

NORTHERN CALIFORNIA PROJECT SECTIONS

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.”

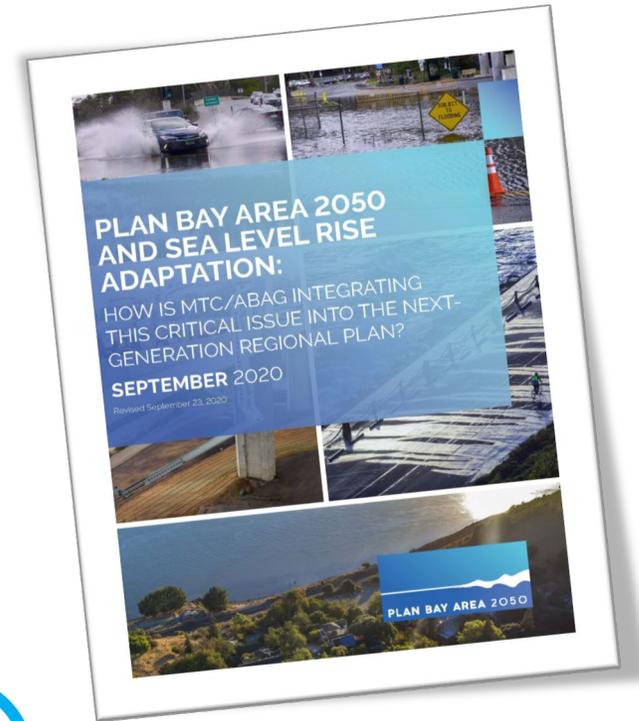
- San Jose Mayor Sam Liccardo

“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

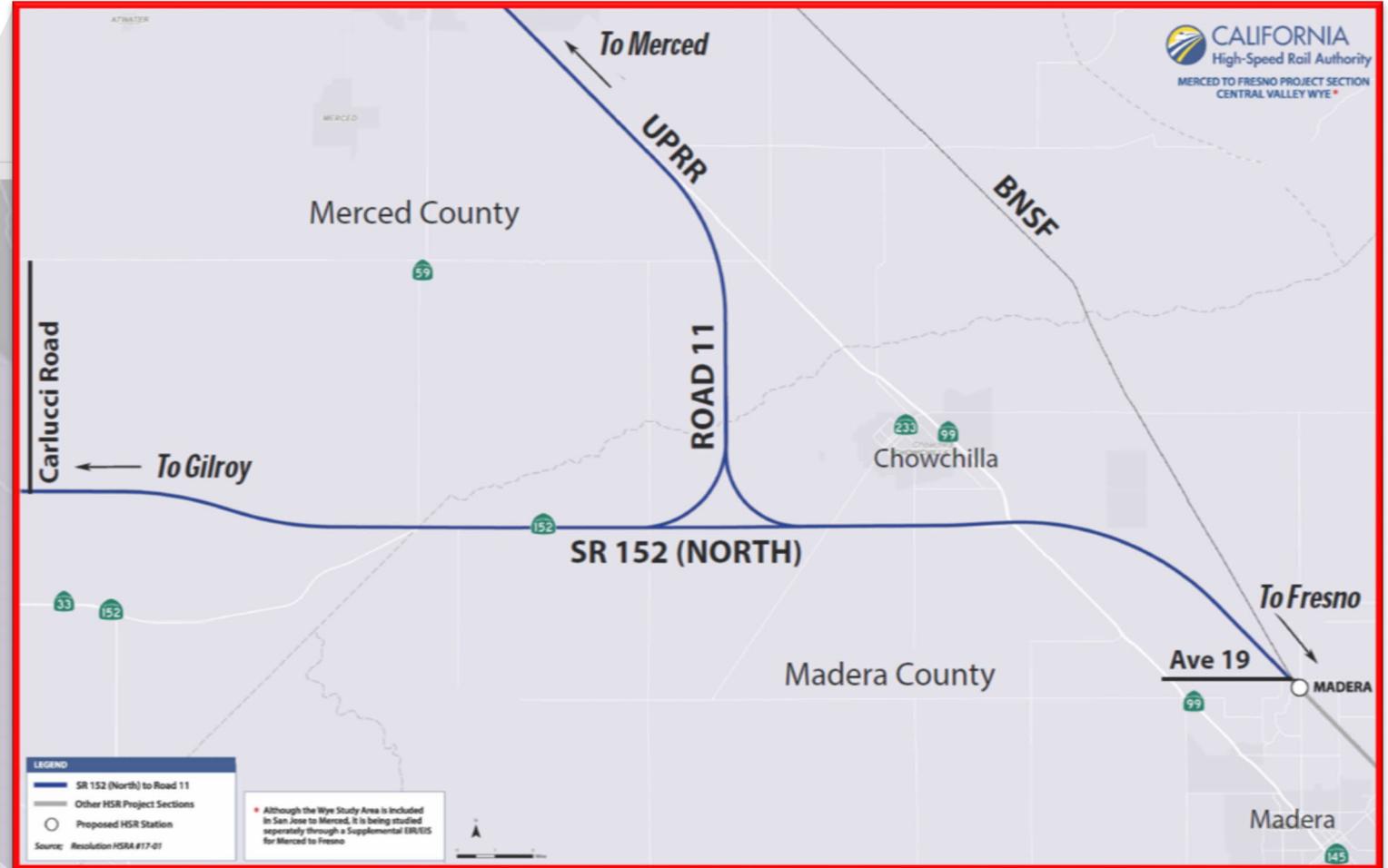
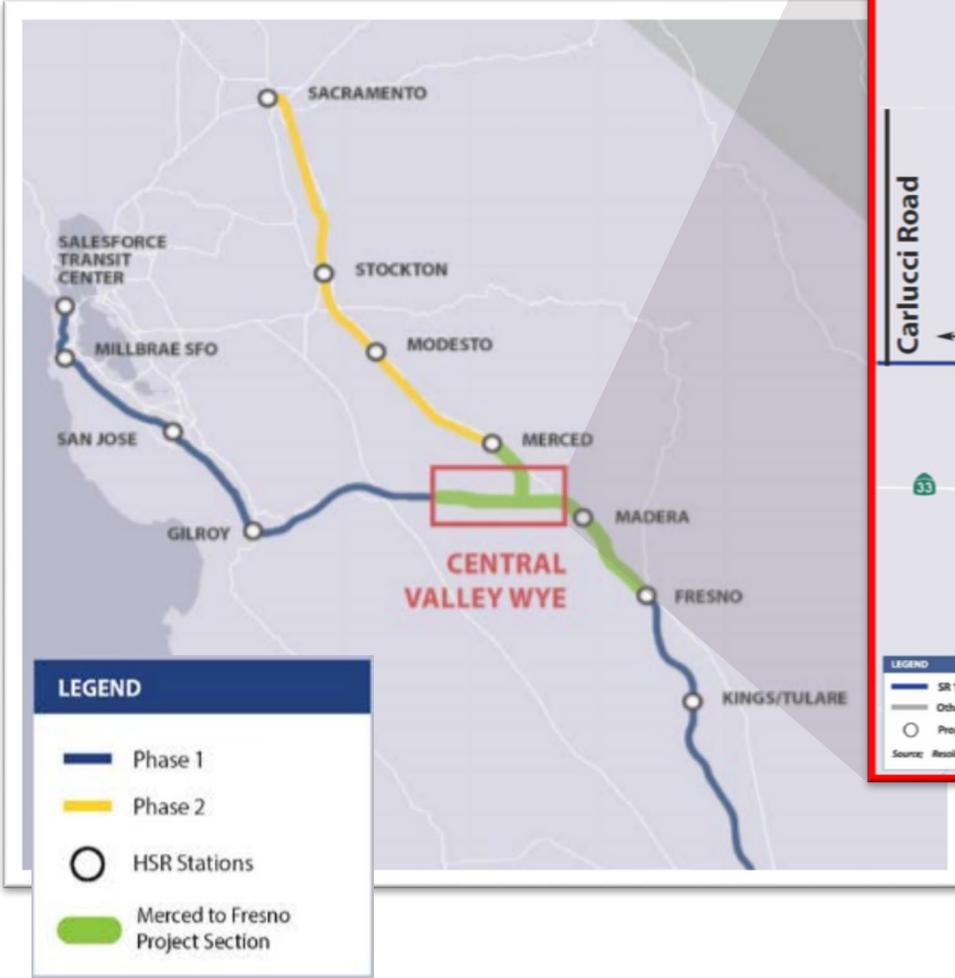
“If we want to be a 21st century nation, the high-speed rail project has got to move forward.”

- Rohnert Park Vice Mayor
Jake Mackenzie



CENTRAL VALLEY WYE

FINAL SUPPLEMENTAL EIR/EIS



- 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

DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT



DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY

	San Jose to Merced	San Francisco to San Jose
Comment Period	April 24 – June 23	July 10 – September 9
Comments Received	760+	140+
Q&A Webinar Participants	152+	100+
MeetHSRNorCal.org Visitors	1,700+	10,600+



Virtual Office Hours



Question & Answer Virtual Open Houses



Open House Website



Project Alternatives Interactive Map



Online Public Hearing



CWG Question & Answer Webinar

2020 SUSTAINABILITY REPORT



CLIMATE MITIGATION AND ADAPTATION

CALIFORNIA HIGH-SPEED RAIL



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



Safeguarding California Plan 2018 Update

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



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



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



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

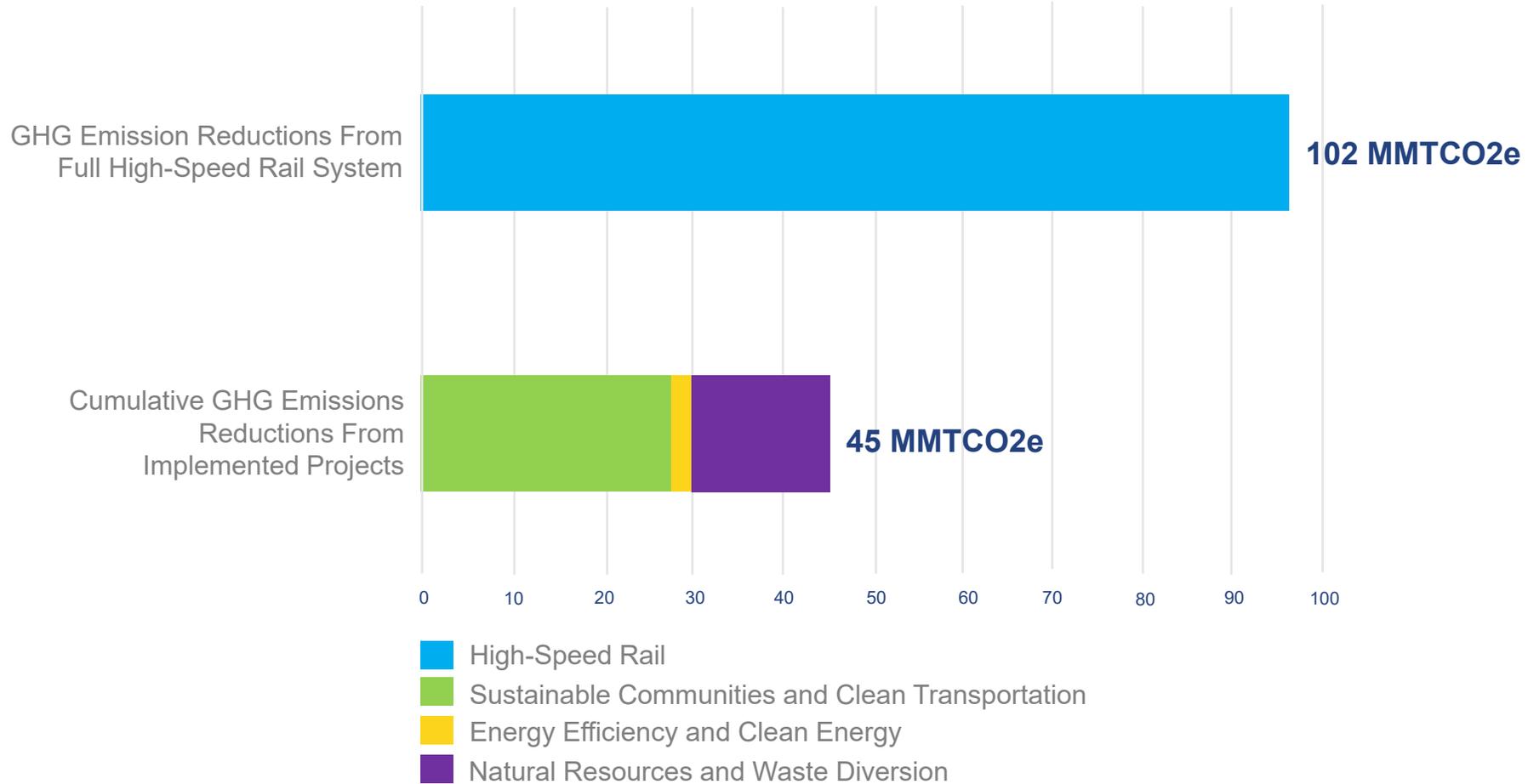


Began the pilot Envision Verification for the CHSR Program



ENERGY AND EMISSIONS

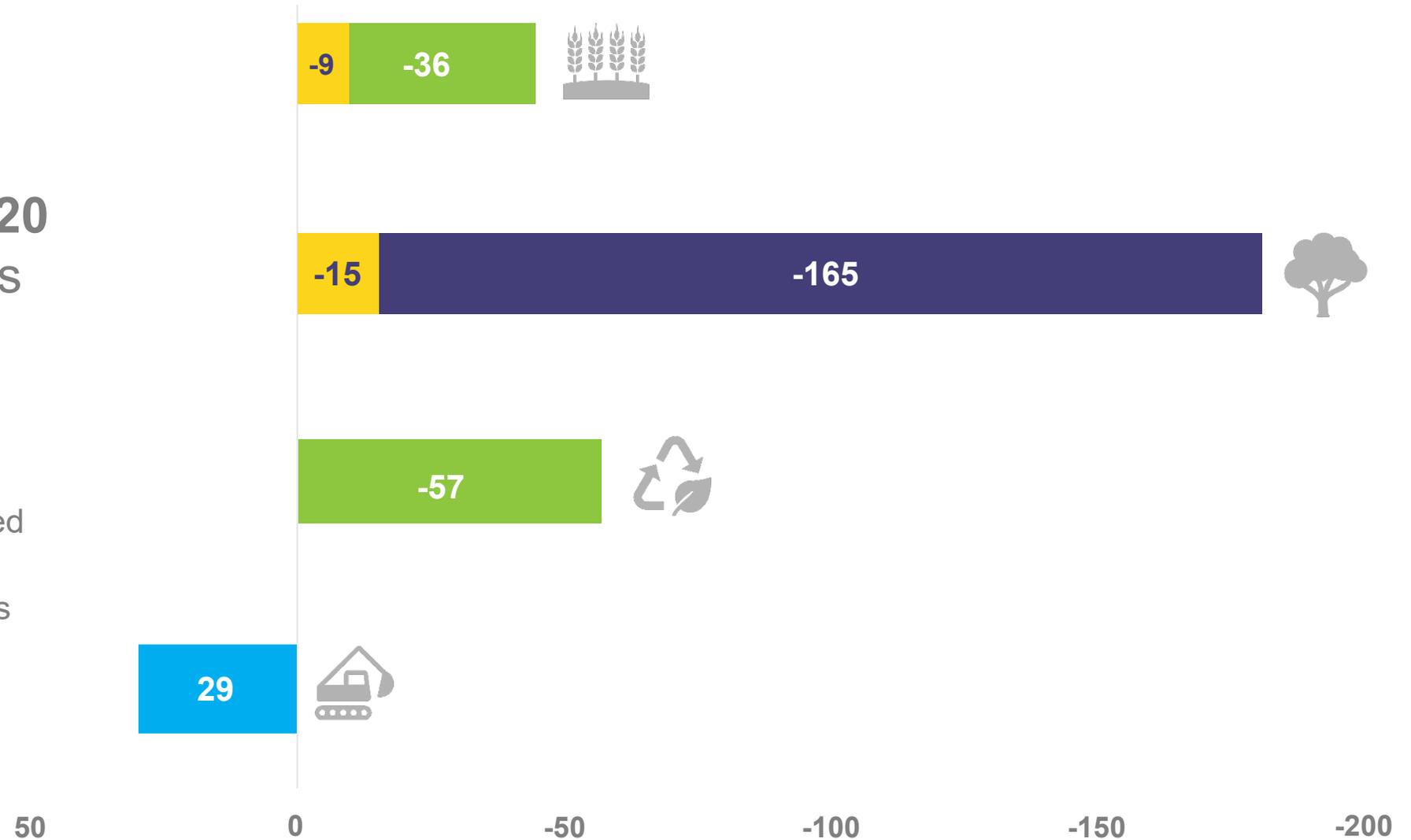
HSR DELIVERS A STRONG RETURN ON INVESTMENT



SUSTAINABLE INFRASTRUCTURE

Actual Carbon Dioxide through 2020
Thousand metric tons carbon dioxide equivalent

- Produced
- Sequestered
- Avoided
- Rural Trees



CREATING A BRIDGE IN COMMUNITIES

HIGH-SPEED RAIL LEADS TO SMART GROWTH



EARLY TRAIN OPERATOR PASSENGER EXPERIENCE PRIMARY RESEARCH



SURVEYS & FOCUS GROUPS

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

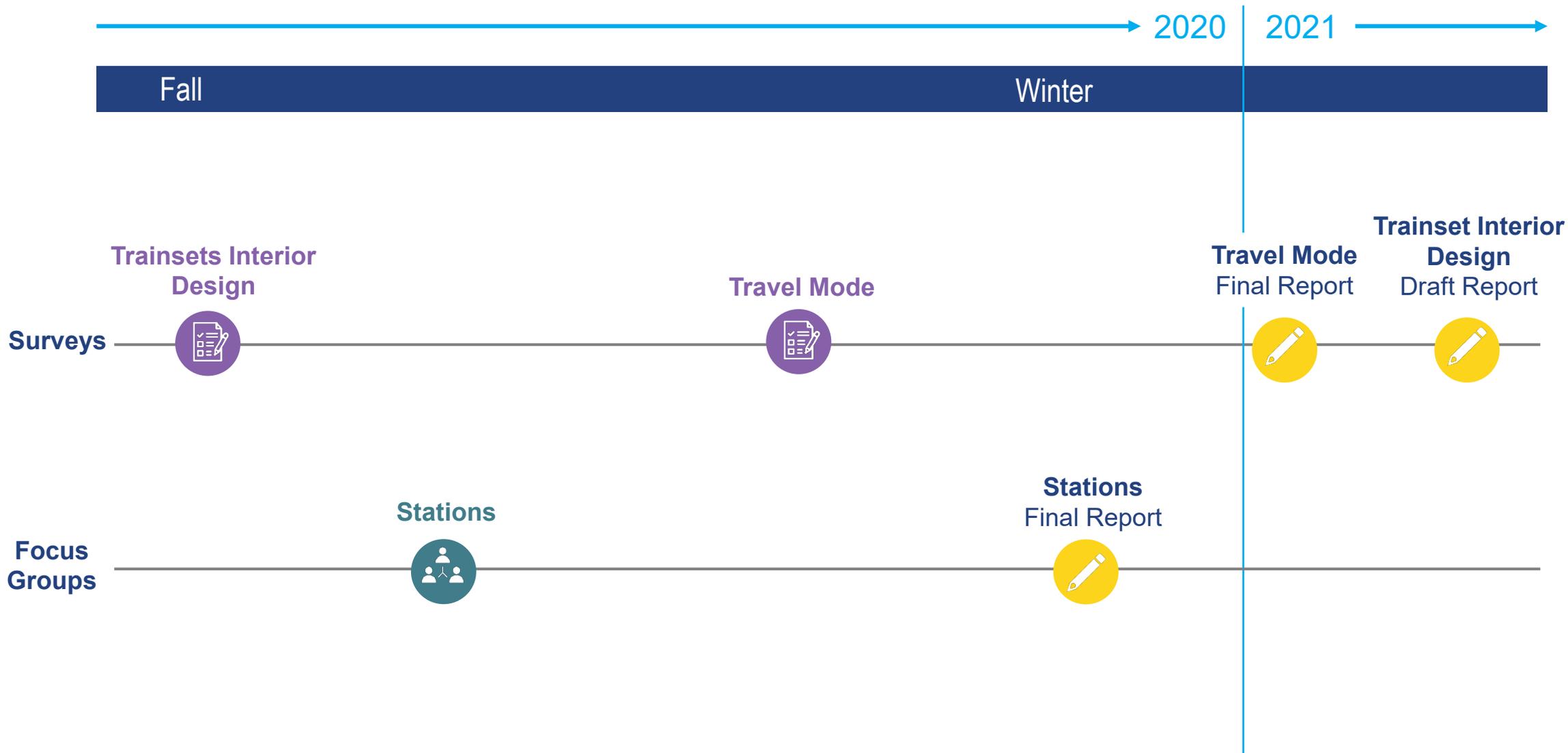


Focus Groups

1. Stations

SURVEYS & FOCUS GROUPS

TIMELINE



SURVEY: INTERIOR DESIGN OF TRAINSETS

PURPOSE & METHODOLOGY



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

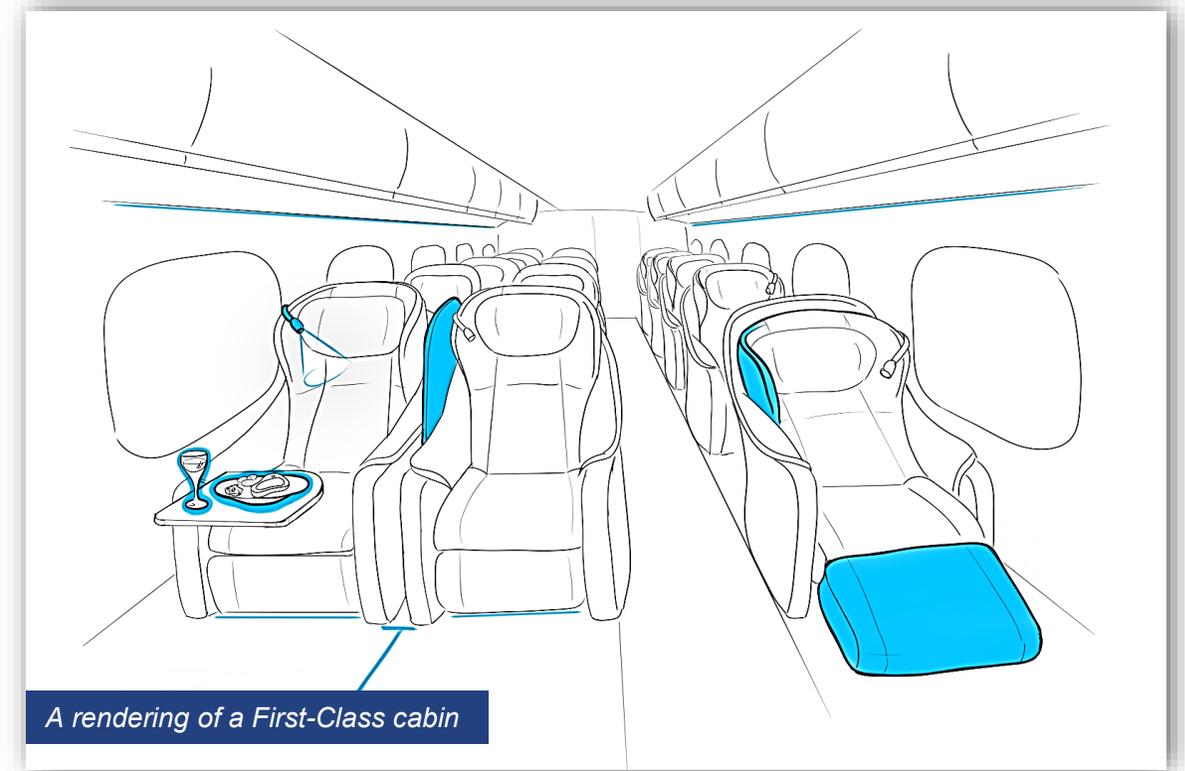
Methodology

- » 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



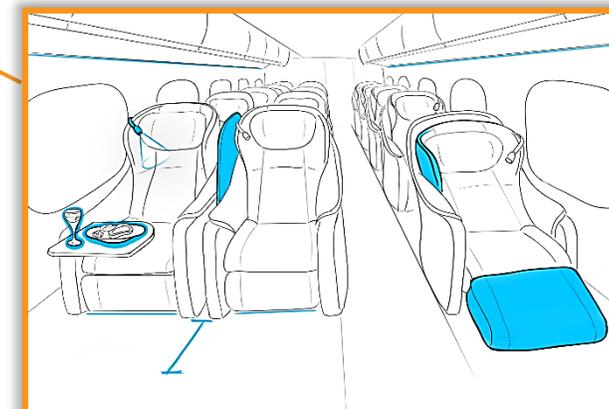
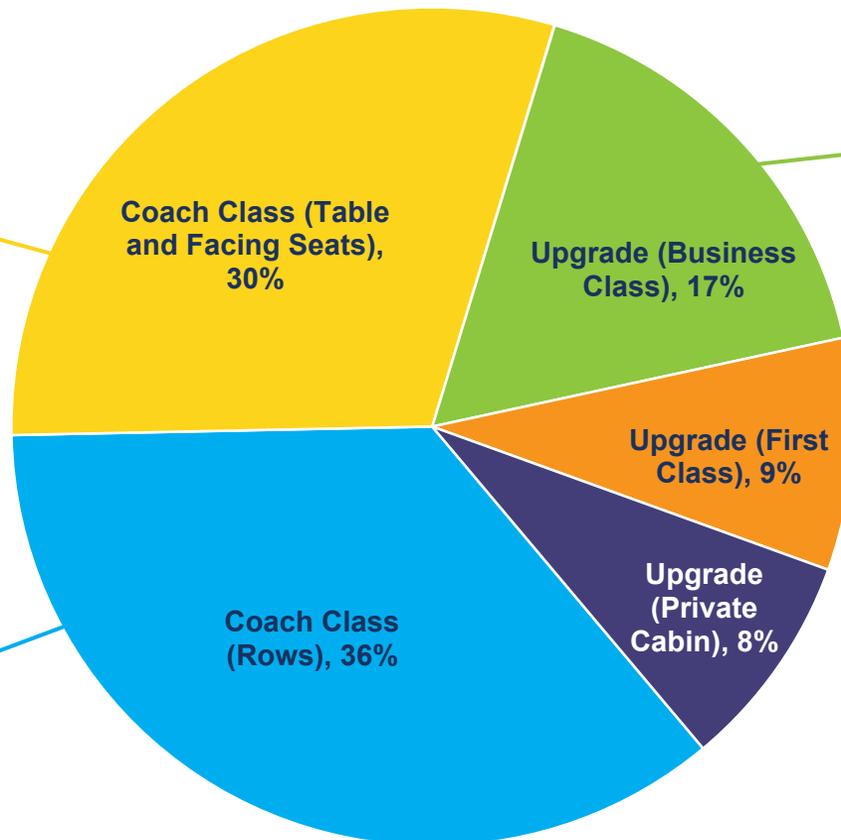
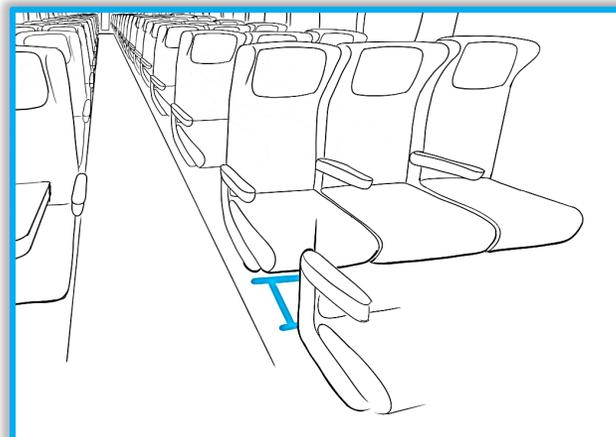
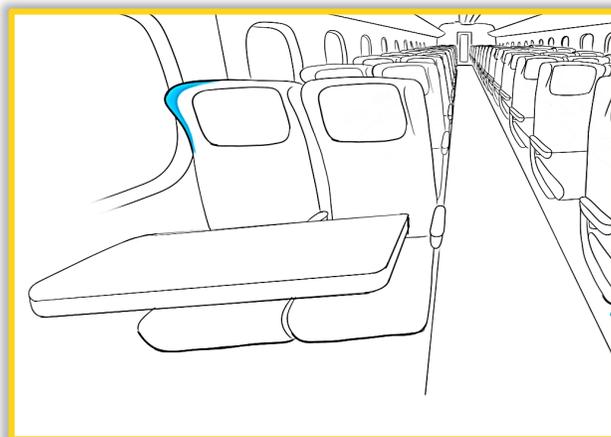
Topics

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



SURVEY: INTERIOR DESIGN OF TRAINSETS

SERVICE CLASS PREFERENCE

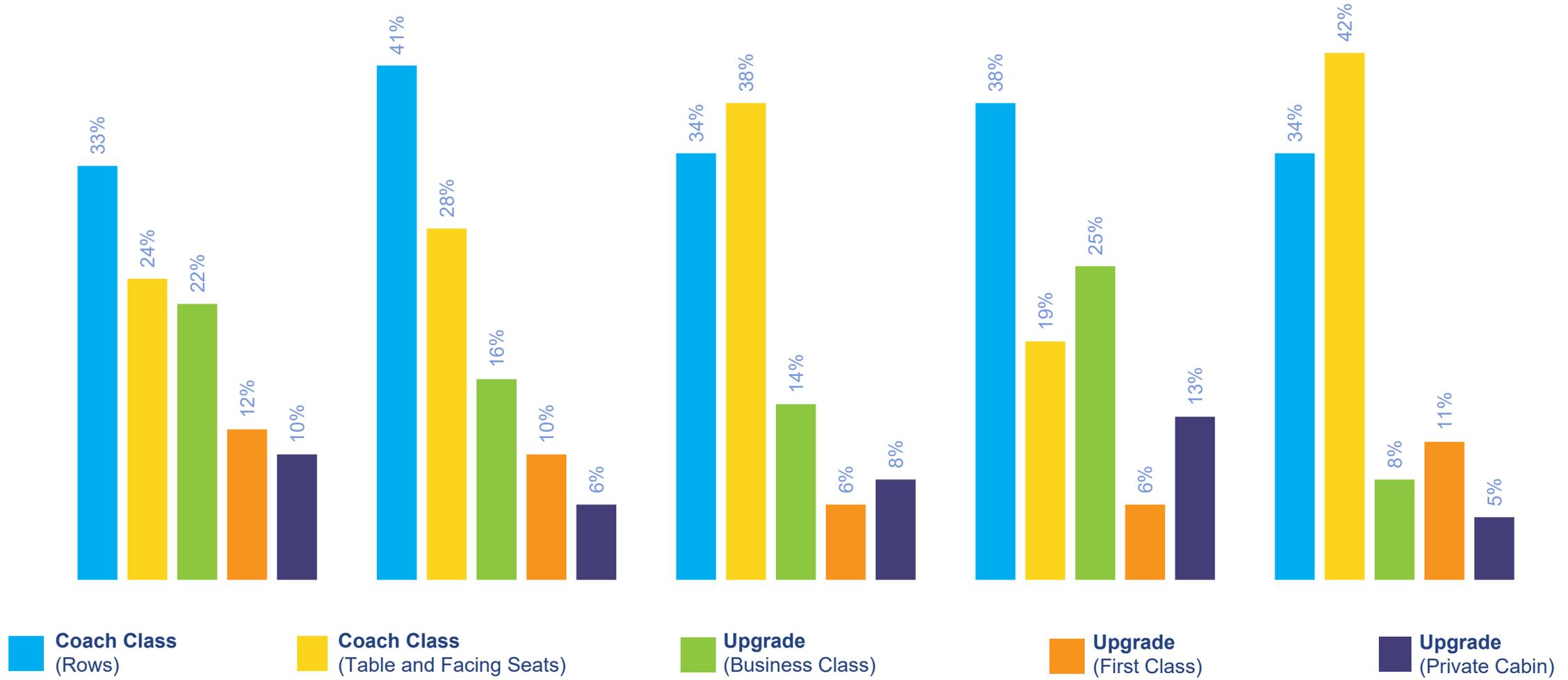


SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY TRAVEL PURPOSE

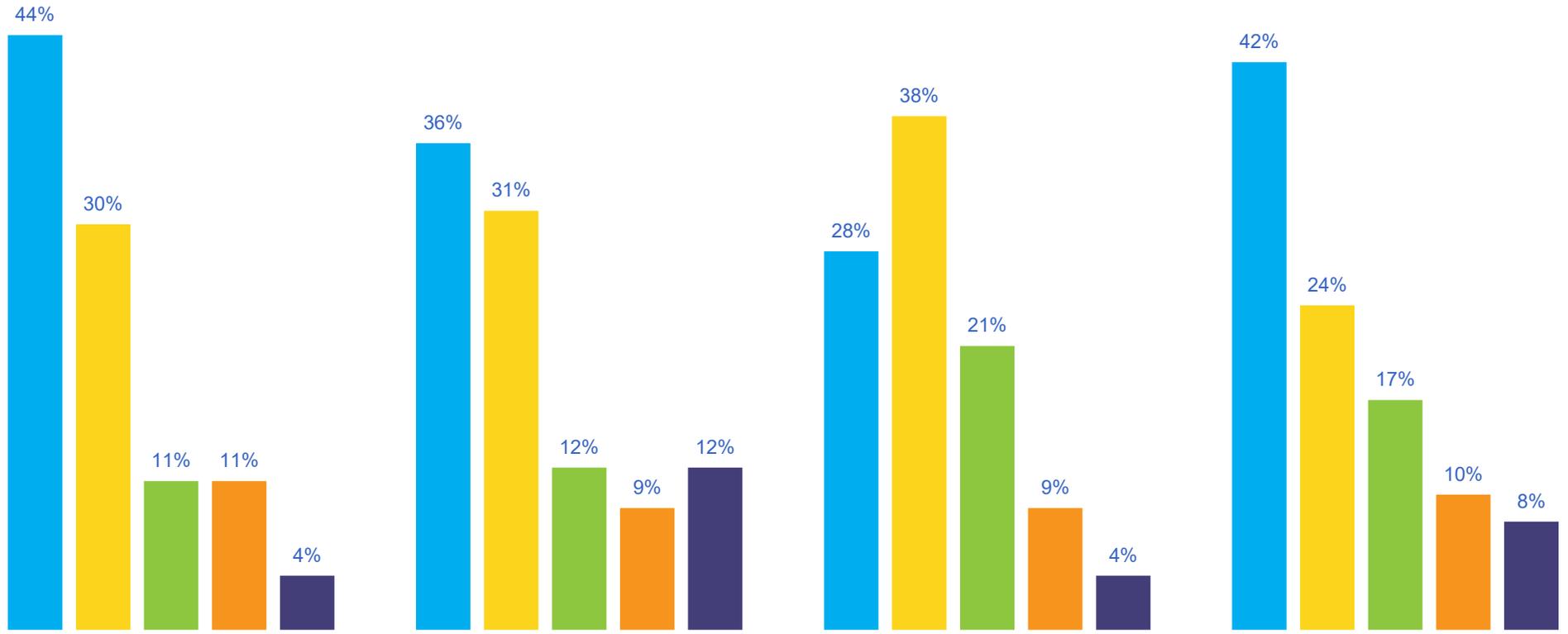
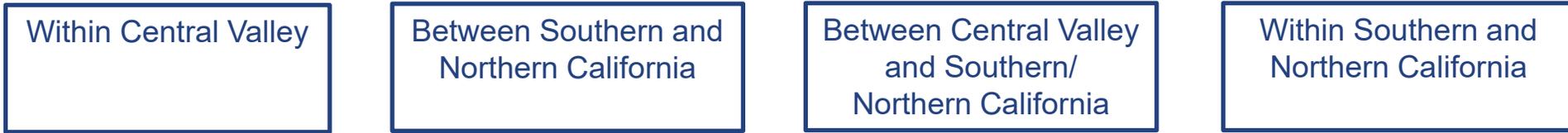


- Work, Business, Commute
- Visit Family/Friends
- Recreation/Leisure
- Attend School
- Attend Special Event



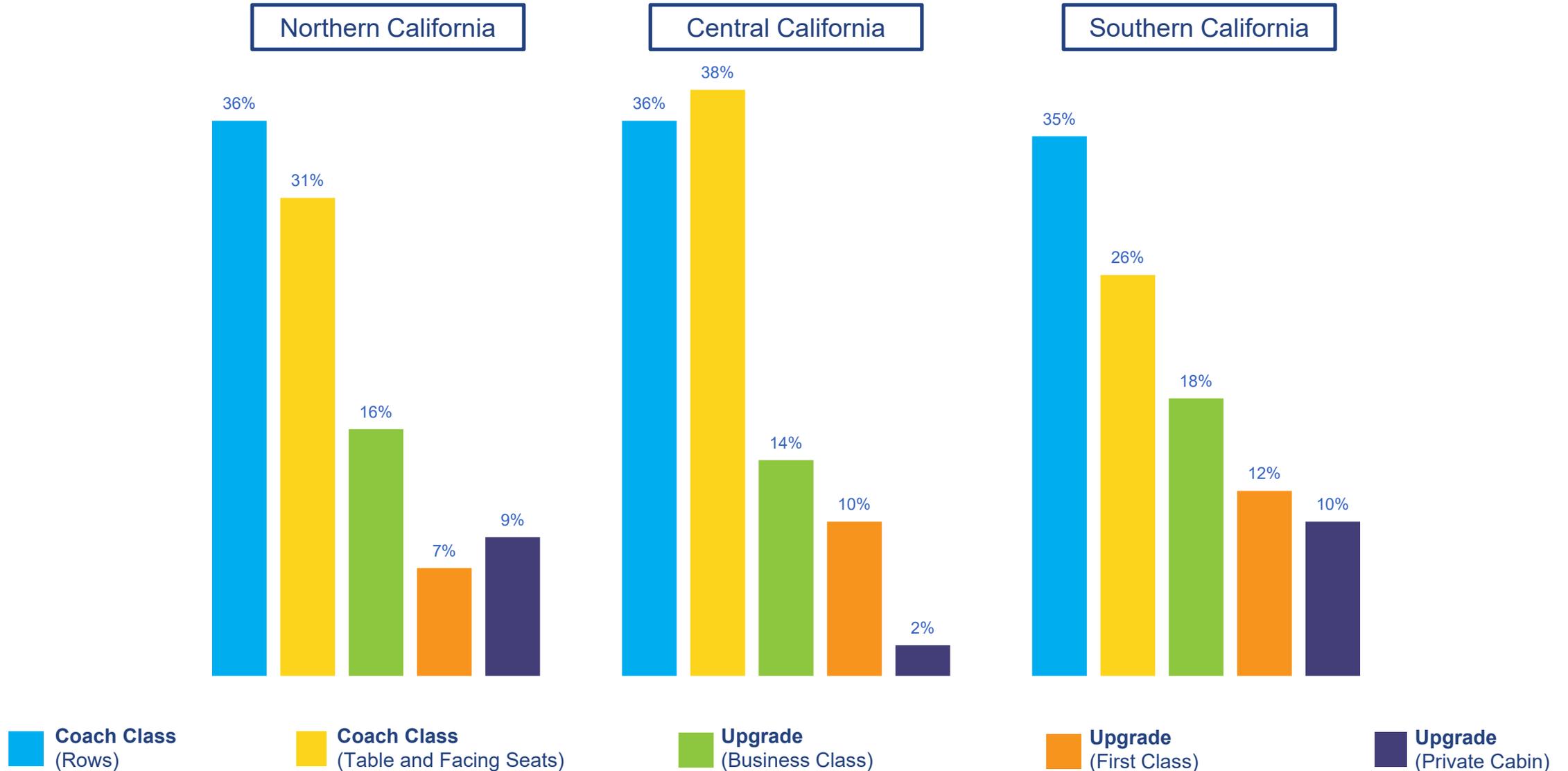
SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY TRIP ROUTE



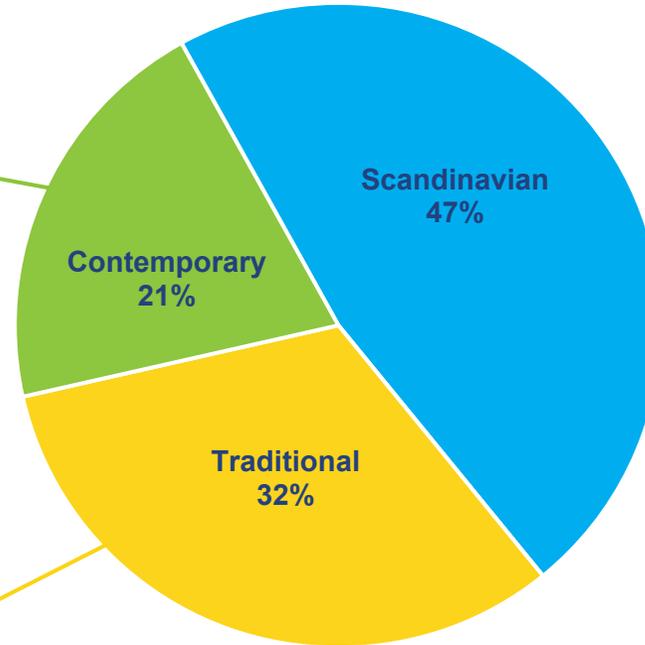
SNEAK PEEK SURVEY RESULTS

SERVICE CLASS BY REGION OF ORIGIN



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.

TRAVEL MODE PREFERENCE SURVEY

PURPOSE & METHODOLOGY



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

FOCUS GROUPS: STATIONS

PURPOSE & METHODOLOGY



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

Importance of

- » Station design, appearance, and conditions

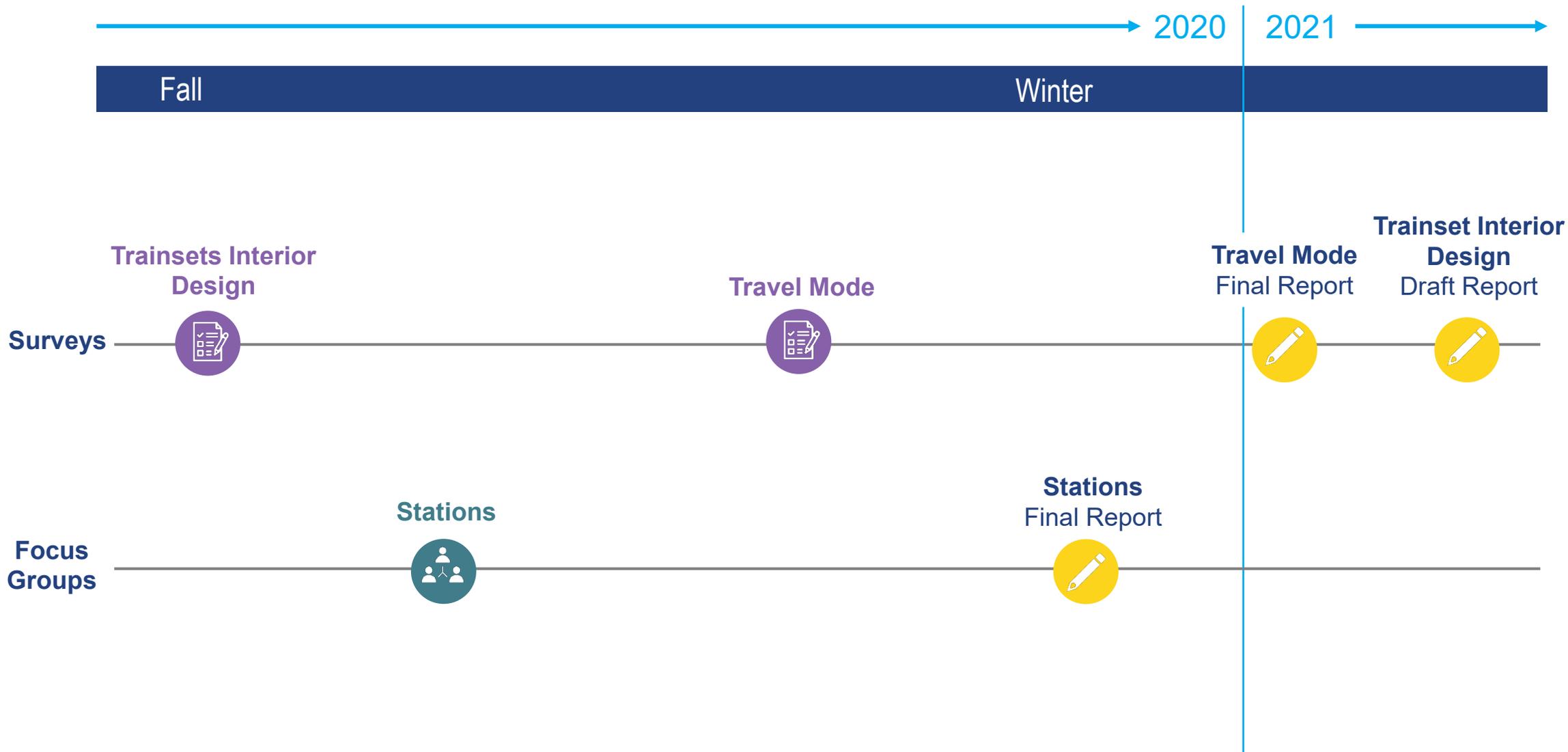
Preferences

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



SURVEYS & FOCUS GROUPS

TIMELINE



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.

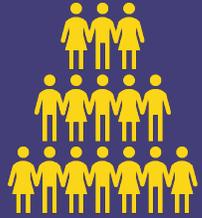
- » **One of several tools** to gather information on community priorities
- » Online multilingual survey distributed to Northern California mailing lists



NORTHERN CALIFORNIA OUTREACH SURVEY

SURVEY PARTICIPANTS ARE OUR STAKEHOLDERS

About the Respondents



608
respondents



Average of 6.4
minutes to
complete

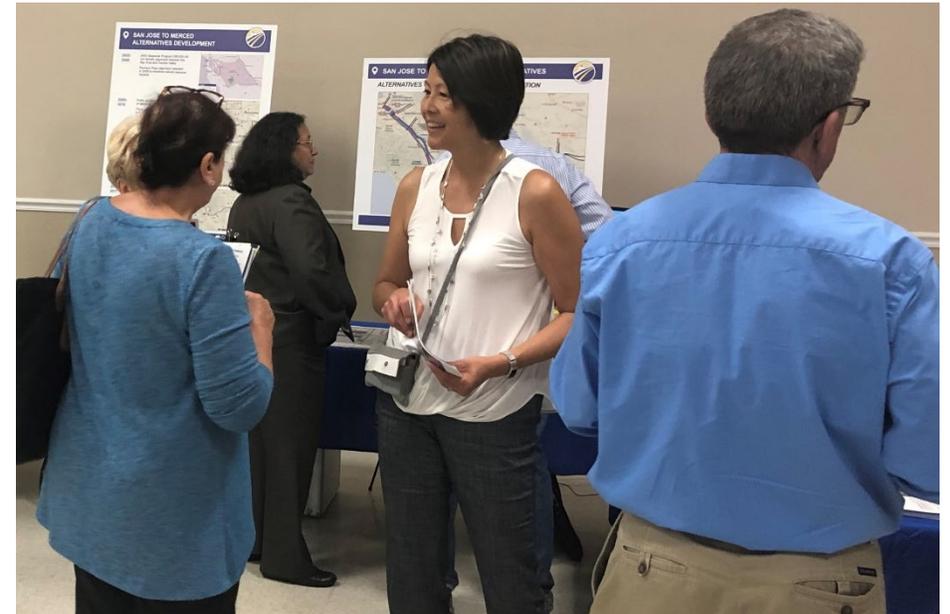
63%

San Francisco, San
Mateo, Santa Clara,
Merced and San
Benito counties



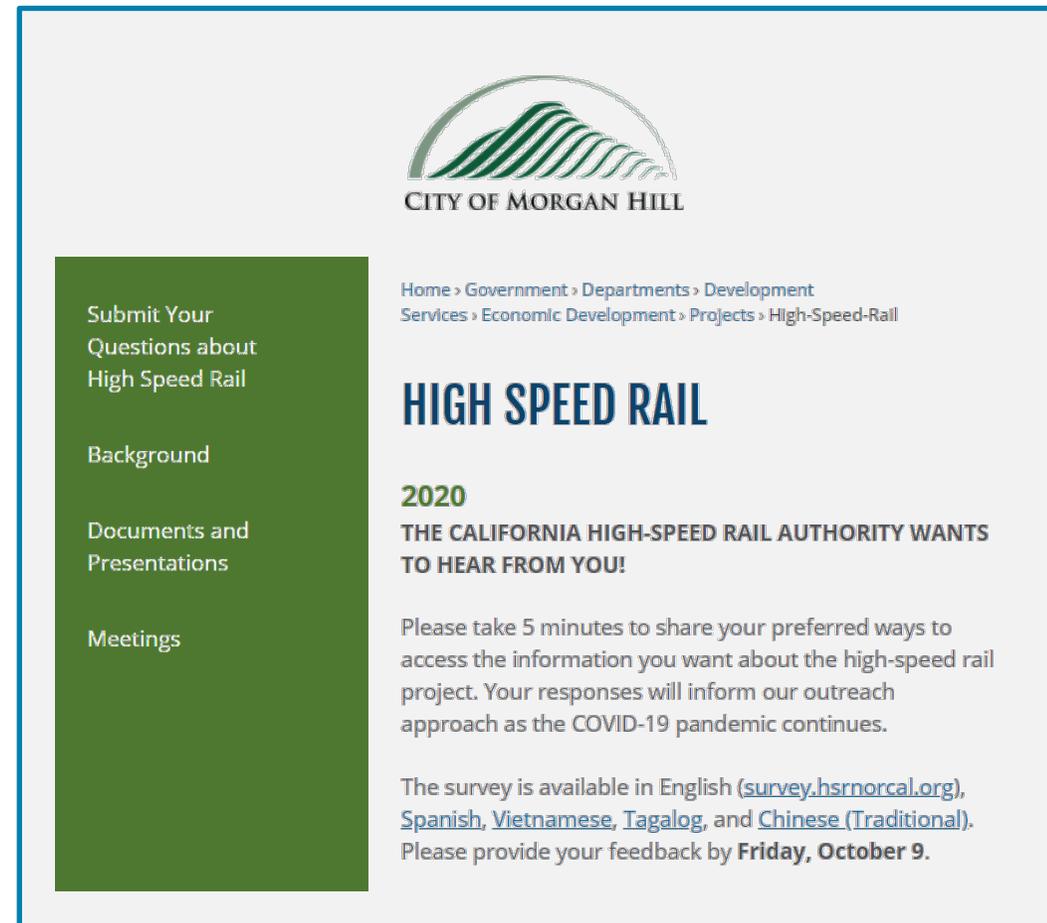
Stakeholders older
and higher share
male than general
population

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



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



The screenshot shows a webpage from the City of Morgan Hill. At the top right is the City of Morgan Hill logo, which consists of a stylized green mountain range under a semi-circle, with the text "CITY OF MORGAN HILL" below it. To the left of the main content is a dark green sidebar with white text listing navigation options: "Submit Your Questions about High Speed Rail", "Background", "Documents and Presentations", and "Meetings". The main content area has a breadcrumb trail: "Home > Government > Departments > Development Services > Economic Development > Projects > High-Speed-Rail". Below this is the title "HIGH SPEED RAIL" in large blue letters. Underneath is the year "2020" and the headline "THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY WANTS TO HEAR FROM YOU!". The main text reads: "Please take 5 minutes to share your preferred ways to access the information you want about the high-speed rail project. Your responses will inform our outreach approach as the COVID-19 pandemic continues." At the bottom, it states: "The survey is available in English (survey.hsrnorcal.org), Spanish, Vietnamese, Tagalog, and Chinese (Traditional). Please provide your feedback by **Friday, October 9.**"

Some stakeholders reposted the survey on their websites.

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?

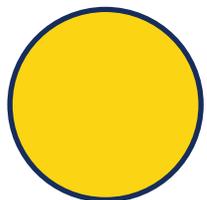
Connections to college campuses!

Integration with other transportation modes, including rail!



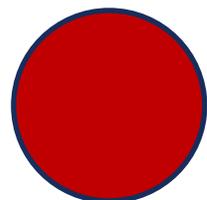
High Interest

- 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](https://www.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





Headquarters

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

