

Appendix A.13

Public Outreach and Stakeholder Involvement Details

Freight Meetings

Date	Freight Railroad	Type of Outreach
2/4/2016	California Freight Advisory Committee	In-person meeting
5/5/2016	Santa Maria Railroad	In-person Interview
5/6/2016	Pacific Harbor Lines	In-person Interview
5/11/2016	Pacific Sun Railroad	Phone Interview
5/19/2016	Central California Traction	Phone Interview
5/24/2016	Northwestern Pacific	Phone Interview
5/25/2016	Richmond Pacific	Phone Interview
5/27/2016	Modesto & Empire Traction	Phone Interview
6/8/2016	Sierra Northern	In-person Interview
6/8/2016	Sacramento Valley Railroad	In-person Interview
11/9/2016	BNSF	In-person briefing
8/17/2016	CA Short Line Railroad Association	In-person briefing
9/12/2016	California Freight Advisory Committee	In-person meeting
11/10/2016	CA Short Line Railroad Association	In-person briefing
11/14/2016	Union Pacific	In-person briefing



Network Integration Strategic Service Planning (NI SSP) Agency Meetings

Date	Agency	Type of Outreach
6/27/2016	Transportation Agency for Monterey County	In-person meetings
6/27/2016	San Luis Obispo Council of Governments	In-person meetings
6/27/2016	Santa Cruz County Regional Transportation Commission	In-person meetings
6/27/2016	San Benito Council of Governments	In-person meetings
6/28/2016	Caltrain	In-person meetings
6/28/2016	Metropolitan Transportation Commission	In-person meetings
7/6/2016	Southern California High Speed Rail Authority	In-person meetings
7/6/2016	LOSSAN Joint Powers Authority	In-person meetings
7/6/2016	Orange County Transportation Authority	In-person meetings
7/7/2016	Alameda County Transportation Commission	In-person meetings
7/7/2016	San Francisco County Transportation Authority	In-person meetings
7/7/2016	Valley Transportation Authority	In-person meetings
7/8/2016	Sacramento Area Council of Governments	In-person meetings
7/8/2016	Sacramento Regional Transit	In-person meetings
7/8/2016	Sonoma-Marin Area Rail Transit	In-person meetings
7/11/2016	Metrolink	In-person meetings
7/11/2016	Riverside County Transportation Commission	In-person meetings
7/12/2016	San Bernardino Association of Governments	In-person meetings
7/13/2016	San Diego Association of Governments	In-person meetings
7/13/2016	North County Transit District	In-person meetings
7/13/2016	San Diego Metropolitan Transit System	In-person meetings
7/14/2016	Southern California Association of Governments	In-person meetings
7/14/2016	California High-Speed Rail Authority	In-person meetings
7/15/2016	Santa Barbara County Association of Governments	In-person meetings
7/19/2016	Placer County Transportation Planning Agency	In-person meetings
8/1/2016	Transportation Agency for Monterey County	In-person meetings
8/9/2016	California High-Speed Rail Authority	In-person meetings



Date	Agency	Type of Outreach
8/10/2016	San Joaquin Joint Powers Authority	In-person meetings
8/17/2016	California Short Line Railroad Association	In-person meetings

Advocacy Meetings

Date	Organization	Type of Outreach
9/30/2016	The Nature Conservancy	In person meeting
11/14/2016	ClimatePlan Transportation Working Group	Phone meeting

Native American Tribes that Received Consultation

Date invitation letter sent December 28, 2016

Timeline of consultation January 2017- May 2017

Date of request/response	Request format	Requesting tribe	District
<i>Jan 1 2017</i>	<i>Email/letter/call</i>	<i>Name</i>	<i>#</i>
1/4/2017	Email	Big Sandy Rancheria	6
1/12/2017	Email	Federated Indians of Graton Rancheria	4
1/10/2017	Email	Modoc Tribe of Oklahoma	2
1/17/2017	Email	Agua Caliente Band of Cahuilla	8
1/23/2017	Letter	Table Mountain Rancheria	6
3/2/2017	Letter	United Auburn Indian Community of the Auburn Rancheria	3

Public Survey Results

As part of the effort to develop the 2018 California State Rail Plan (Rail Plan), Caltrans released an early engagement survey in January 2016 seeking public input for inclusion. This summary report provides an overview of the survey results. The survey was available through the Caltrans website and distributed to an extensive rail plan mailing list; through organizations represented on the Rail Plan stakeholder advisory committee, and through press releases and Amtrak and Caltrans social media sites. The survey received a total of 2,189 responses between January 27 and March 4, 2016.

The goal of this survey was to obtain input from a large range of current and potential rail riders in California to help guide the Rail Plan which will present a vision for California’s future passenger and freight rail network, and address strategies to achieve a modernized and integrated rail system. The Rail Plan fulfills state and federal rail plan requirements, and is an important element in the comprehensive examination of transportation investment strategies for the next 50 years.

Survey questions inquired about respondents’ current usage of California rail, their opinions on the current state of California rail, and their highest priorities for improving California rail in the future. Additional optional demographic questions helped garner general information on respondents’ affiliations, age, gender, income, race, and contact information to enter them into a raffle for a \$50 Amtrak gift card. Five winners from across the State were randomly selected and contacted.

Survey Results

- The top reasons WHY current rail riders use rail: The top reason (more than 75%) were convenience and enjoyment of riding the train. Following that, respondents selected saving money, time, and safety as their top reasons for using the train.
- The TOP FIVE IMPROVEMENTS Caltrans should make to passenger train services were focused on a) serving more places / expand coverage; b) adding more trains per day; c) improving connections with local transit, bicycle, and pedestrian access; d) improving on-time performance and reliability; and e). making transfers between different trains easier and faster.
- The MOST IMPORTANT FREIGHT RAIL IMPROVEMENTS were listed as: a) separating freight from passenger lines and b) encouraging more use of freight rail for shipping to relieve roadway congestions.
- For SAFETY IMPROVEMENTS, an overwhelming majority of respondents believed the highest priority should be improving crossings with grade separations.
- WHY NOT the Train? The main factors selected as preventing respondents from choosing the train as a regular means of travel were a) trains not operating frequently enough; and b) trains not going where respondents want to go. (Less than 6% of respondents chose trains being too crowded or inadequate bicycle facilities as their reasons for not using the train regularly.)
- Top choices selected for how the rail network should SUPPORT ECONOMIC GROWTH were: a) providing more mobility choices for people to encourage economic activity, b) fostering transit oriented development, and c) reducing highway congestion.

Detailed Responses

The following provide a detailed breakdown of the responses received and a sample of additional write-in responses, where applicable.

What do you use or would like to use rail travel for? (Please select all that apply.)

Answer Options	Response Percent
Exploring the state/ tourism	70.5%
Visiting family or friends	67.2%
Long distance travel	66.8%
Short distance travel	66.1%
Special events (e.g. attend a sporting event)	61.8%
Commuting	53.8%

Answer Options	Response Percent
Occasional business travel	51.8%

If you are a current rail passenger, which passenger rail systems have you been on? (Please select all that apply.)

Answer Options	Response Percent
Bay Area Rapid Transit (BART)	57.5%
Amtrak (AMTK) long distance services: California Zephyr, Coast Starlight, Southwest Chief, Sunset Limited	52.3%
Pacific Surfliner	38.9%
SF Muni Railway	38.1%
Caltrain	36.2%
Los Angeles County Metro Rail	36.1%
Metrolink	35.9%
Capitol Corridor	33.1%
San Diego Trolley	29.3%
San Joaquin	20.5%
Coaster	19.9%
Sacramento Regional Transit District Light rail	19.9%
Santa Clara Valley Transportation Authority light rail	16.4%
Sprinter	10.3%
Other (please specify)	6.3%
Altamont Corridor Express	4.5%

If you are a current rail passenger, why do you use rail? What do you use or want to use rail travel for? (Please select all that apply.)

Answer Options	Response Percent
Convenience – it allows me to enjoy my time while travelling (working, sleeping, reading, talking)	81.6%
I enjoy riding the train	75.5%
Cheaper than car (if adding all costs of gas, time lost and parking)	44.1%
It's safer than driving	41.5%
It saves me time (faster than driving when considering door to door travel time)	38.7%
I can transport my bicycle	20.2%
Other (please specify)	16.4%
I don't have a car/other personal transportation	9.5%
I don't have a driver's license	3.9%

Additional write-in responses:

- Lower stress than driving
- Climate Crisis requires us to emit less GHG
- Unlike bus or airplane modes, passenger rail allows me to change cars during the trip. This increases comfort: stretch legs, get away from noisy passengers, find car with cooler or warmer climate.
- Better for the environment

Please rate your current rail transportation options in California based on your level of agreement with this statement: “Rail gets me where I want to go in a timely manner with minimal inconvenience”?

Answer Options	Response Percent
Agree	27.0%
Disagree	24.8%
Neutral	24.4%
Strongly disagree	13.9%
Strongly Agree	6.4%
No opinion	3.6%

What are the most important improvements that that you think Caltrans should make to passenger train services in California (high-speed, intercity and commuter)? Please select your top 5.

Answer Options	Response Percent
Serve more places (expanding coverage)	70.6%
More trains per day	61.1%
Improve connections with local transit services, bicycle and pedestrian access	53.0%
Improving on-time performance and reliability	45.9%
Easier/faster transfers between different trains	33.1%
Reducing ticket costs	30.9%
Improving stations (e.g., shops, cleanliness, security, and open restrooms, more parking)	28.2%
Improving amenities on-board trains (dining and café cars, restrooms, seats and tables, bicycle racks, etc.)	20.7%
Easier ticketing and fare collection across the state	18.8%

Answer Options	Response Percent
Other (please specify)	16.4%
Using cleaner fuel for less pollution from trains	15.4%
Reduce noise produced by trains in communities	6.0%

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Using cleaner fuel for less pollution from trains	15.4%
Reduce noise produced by trains in communities	6.0%

Other comments:

- Passengers deserve priority over cargo on many lines as well as High Speed Rail within state and beyond
- Improved speed. Must compete with cars on speed.
- Make trains faster: Upgrade from 79 to 110mp wherever possible, build HSR.
- Adding security to prevent thefts and harassment Hyperloop!
- Longer hours of service (late-night)

What prevents you from choosing the train as a regular means of travel? Please choose all that apply.

Answer Options	Response Percent
Train schedules are not convenient/ don't operate often enough	51.2%
Trains don't go where I want to go	45.2%
There are no good connections from the train station to my destination	32.0%
No train station near where I live (more than 15- 20 minutes away)	31.8%
No easy public transportation connection to the train station from where I live	31.5%
Taking the train takes too long	31.1%
I would have to change trains/ buses	20.9%
It's too expensive	18.3%
Comment (please specify)	18.1%
It's not reliable	13.3%
Parking at train station is full when I need it	11.2%
Inadequate bicycle facilities	5.5%
It's too crowded	5.5%

Other comments:

- There is no parking at station, others are too expensive to park
- It's hard to do without my car at the destination
- Need direct link to major airports
- Harassment of women, profane music, loud music (LA Blue Line)

What do you think Caltrans' highest priority should be for investments to enhance rail safety?

Answer Options	Response Percent
Improve crossings with grade separations (e.g., build over- or under-crossings, sealed corridor) to allow trains to be faster while reducing the possibility of collisions with vehicles, pedestrians, bicyclists, etc.	72.0%
Improve the safety and security of train and transportation terminals (i.e. airports, shipping ports, etc.)	9.3%
Prepare for emergencies, response, and recovery for all modes of transportation from human and natural disasters	6.6%
Don't know	6.3%
Other (please specify)	5.9%

California’s freight rail system is privately operated and provides many of the tracks utilized by public passenger trains. What do you think California’s highest priority should be to improve its freight rail system?

Answer Options	Response Percent
Separate freight from passenger lines	36.4%
Encourage more use of freight rail for shipping to relieve congestion from trucks on roadways	22.0%
Grade separate rail freight lines within city limits to reduce traffic impacts through town	13.3%
Provide more freight rail lines to move trucks off of the highways	10.1%
Don’t know	7.3%
Other (please specify)	4.9%
Reduce environmental pollution from trains	3.0%
Encourage local economies to reduce the need for transporting goods far distances	3.0%

How should the rail network support economic growth? Please select your top three.

Answer Options	Response Percent
Provide more mobility choices and better access for people to get to where they want to go to encourage economic activity (work, businesses, parks, shopping, sporting events)	74.3%
Foster transit oriented development near train stations (mixture of housing, office, retail and/or other amenities in a walkable neighborhood and located within a half -mile of public transportation)	55.3%
Reduce highway congestion	47.7%
Make train stations into destinations with shopping, housing and business districts	39.7%
Improve the efficiency of the freight system, get more freight to move by train rather than truck	34.8%
Contribute towards state and federal Air Quality Requirements	17.5%
Other (please specify)	6.1%
Don’t know	1.6%



Respondent Demographics

INTEREST / ASSOCIATION	RESPONSE %
Current rail passenger	64.0%
Interested member of the California public	57.0%
Previous rail passenger	33.7%
Local or state government employee	21.9%
Potential rail passenger (never taken a train)	8.3%
Advocacy group/NGO	5.3%
Local, metropolitan or regional planning agency	4.1%
Community leader/or elected official	3.0%
Passenger rail operating agency	2.3%
Freight rail provider	1.5%
Transportation Industry representative	1.2%
Tribal Representative	0.5%
TIME SPENT COMMUTING PER WORKDAY	RESPONSE %
Less than 30 minutes	30.1%
30 minutes – 1 hour	27.3%
1-2 hours	19.5%
2-3 hours	6.4%
More than 3 hours	3.4%
Do not commute to work	13.2%
HOUSEHOLD INCOME	RESPONSE %
\$0 to \$9,999	1.7%
\$10,000 to \$24,999	3.7%
\$25,000 to \$49,999	9.8%
\$50,000 to \$74,999	14.0%
\$75,000 to \$99,999	14.6%
\$100,000 to \$124,999	16.5%
\$125,000 to \$149,999	7.1%
\$150,000 to \$174,999	7.5%
\$175,000 to \$199,999	3.8%
\$200,000 and up	9.3%

AGE	RESPONSE %
Under 19	1.0%
20-24	4.9%
25-34	20.6%
35-44	17.9%
45-54	18.9%
55-59	12.7%
60-64	10.2%
65-74	9.3%
75 to 84	2.5%
85 years and older	0.3%
GENDER	RESPONSE %
Female	26.1%
Male	72.8%
RACE OR ETHNICITY	RESPONSE %
White or Caucasian	71.2%
Asian-American/Pacific Islander	8.6%
Spanish, Hispanic, or Latino	7.1%
Multiple ethnicities	4.4%
Black or African-American	2.8%
Native American /Alaska Native	1.8%
LANGUAGE SPOKEN AT HOME	RESPONSE %
English	97.8%
Spanish	3.0%
Chinese (Cantonese or Mandarin)	2.1%
Tagalog	0.9%
Other	2.3%

Conclusion

The more than 2,000 responses to the 2018 California State Rail Plan Survey helped shape the vision for the Draft Rail Plan. This vision will guide California’s future passenger and freight rail network. According to responses to the survey, top priorities and themes include:

- To expand coverage and increase service for passenger rail. These were the top two priorities for improving passenger rail and the top two factors preventing people from using rail regularly. Additional priorities include: Improve transfers, connections with local transit, reliability and on-time-performance

- The majority of respondents choose rail because they enjoy riding the train, and the train is often cheaper than using a car
- They use or would like to use rail for a variety of different reasons, from leisure travel to commuting
- Highest priority for safety improvements are to improve crossings with grade separations