Community Working Groups
November 2020
AGENDA
COMMUNITY WORKING GROUP

• Introductions & Agenda Review
• Project Update
• 2020 Sustainability Report
• Early Train Operator Passenger Experience Primary Research
• International Examples of Blended Service Operations
• Outreach Update
• Public Comment
MEETING OBJECTIVES
COMMUNITY WORKING GROUP

• Statewide update and review process to Final EIR/EIS
• Share 2020 Sustainability Report highlights
• Provide update on Early Train Operator passenger experience primary research
• Share international examples of blended service operations
• Allow for public comments
WEBINAR GUIDELINES
COMMUNITY WORKING GROUP

• Be respectful
• Be patient
• Mute your line when you are not speaking
• Only one person speaks at a time
• If CWG members would like to speak:
  » Please “raise your hand” or
  » Send a message via webinar chat
• Members of the public are welcome to listen
• Disruptive participants will be removed from the webinar
• If you are having a technical problem, please send a message via webinar chat
PROJECT UPDATE
MTC ADOPTS BLUEPRINT FOR PLAN BAY AREA 2050

• Basis for the development of Plan Bay Area 2050
• Includes up to $7 billion to bring high-speed rail to the Bay Area and other improvements
• First region in the state to include regional discretionary funds for HSR in its long-range plans
• Provides opportunity to leverage regional, state, and federal funds for joint-benefit projects

“We need to be putting the pieces in place to enable high-speed rail to connect the jobs in Silicon Valley to the affordable housing of the Central Valley.”
- San Jose Mayor Sam Liccardo

“This region really needs a plan for how we get high-speed rail into our region and if we just sit on our hands and wait for the train to come, we’ll be waiting a long time.”
- SPUR Chief Policy Officer, Nick Josefowitz

“If we want to be a 21st century nation, the high-speed rail project has got to move forward.”
- Rohnert Park Vice Mayor Jake Mackenzie
• Authority Board approved Central Valley Wye Final Supplemental EIR/EIS
• Preferred Alternative (SR 152 (North) to Road 11) selected as approved project
• Full environmental clearance for 199 miles from Merced to Bakersfield
**DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY**

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<td>Comments Received</td>
<td>760+</td>
<td>140+</td>
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<td>Q&amp;A Webinar Participants</td>
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**Virtual Office Hours**

**Question & Answer Virtual Open Houses**

**Open House Website**

**Project Alternatives Interactive Map**

**Online Public Hearing**

**CWG Question & Answer Webinar**
“Build high-speed rail to provide reliable access to urban centers across the state with increased public transit and active transportation opportunities around stations”

Prop 1A Expressed California’s Goal for Sustainable Development:
Fostering Mobility and Economic Development without Sacrificing the Environment, or Bequeathing Future Generations With Debt
SUSTAINABILITY POLICY

“The Authority will deliver a sustainable high-speed rail system for California that serves as a model for sustainable rail infrastructure. The Authority has developed and will continue to implement sustainability practices that inform and affect the planning, siting, designing, construction, mitigation, operation, and maintenance of the high-speed rail system.”
STRONG BOARD AND EXECUTIVE LEADERSHIP HAS INSPIRED GROUNDBREAKING COMMITMENTS FOR OVER A DECADE

- **2008** – Board Adopts 100% Renewable Energy for operations
- **2011** – Incorporation in ARB Scoping Plan due to GHG emissions reductions
- **2012** – New and leading-edge construction policies:
  - Net-Zero direct GHG emissions for Construction
  - Net-Zero Air Quality emissions for Construction
  - Proactive construction requirements, including requiring Tier 4 vehicles & 100% recycling requirements
- **2014** – First infrastructure project to require disclosure on major materials, informed AB 262 Buy Clean California Act
  - EMMA developed to track and monitor program & contractor progress
- **2017** – Incorporation in ARB Scoping Plan update
- **2019** – Further strengthened construction policies:
  - Requiring Track and Systems contractor to meet performance targets for embodied energy (concrete and steel)
  - Requiring zero emissions fleet vehicles (25% of on road fleet)
  - Specific target for direct GHG emissions in construction tied to a bonus/penalty
CALIFORNIA SETS THE SUSTAINABILITY STANDARD
How high-speed rail uses California policy to set a new direction for delivery

225,000 MT
Carbon Sequestered and Avoided

4,439
Jobs Created

$2,400,000,000
Disadvantaged Communities Benefited

140,000 lbs.
Criteria Air Pollution Avoided

560
Small Businesses Engaged

$1B = 24K Jobs
Economic Investment Multiplier
ANNUAL SUSTAINABILITY REPORT
IMPORTANT TRANSPARENCY FOR THE PROJECT

2014
Began publishing annual Global Reporting Initiative (GRI) compliant sustainability reports

2016
Began completing annual Global Real Estate Sustainability Benchmark (GRESB) submissions

2017
Completed the Sustainable Purchasing Leadership Council (SPLC)'s Benchmark Program Assessment

2019
Began the pilot Envision Verification for the CHSR Program
ENERGY AND EMISSIONS
HSR DELIVERS A STRONG RETURN ON INVESTMENT

GHG Emission Reductions From Full High-Speed Rail System

Cumulative GHG Emissions Reductions From Implemented Projects

- High-Speed Rail
- Sustainable Communities and Clean Transportation
- Energy Efficiency and Clean Energy
- Natural Resources and Waste Diversion

102 MMTCO2e
45 MMTCO2e
### Actual Carbon Dioxide through 2020

Thousand metric tons carbon dioxide equivalent

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<th>Avoided</th>
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</table>

Legend:
- Produced
- Sequestered
- Avoided
- Rural Trees
CREATING A BRIDGE IN COMMUNITIES
HIGH-SPEED RAIL LEADS TO SMART GROWTH
EARLY TRAIN OPERATOR PASSENGER EXPERIENCE PRIMARY RESEARCH
Purpose

» Assess desired characteristics of high-speed rail service(s) and amenities
» Understand user types and preferences
» Understand region-specific preferences

Surveys
1. Interior Design of Trainset
2. Travel Mode Preference Survey

Focus Groups
1. Stations
SURVEYS & FOCUS GROUPS

TIMELINE

Fall

2020

Winter

2021

Trainsets Interior Design

Surveys

Travel Mode

Travel Mode Final Report

Trainset Interior Design Draft Report

Stations

Focus Groups

Stations Final Report
Purpose of Interior Design of Trainsets Survey

» Determine interests and preferences for design of trainset interiors
» Assess market differences by destination, demographics, region, etc.
» Recommend services offered on trains and trainset look and feel

Methodology

» Conducted online survey with over 400 respondents
» Targeted participants by region and demographics
» To participate, respondents
  • Affirmed travel within California in 2019
  • Expressed preference in high-speed rail as a travel mode
SURVEY: INTERIOR DESIGN OF TRAINSETS

Topics

» Reservable Areas
» Public Zones
» Large Item Storage
» Bike Storage
» Food & Beverage
» Alcohol
» Restrooms
» Service Class
  • Coach, Business, First, Private Cabin

A rendering of a First-Class cabin
SURVEY: INTERIOR DESIGN OF TRAINSETS

SERVICE CLASS PREFERENCE

- Coach Class (Table and Facing Seats), 30%
- Coach Class (Rows), 36%
- Upgrade (Business Class), 17%
- Upgrade (First Class), 9%
- Upgrade (Private Cabin), 8%
**SNEAK PEEK SURVEY RESULTS**

**SERVICE CLASS BY TRAVEL PURPOSE**

- **Work, Business, Commute**
  - **Coach Class (Rows)**: 33%
  - **Coach Class (Table and Facing Seats)**: 41%
  - **Upgrade (Business Class)**: 34%
  - **Upgrade (First Class)**: 38%
  - **Upgrade (Private Cabin)**: 34%

- **Visit Family/Friends**
  - **Coach Class (Rows)**: 24%
  - **Coach Class (Table and Facing Seats)**: 28%
  - **Upgrade (Business Class)**: 16%
  - **Upgrade (First Class)**: 14%
  - **Upgrade (Private Cabin)**: 10%

- **Recreation/Leisure**
  - **Coach Class (Rows)**: 22%
  - **Coach Class (Table and Facing Seats)**: 18%
  - **Upgrade (Business Class)**: 10%
  - **Upgrade (First Class)**: 8%
  - **Upgrade (Private Cabin)**: 6%

- **Attend School**
  - **Coach Class (Rows)**: 12%
  - **Coach Class (Table and Facing Seats)**: 10%
  - **Upgrade (Business Class)**: 6%
  - **Upgrade (First Class)**: 6%
  - **Upgrade (Private Cabin)**: 5%

- **Attend Special Event**
  - **Coach Class (Rows)**: 9%
  - **Coach Class (Table and Facing Seats)**: 4%
  - **Upgrade (Business Class)**: 2%
  - **Upgrade (First Class)**: 1%
  - **Upgrade (Private Cabin)**: 1%
ETO PASSENGER EXPERIENCE PRIMARY RESEARCH

SNEAK PEEK SURVEY RESULTS
SERVICE CLASS BY TRIP ROUTE

Within Central Valley
Coach Class (Rows) 44%
Coach Class (Table and Facing Seats) 36%
Upgrade (Business Class) 28%
Upgrade (First Class) 42%
Upgrade (Private Cabin) 4%

Between Southern and Northern California
Coach Class (Rows) 30%
Coach Class (Table and Facing Seats) 31%
Upgrade (Business Class) 12%
Upgrade (First Class) 9%
Upgrade (Private Cabin) 11%

Between Central Valley and Southern/Northern California
Coach Class (Rows) 11%
Coach Class (Table and Facing Seats) 12%
Upgrade (Business Class) 28%
Upgrade (First Class) 21%
Upgrade (Private Cabin) 4%

Within Southern and Northern California
Coach Class (Rows) 11%
Coach Class (Table and Facing Seats) 12%
Upgrade (Business Class) 24%
Upgrade (First Class) 17%
Upgrade (Private Cabin) 8%
SNEAK PEEK SURVEY RESULTS
SERVICE CLASS BY REGION OF ORIGIN

Northern California
- Coach Class (Rows): 36%
- Coach Class (Table and Facing Seats): 31%
- Upgrade (Business Class): 16%
- Upgrade (First Class): 7%
- Upgrade (Private Cabin): 9%

Central California
- Coach Class (Rows): 36%
- Coach Class (Table and Facing Seats): 38%
- Upgrade (Business Class): 14%
- Upgrade (First Class): 10%
- Upgrade (Private Cabin): 2%

Southern California
- Coach Class (Rows): 35%
- Coach Class (Table and Facing Seats): 26%
- Upgrade (Business Class): 18%
- Upgrade (First Class): 12%
- Upgrade (Private Cabin): 10%
SNEAK PEAK SURVEY RESULTS

LOOK AND FEEL

Scandinavian is popular across all three regions but less popular in the Central Valley, where Traditional style is preferred.
Purpose

» To understand travel mode preference and parameters that influence these preferences

Methodology

» Conducted online survey with goal of 4,000 respondents
» Targeted participants by region and demographics

Topics

» Mode choice for intercity trips
» Access and egress, and new/improved modes
» Behaviors of key markets: Central Valley, shorter-distance
» Reliability and transfers
Purpose of Focus Groups

» Prioritization, scaling and quality of station facilities
» Categorization and timing of station improvements

Methodology

» Developed Screening Guide to qualify participants by
  • Travel purpose
  • Region
  • Demographics
FOCUS GROUPS: STATIONS

TOPICS

Expectations
» Food and beverage offerings
» Comfort and safety at stations
» Station amenities

Preferences
» Station access modes, including bike and pedestrian access
» Bike parking at stations

Importance of
» Station design, appearance, and conditions
INTERNATIONAL EXAMPLES OF BLENDED SERVICE OPERATIONS
High-Speed Operations in Europe
Blended Operations

General

- Common throughout Europe
- Utilize existing infrastructure approaching city centers
  - Insufficient space for dedicated tracks
  - Quicker to implement
  - Lower capital costs vs. increased maintenance costs
- Lower speeds than dedicated track
  - Standard in the UK up to 125 mph
- Requires coordination on track, systems and trainsets
- Development of integrated timetables
Track, Systems & Trainsets

- Blended systems require coordination in most of these areas
- Track design needs to balance different train types and speed profiles
- Maintenance standards need to allow for different track wear rates for different trainsets
- Use of multiple signaling systems is common
- Traction power systems may vary
- Multitude of smaller issues
  - Electrical interference and compatibility, signal sighting, OCS and track configuration

All these adaptations have been successfully achieved.
Operations

Integration of service plans
- More efficient use of infrastructure and services.
- Improved passenger experience

Improved overall service offering for passengers
- Mix of express and local services

Common stations facilitate modal transfers

Dispatching controlled by a single entity
- Optimizes reliability and resilience
Eurostar Case Study

High-Speed Service from London to Paris and Brussels via Channel Tunnel
Eurostar Case Study
Start of Service

• Signal systems
  • UK, French and Belgian systems all different

• Traction control
  • 3rd rail, 1500V/3000V DC OCS, 25kV AC OCS

• On completion of HS 1
  • Continues to share high-speed tracks through southern England
Eurostar Case Study

Start of Service

- Shared existing tracks through southern England with commuter and freight trains
- Shared Channel Tunnel tracks with freight and shuttle services
OUTREACH UPDATE
Objective: To better understand stakeholder preferences for receiving information and participating in events (virtual and in-person) during the COVID-19 pandemic.

» One of several tools to gather information on community priorities

» Online multilingual survey distributed to Northern California mailing lists
About the Respondents

» 78% very interested in high-speed rail
» 60% get info from Authority e-newsletters
» 70% participated in at least one Authority event

NORTHERN CALIFORNIA OUTREACH SURVEY
SURVEY PARTICIPANTS ARE OUR STAKEHOLDERS

608 respondents
Average of 6.4 minutes to complete

63% San Francisco, San Mateo, Santa Clara, Merced and San Benito counties
Stakeholders older and higher share male than general population
Topics of Interest
» State Rail Plan/future of rail in California
» Construction progress and status
» Phased implementation: service start and where
» Blended system operations
» High-speed rail stations
» Lessons from around the world
» Opportunities for personal travel
» 2020 Business Plan
» Cost/funding
Additional Feedback

- Promoting Sustainability!
- What is being done for mobility-impaired travelers?
- Travel time benefits of high-speed rail compared to air travel!
- Timelines for construction and the initiation of operations!
- What can we do to get it done?
- Historical evidence and economic benefits of rail!
- Likelihood of completion?
- Connections to college campuses!
- Integration with other transportation modes, including rail!
NORTHERN CALIFORNIA OUTREACH SURVEY

PREFERRED OUTREACH APPROACHES

High Interest
- Webinars and YouTube Town Halls
- Frequent Authority newsletters

Modest interest
- Socially-distanced in-person events
- Facebook Live

Not interested
- Reddit AMA
- Instagram Live event

Other Ideas
- More traditional media (newsletters, postcards, television, local news feeds)
- Updated information tools and an easier-to-navigate hsr.ca.gov website
- More maps (a Google Map overlay!)
- Dialogs about future funding needed to complete the system
- YouTube videos
- Conceptual train schedule
- Talking points on financial information
» Share more information, more often.
  • Continue sharing about construction and user experience.
  • Community impacts and decision-making process.
  • Costs, funding and timing.
» Collaborate with partners (e.g., Caltrain, cities) on engagement efforts.
» Diversify engagement platforms and approach to reach more women and younger and multilingual populations.
» Current stakeholders are comfortable with existing webinar platforms and traditional media
PUBLIC COMMENT
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California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814
www.hsr.ca.gov

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 300
San Jose, CA 95113