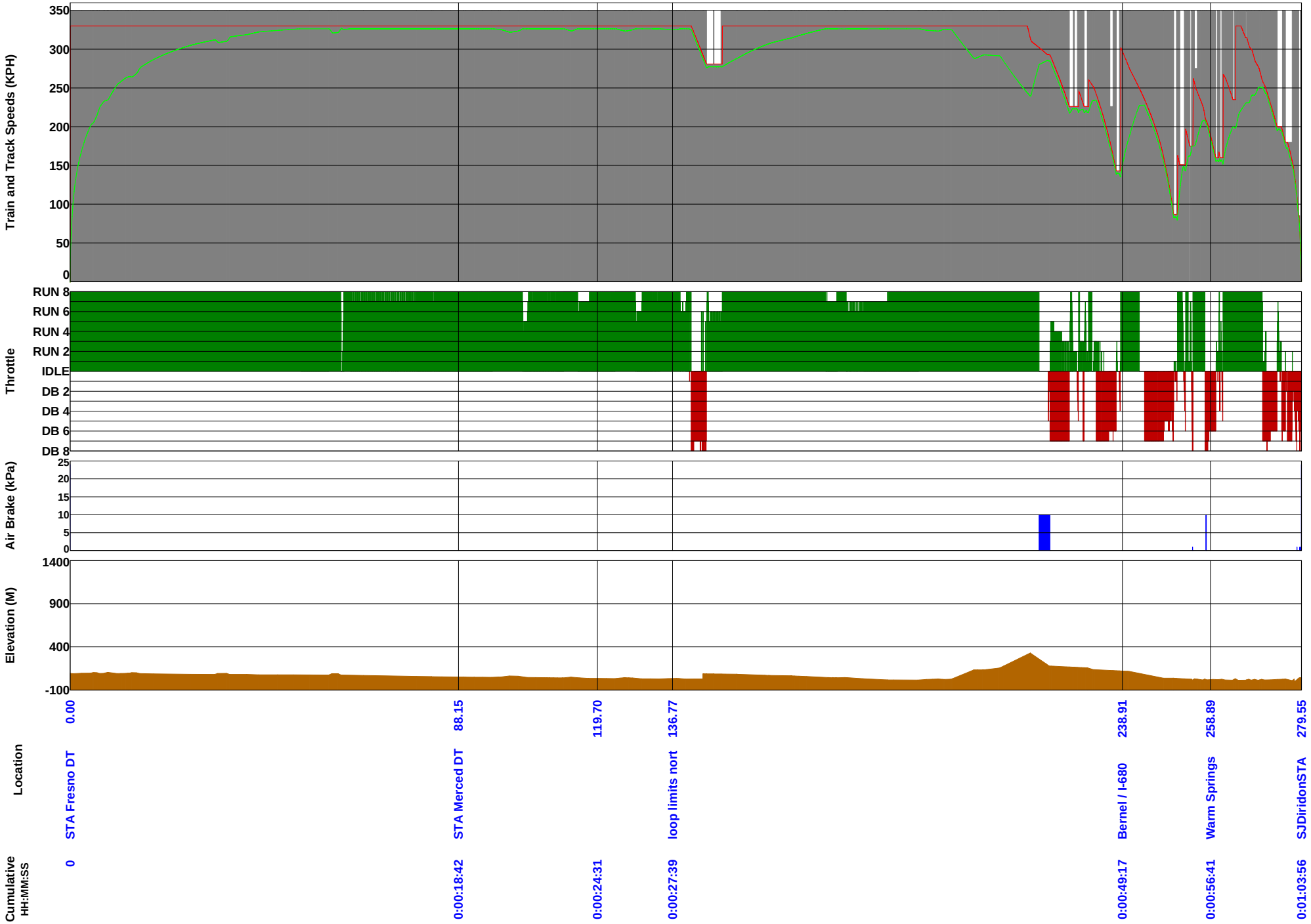


Altamont Pass Test Alignment B

RTC run : 06 November 2006 12:40:17 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

A-2C (FAT-SJC) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's

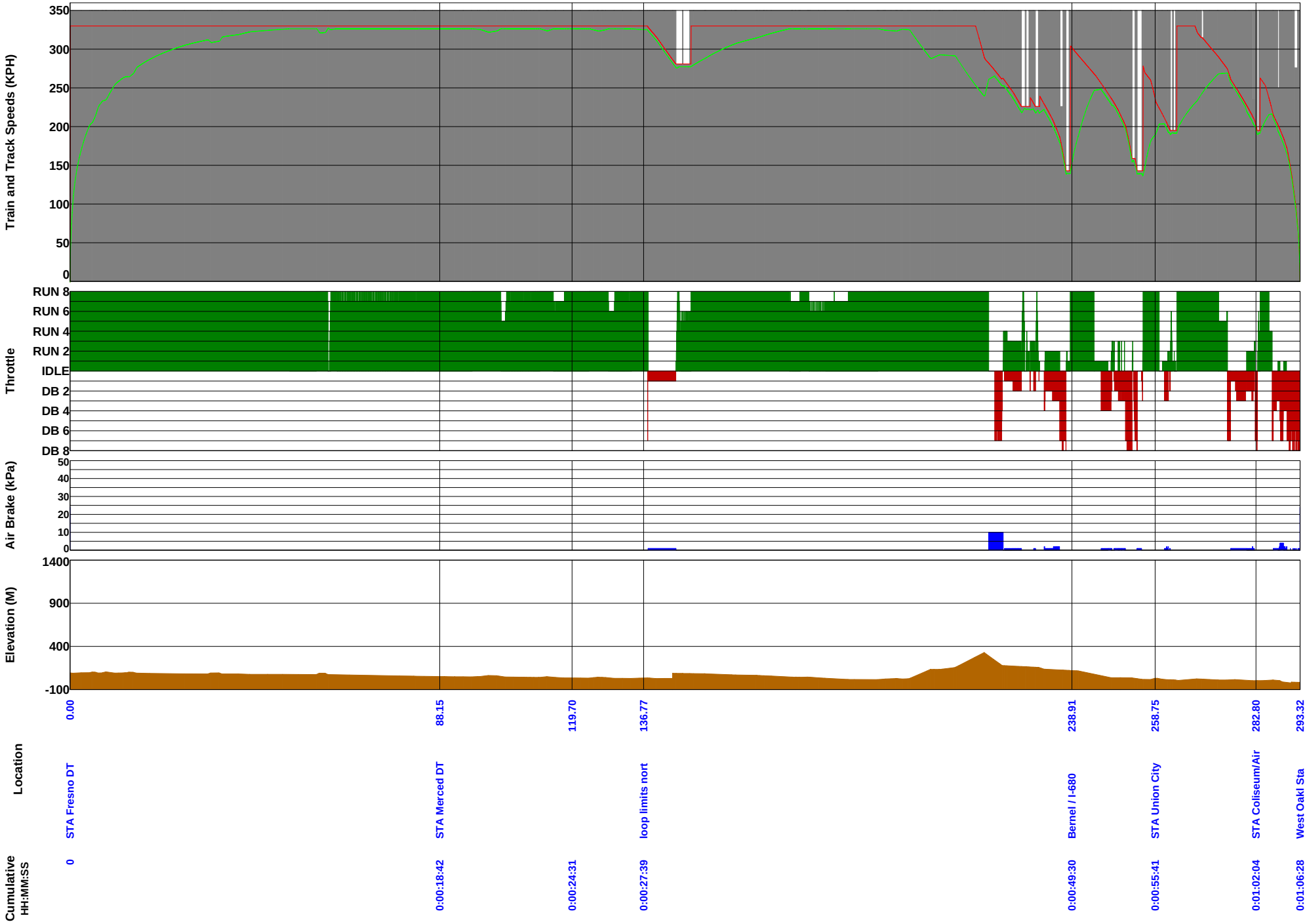


Altamont Pass Test Alignment B

RTC run : 06 November 2006 14:31:28 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

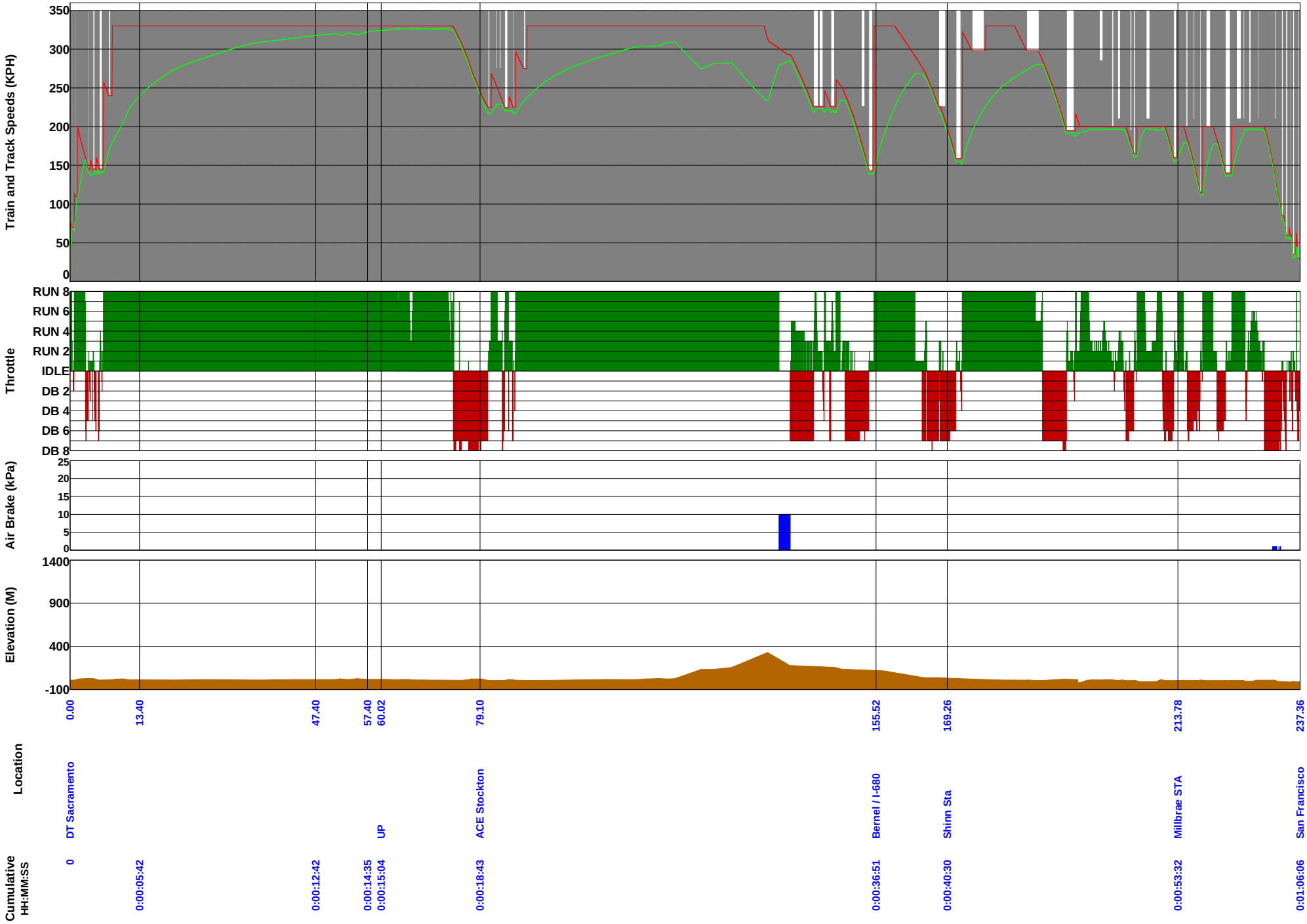
A-2B (FAT-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



RTC run : 12 October 2006 13:23:48 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

A-2A (SMF-SFO) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's

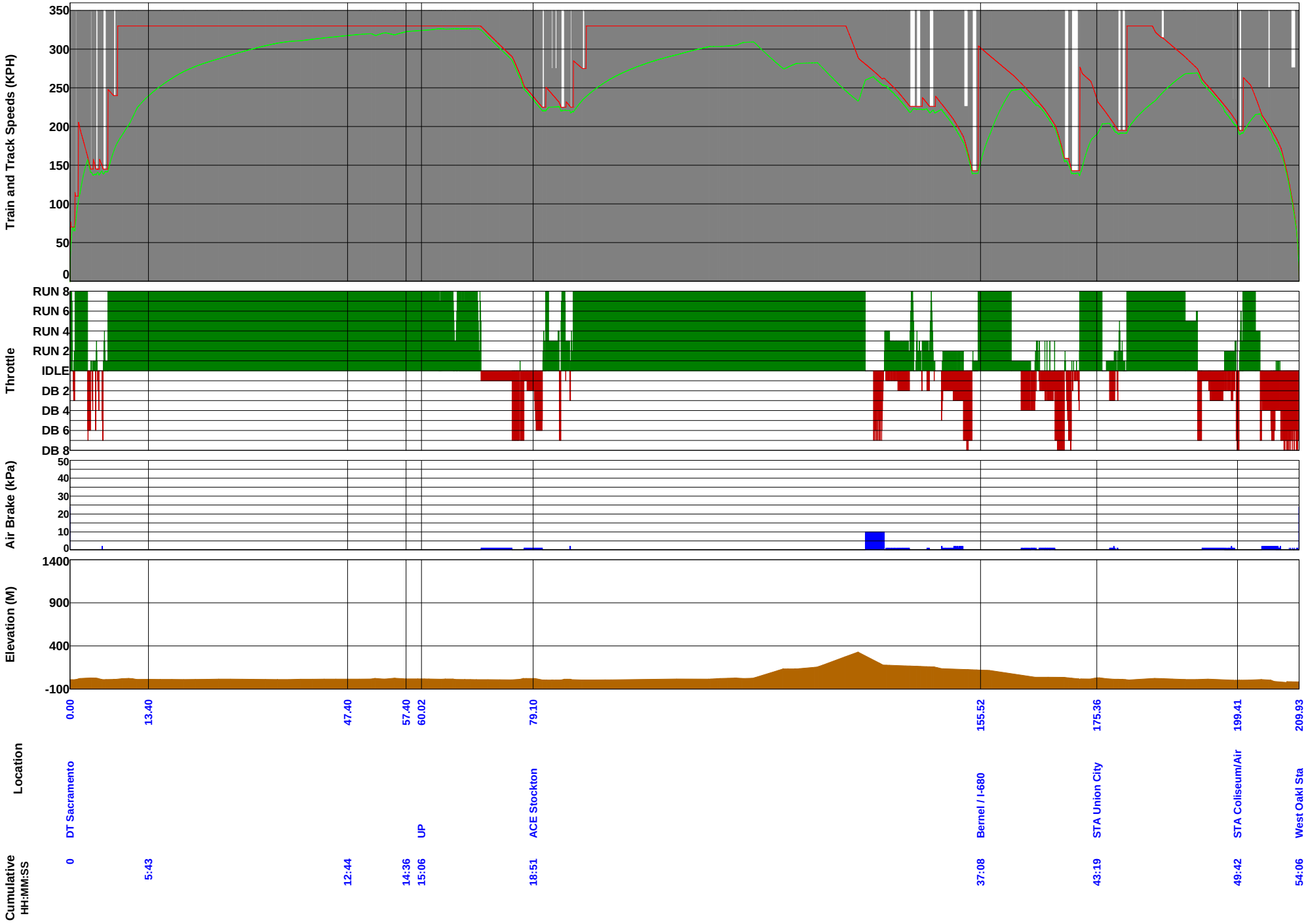


Altamont Pass Test Alignment B

RTC run : 06 November 2006 14:18:00 User : James Campbell of PB Transit & Rail Systems

California High Speed Rail

A-2B (SMF-OAK) Consist: 6 wagons (6L + 0E) 642 tonnes 300 metres 32.52 KW/tonne Locos: 2 Opr Siemens's 2 Opr Siemens's 2 Opr Siemens's



Altamont Pass Test Alignment B

RTC run : 26 September 2006 16:04:47 User : James Campbell of PB Transit & Rail Systems