AGENDA
LOCAL POLICY MAKER GROUP

• Introductions & Agenda Review
• Project Update
• 2020 Sustainability Report
• Early Train Operator Passenger Experience Primary Research
• Outreach 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
DEVELOPMENT & REVIEW OF ENVIRONMENTAL DOCUMENT

NORTHERN CALIFORNIA PROJECT SECTIONS

- Notice of Preparation
- Public Review of Draft EIR/EIS
- Development & Evaluation of Alternatives
- Cooperating & Responsible Agency Review
- Identification of Preferred Alternative
- Prepare Draft EIR/EIS
- Authority Certifies Final EIR/EIS and Issues ROD
- Respond to Comments and Prepare Final EIR/EIS
- Public Review of Final EIR/EIS
- We are here

= ongoing outreach

DRAFT EIR/EIS PUBLIC REVIEW & NEXT STEPS TO FINAL EIR/EIS
# DRAFT EIR/EIS PUBLIC REVIEW PERIOD SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>San Jose to Merced</th>
<th>San Francisco to San Jose</th>
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<tbody>
<tr>
<td><strong>Comment Period</strong></td>
<td>April 24 – June 23</td>
<td>July 10 – September 9</td>
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<tr>
<td>Comments Received</td>
<td>760+</td>
<td>140+</td>
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<tr>
<td>Q&amp;A Webinar Participants</td>
<td>152+</td>
<td>100+</td>
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<tr>
<td>MeetHSRNorCal.org Visitors</td>
<td>1,700+</td>
<td>10,600+</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
“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
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

Cumulative GHG Emissions Reductions From Implemented Projects

GHG Emission Reductions From Full High-Speed Rail System

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

102 MMTCO2e
45 MMTCO2e

0 10 20 30 40 50 60 70 80 90 100
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
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

- Fall
  - Trainsets Interior Design Surveys
- Winter
  - Travel Mode Final Report
  - Stations Final Report

- 2020
  - Trainsets Interior Design Draft Report
  - Travel Mode
  - Stations
- 2021
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

- 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
- Visit Family/Friends
- Recreation/Leisure
- Attend School
- Attend Special Event

**Coach Class (Rows)**
- 33%
- 24%
- 22%
- 12%
- 10%

**Coach Class (Table and Facing Seats)**
- 41%
- 28%
- 16%
- 10%
- 6%

**Upgrade (Business Class)**
- 34%
- 38%
- 14%
- 6%
- 8%

**Upgrade (First Class)**
- 38%
- 19%
- 13%
- 6%
- 6%

**Upgrade (Private Cabin)**
- 34%
- 42%
- 11%
- 8%
- 5%
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): 31%
- Upgrade (First Class): 28%
- 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): 4%

Between Central Valley and Southern/Northern California
- Coach Class (Rows): 36%
- Coach Class (Table and Facing Seats): 11%
- Upgrade (Business Class): 12%
- Upgrade (First Class): 9%
- Upgrade (Private Cabin): 4%

Within Southern and Northern California
- Coach Class (Rows): 42%
- Coach Class (Table and Facing Seats): 24%
- Upgrade (Business Class): 21%
- Upgrade (First Class): 17%
- Upgrade (Private Cabin): 8%
SNEAK PEEK SURVEY RESULTS
SERVICE CLASS BY REGION OF ORIGIN

Northern California

Central California

Southern California

Coach Class (Rows)
Coach Class (Table and Facing Seats)
Upgrade (Business Class)
Upgrade (First Class)
Upgrade (Private Cabin)
Scandinavian is popular across all three regions but less popular in the Central Valley, where Traditional style is preferred.
Purpose
» To understand travel mode preferences 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
OUTREACH UPDATE
UPCOMING CWG MEETINGS

November 17, 2020
5:00 to 7:00 p.m.
Webinar
San Francisco CWG
San Mateo County CWG
South Peninsula CWG

November 18, 2020
5:00 to 7:00 p.m.
Webinar
San Jose CWG
Morgan Hill-Gilroy CWG

Agenda Includes

» Statewide Update
» 2020 Sustainability Report
» Early Train Operator Passenger Experience Primary Research
» International Examples of Blended Service Operations (November LPMG)
» Northern California Outreach Survey Results (November LPMG)