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2018 CALIFORNIA STATE RAIL PLAN 2018

TRIBAL LISTENING SESSION

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MARCH 21, 2016

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1 **Introductions, Welcome, and Presentations were not recorded for this session.**

2 **For details on Presentations see the Sacramento Webinar at:**

3 <https://aecom.webex.com/aecom/lstr.php?RCID=d03c7149ce6e64264277f3a2655a2ad2>

4 **California State Rail Plan Presentation Questions & Answer Session**

5 ANDY COOK: You can contact your district Native American liaison with questions and
6 they could also contact us directly either by contact information there and this time I'd be happy
7 to field any comments when answering questions from the presentation.

8 HERB QUINN: Yeah. I don't know too much about the -- the High-Speed Rail. But the
9 way it works, starts and where it goes to, you know, but I just learned that it was on hold for a
10 while, something like that. I don't know. That's why I'm here. So we're -- Pit River tribe's away
11 on the far end of California, by Alturas. So we got a railroad that runs through there. I think it's
12 called Modoc Railroad or something like that. I'm not even sure who operates that nowadays. It
13 runs through our reservation. We've got 9,000 acres up there or so.

14 I know one of the things I heard about was, like, I run the roads program so I can follow it down,
15 and thinking that the tribe might need some type of economic involvement like for maybe -- I
16 know there's just a bunch of ideas what they could use the railroad, like, you know what I'm
17 talking about, you know, some meat packing type of thing where they, you know, they could
18 transport -- transport that stuff through on the railroad and then -- and then the crossings to -- I
19 know the crossings, they're kind of in bad shape up there too.

20 So and then also I'd heard that, like, the cultural committee and all in Pit River who's concerned
21 about new rail lines going through the tribe's reservation. And, you know, they got -- I think one
22 of the issues was, like, they got this up there in Lake View, Oregon. They're doing this jet fuel
23 type of stuff. We transport in that jet fuel through the reservation and if we're going to have a
24 spill up there, then, you know, it's going to wipe out. Pit River runs right through there, you
25 know. Dependent upon Pit River for agriculture and livestock and all of that stuff. Those are
26 just some of the concerns and questions I guess I have for -- for the railroad and I don't even
27 know, like, say High-Speed or freight. You know, I'm just -- that's why I'm asking.

28 LONORA GRAVES: I think that we'll probably touch on a lot of those things. The High-Speed
29 Rail people are here. Some of the concerns you mentioned are probably related to freight.
30 Moving through, I heard safety in terms of derailment, but also safety with materials moving

1 through the reservations. So hopefully we can -- I don't know if they'll be able to answer it, but
2 they might be able to give you some information that helps start the conversation and Stephanie's
3 already capturing the concerns that you raised there.

4 One question that I do have specifically related to what you said. I'm not sure if I'm allowed to
5 ask questions, but you did mention the grade crossings and, Andy, during your presentation, you
6 talked about how the rail plans are going to be a policy framework and it will be used to help
7 identify -- help prioritize those kinds of projects. So I don't know if you have an answer now,
8 but maybe -- the question I had was what kind of input would you need or what kind -- how in
9 depth are the concepts represented in the plan going to be. Is there anything that the tribes might
10 be able to do to make sure that the grade crossing challenges they have are captured in the plan?

11 ANDY COOK: There is and we would like to get that information.

12 LONORA GRAVES: Okay.

13 ANDY COOK: So, you know, I guess something we're talking about is get the further
14 planning process is, you know, looking at using, kind of, maybe expanding use of our existing
15 grade crossing funding program and -- where grade crossings were needed. The plan will
16 include a short-term program which should be described again in our project specific model. So,
17 you know, there are opportunities for the plan to address, you know, specific projects that are
18 needed and I think input from tribes on those issues would be very important, so we would
19 definitely like --

20 (00:05:00)

21 ANDY COOK: -- input from you about, like, where those are needed and what we should
22 be focusing on. We're kind of at the data gathering policy development phase, but, you know,
23 those are -- those are, you know, comments we'd like to receive.

24 MALE SPEAKER 1: Also the High-Speed Rail isn't even going to be affecting us up here in Pit
25 River though. (Inaudible 00:05:25).

26 STEPHANIE LUCERO: So we -- we have -- from our High-Speed Rail folks over here, we
27 have a no, it will not.

28 ANNIE PARKER: No. We're only going as far north right now as San Francisco and
29 Sacramento.

30 MALE SPEAKER: Yes, well.

1 ANDY COOK: We're addressing the connections to that network. So that's really what the
2 rail plan's focused on. It's looking at how to connect the High-Speed Rail system which is really
3 the spine of the future intercity rail network in the system and how to tie in different travel
4 markets in the state. So, you know, again, there might be areas that can't be served with rail that
5 could be served with connecting intercity bus routes or utilizing other transit systems to connect
6 to the intercity system. So that's something we're looking at I think, especially in the north state,
7 how to connect these areas to the High-Speed Rail system of the conventional intercity rail
8 system.

9 STEPHANIE LUCERO: Then we have a question over here from Mr. George.

10 BILL GEORGE: You was talking about the response that you got. You said that -- was that
11 what you said, was a tribal response of 2100 or was that overall?

12 ANDY COOK: No, like the total response was over 2100 and --

13 BILL GEORGE: What kind of contact did you do with tribal people in your area or have
14 you yet?

15 ANDY COOK: We worked through the Native American Liaison branch to publicize the
16 survey. We worked with our Stakeholder Advisor Committee which included our travel
17 representatives from the lower central and southern areas and we did see that we received about
18 10 tribal responses for the survey.

19 BILL GEORGE: The ones that's recognized and then non-recognized tribes?

20 ANDY COOK: I think --

21 STEPHANIE LUCERO: It didn't -- it so -- I can speak to that -- how that was done. All of
22 the survey links were sent through to the District Native American liaison so probably Kendee, I
23 think is the district Native American liaison. She sent that out. In terms of the designation
24 federally versus non-federally recognized tribe, I do not believe that we put a distinction. We
25 just asked if you're from a Californian American Tribe.

26 BILL GEORGE: Did they send it through something like they do the heritage commission's
27 list?

28 STEPHANIE LUCERO: Most of the contacts were directly --

29 BILL GEORGE: The reason why I said it -- I was just kind of was wondering about, you
30 know, if in the future, you know, we're looking at probably in our area, maybe something might

1 come our way, you know, and we would be heads up on the idea as our area might get you know,
2 room for trading with this rail getting bigger. We have, you know, the local one here. You said
3 you got your map here where it goes up through the California. But, you know, I was just kind
4 of wondering about that, you know, because I mostly wanted to, kind of, like, here to know about
5 the areas. Like in your areas you're going to go ahead and branch out more and make some new
6 rails and they're going to be short rails you said. There's going to be maybe even freight put on it
7 and things like that, you know, and I was wondering about it, you know, through your
8 environmentalists, if there's going to be some kind of a reports out for other people to read and
9 see what kinds of situations that we're in them, them areas that you guys impact, it may be in that
10 areas.

11 ANDY COOK: Yeah. The rail plan will, you know, address the impacts of the expansion
12 of the rail network would be including rail freight especially in rural areas, you know, where the
13 impact of federalization of short -- short-line railroads will serve industries. In terms of tribal
14 engagement the rail plan will section specific to tribal concerns that will address tribal issues and
15 how the rail plan can address tribal transportation needs including passenger and freight rail. So
16 a significant component of the document will also be its assessment of what we call program
17 effects. The effects of this investment on -- on the rail system.

18 BILL GEORGE: So it will be just the advisory committee that you guys were going to counsel,
19 advisory committee that you guys communicate with.

20 (00:10:00)

21 ANDY COOK: -- contact all of that?

22 ANDY COOK: Well, the other advisory committee that we're -- we tend to reach out to
23 the Native American Advisory Committee on the Native American Liaison branch.

24 LONORA GRAVES: I think that, kind of, the first question you asked was whether non-
25 federally recognized tribes were engaged, and I believe Kendee on her distribution list -- the
26 district native American liaison up here -- I believe that information goes to tribes period
27 regardless of federal recognition or not. And when the state rail plan continues forward I believe
28 that you mentioned in your slides that you were planning to do -- send out information, you
29 know, continue that -- that conversation, so it's going to go beyond the Native American
30 Advisory Committee.

1 BILL GEORGE: He did say that but he didn't mention the Native Americans. But see that's
2 my key is that, you know, whenever you're going to do something now you need to contact
3 people whether they're federal or not, whether they're an Indian organization or any -- any kind
4 of a tribal people. And I think the agencies has never ever, you know, sat down and listened to
5 tribal people, whenever they go hey, what about my family, you know, we're not recognized,
6 nobody knows us, but we're like 20 families here in this little area and we're tribal people and
7 you guys are coming through our properties. See what I'm saying?
8 That's more what, you know, I'm, kind of, like, getting at when I said that. But the thing is
9 though, you know, there's so many little state phrases coming up from the governor and
10 everything, you know, that's telling us tribal people, we have to do environmental. We have to
11 do this, do that? But whenever we ask the agencies in our areas, they just go, oh, yeah, we're
12 doing it, but whenever we're out there on our own land and we never see it done. See because
13 we periodically go out there and we visit this land.
14 We're not out there just because we say, yeah, this is where we live. We go out there and watch
15 for, like, you know, like in the sites, the burials, power sites. We have a lot of things like that.
16 And then -- I hope you know that. And there was something else, I don't know now. Can you
17 remember what we have in our areas? Food plants, medicine plants, water.
18 See these are the kind of the things that, you know, we're --we're tending to, you know, when
19 we're there. That's why I want to revise, expand out of this big monies. We can't stop it because
20 we actually don't have too many laws, but we've got, like, acts and we need, like, different
21 agencies to kind of, like, back these things up and go and, you know, like you guys put up here
22 on this one about the High-Speed Rail authority where they talked about the section 106. All of
23 these kinds of things come in play and I'm, you know, kind of wondering about that. Maybe you
24 guys will talk about it later today about how that's going to work. But I just, you know, was kind
25 of wondering about how, you know, you contacted the tribal people in your area.

26 STEPHANIE LUCERO: So, Bill, I want to make sure that I capture a lot of what you said
27 and I might have a question for you, Andy that might help explain the process better. So it
28 sounds like you want to make sure that the state rail-- one of the concerns you have is that in
29 evaluating the impacts they're also evaluating the environmental concerns, the cultural resource
30 evaluation, that expansion of the line. There might be economic drivers but those are impacts to

1 the tribe in terms of cultural resources and they need to make sure they reach out to both
2 federally and non-federally recognized tribes to ask them about that and evaluate those impacts
3 based on water, resources, environmental concerns, plants, medicines, and those items. Is that a
4 good summary?

5 BILL GEORGE: Yeah. Because he didn't mention too much of anything like that in his -- his
6 little PowerPoint.

7 STEPHANIE LUCERO: That's an overview. That's why we want to hear from you so we
8 can fill in the details. So this is good. This is good.

9 LONORA GRAVES: That's why they're here, I think, to get your input on that.

10 STEPHANIE LUCERO: So I've got the outreach. I've got the content in terms of the
11 impact.

12 (00:15:00)

13 STEPHANIE LUCERO: So, Andy, can you explain the process in a little more detail in
14 terms of how the state rail plan looks at the strategic, kind of, where investments might go and
15 the impacts generally and then -- because I think what Mr. George is concerned about is -- is not
16 just evaluating whether lines or investments need to be done in a certain area, but then what's the
17 process of if it's decided that strategically that needs to happen, how are the environmental
18 reviews done, who takes care of that, what's that process? Is that a -- did that help?

19 BILL GEORGE: It would.

20 ANDY COOK: Yes. So the rail plan is -- provides a broad framework. It includes a
21 project list divided up for short-term program and long-term program like I mentioned. The
22 short-term program represents projects that are -- they're currently in the hopper being planned
23 and funding committed to them. That's really projects that we already have.

24 But again, the rail plan includes this long-term program which will establish service goals for
25 different corridors, identify where those corridors are, types of service that will be provided in
26 them and it will provide that broad framework for prioritizing state funding, but at that point, you
27 know, intend that detailed implementation decisions: design, engineering, construction,
28 implementation of improvements will -- are responsibility to individual operators. And it'll need
29 to undergo the detailed environmental reviews.

30

1 So there's somewhat a broad analysis of how this worked the rail plan but then after that there's
2 specific -- project specific environmental review that has to happen whenever a specific project
3 is proposed. And so the rail plan will identify what the goals are, but the additional detailed
4 environmental review will happen as projects are proposed and there's an opportunity to do that
5 and funding allows.

6 STEPHANIE LUCERO: So it sounds like it's important to look at the long-term projects
7 already in the hopper as you mentioned, and then for the short-term projects, it will be valuable
8 to identify the individual operators within his areas of concern.

9 ANDY COOK: Yes.

10 STEPHANIE LUCERO: Okay. Did that help?

11 BILL GEORGE: It did.

12 STEPHANIE LUCERO: Okay.

13 BILL GEORGE: A little bit.

14 STEPHANIE LUCERO: By the end of the day we're hoping we'll get everything you need.

15 BILL GEORGE: Yeah. Because, you know, whenever you hear somebody say I think, you
16 know, we are, you know, then I know it's still in process, but I mean you know, I brought those
17 ideas up just to, you know, put it on record, mention, you know, that, you know, this is what
18 we're kind of look at, think about, in our lives up here in the north-eastern corner of California.
19 Thank you.

20 ANDY COOK: Thank you.

21 LONORA GRAVES: Maybe just one more question.

22 STEPHANIE LUCERO: We have time for one more.

23 TONY HAYWARD: Can this -- does this -- can this be this is what the existing rails, the
24 existing line that we have right now?

25 ANDY COOK: Yes, this can.

26 TONY HAYWARD: Is that primarily or is this all new rail.

27 ANDY COOK: No, no. This is primarily -- this takes stock of what our existing assets are,
28 how we could maximize the use of our infrastructure and to identify places where additional
29 investment is being to add capacity to the expand the system. So I think the key focus of this
30 will actually be to analyze how our system could be used better and more efficiently.

1 TONY HAYWARD: So you're basically just putting a really fast train in place of where we
2 already have -- what we already have.

3 ANDY COOK: No, not necessarily. I mean this is going to look at the whole system and
4 where there are opportunities to provide more service and how we could do that most cost-
5 effectively. And again this coordinates with, you know, existing plans for the passenger rail
6 routes including High-Speed Rail and part of what we're doing is trying to integrate all these
7 plans and services so that it maximizes the utility of the inter-city rail system.

8 STEPHANIE LUCERO: So it sounds like your question will possibly answered by our
9 High-Speed Rail presenters because you're mentioning the really fast train.

10 TONY HAYWARD: Yeah. I just kind of wanted a really brief overview while we're --

11 STEPHANIE LUCERO: And that is coming up next. In terms of what Andy's working on
12 with the state rail because they're working on different components of it, but that's why we have
13 all the other people here because they're kind of connected. The state rail plan, what Andy is
14 working on, is the existing infrastructure, the existing systems, and then how to make that work
15 the best so that expansion is -- is it needed and or if it is needed identifying the best places to put
16 that funding in.

17 (00:20:00)

18 STEPHANIE LUCERO: It will connect with the High-Speed Rail which in many cases, and
19 the High-Speed Rail folks can add in to this, would include new lines in some areas. So hold
20 that question a little bit more. We'll get back to the connection between the existing
21 infrastructure and High-Speed Rail in the afternoon, but it's a really good question. And if
22 there's no other questions for Andy, I think it's a perfect segue for High-Speed Rail.

23 HERB QUINN: I just got one last quick question. So again, we're talking about the -- this
24 rail road start in the bay area and go down south, so I'm wondering what the connection is with
25 Pit River. You know, how does this connect with Pit River because I think that the questions I
26 asked were didn't even hardly, you know, they didn't -- weren't concerning this High-Speed Rail.
27 Because, you know, you say they're starting in the Bay area it's not even coming up here where
28 we're at so that's why I'm asking.

29 STEPHANIE LUCERO: So your questions are directly related to the state rail plan in terms
30 of the economic development of freight areas and as well as Tyler's presentation on sustainable

1 freight. In terms of the High-Speed Rail, I will let those folks explain what connection, if any,
2 there would be with the Pit River issues, but if you're okay with it, maybe we could hear from
3 High-Speed Rail and Sustainable Freight. That might answer some questions and then let's start
4 on your issues when we come back after lunch.

5 HERB QUINN: I hope I'm not interrupting you.

6 STEPHANIE LUCERO: No, that's okay. It helps us think through what we want to talk
7 about, so it's great questions. Thank you. So, with that, Andy, we will probably talk to you later
8 and I totally took over, LONORA.

9 LONORA: It's fine, as long as we're moving forward. If you're okay with being a
10 little bit out of order, High-Speed Rail goes next.

11 STEPHANIE LUCERO: We're getting a lot of High-Speed Rail questions, so I think it's a
12 good idea to clarify that.

13 [END Q&A SESSION]

14 **California High-Speed Rail Project: Programmatic Agreement for compliance with Section**
15 **106 of the National Historic Preservation Act. Questions & Answer Session**

16 TONY HAYWARD: [Inaudible - question regarding how high speed rail is identifying native
17 territories for sensitive areas] Native soil I'm saying. Not -- not because it's all native lands.

18 ALISA REYNOLDS: It's a great question. The way it's worked, no is the short answer. So the
19 way it is worked is every section has an archeological sensitivity plan, a monitoring plan drawn
20 up as part of the MOA, the memorandum of agreement. And tribes have had input in what those
21 sensitive areas are, so they've been able to say no, we think that this area for -- it can be for a
22 spiritual reason, it can be for an ethnographic site, it can be for anything. These areas are
23 sensitive. Those are mapped out as well as using historic data, historic streams and where you
24 might potentially find sites. As well as where sites are mapped through the record centers. So a
25 combination of information that maps out areas that are considered sensitive or highly sensitive.
26 All of those have tribal and archeological monitors. And those are pretty -- I don't know down
27 south off the top of my head -- but in the central valley that's over half of the alignment. It's --
28 it's significant. So no, not all.

29 TONY HAYWARD: Question.

30 ALISA REYNOLDS: Yeah.

1 TONY HAYWARD: Is it that expensive just to have one extra employee at any dig? I mean it's
2 really. I mean, come on, it's one laborer.

3 ALISA REYNOLDS: Well, the thing is, that's a great question.

4 ALISA REYNOLDS: I know except that there's --

5 TONY HAYWARD: It's not that I think that hard to have somebody monitor.

6 ALISA REYNOLDS: No, I hear you -- I hear you. But construction's going on often in multi
7 miles. Construction can be taking place over ten, fifteen, twenty miles. So in general there
8 would often be a monitor on the project site whether or not they're -- when it's a sensitive area
9 they're there when that equipment is digging. Right? They're there when someone is grading
10 right here. If someone's also grading five miles away, then someone needs to be watching that if
11 it's in a sensitive area.

12 So, it depends on what's going on construction wise. I would say, I think not a lot of
13 constructions -- some started right now and, as far as I know, constructions have been out --
14 monitors have been out there every single day. Because there's always -- there's sensitive areas
15 where they may be working. So, it's kind of de facto worked out like that. I don't know how
16 that'll be going forward. But that's fair, fair feedback.

17 BILL GEORGE: It's funny though how that is but, yeah you know, being construction they
18 move so much soil at one time. But yet again, you know, you have to look at it, like, tribal
19 people were here before the Europeans were. And you have to look at the ground like saying,
20 look there was thousands of people here.

21 ALISA REYNOLDS: That's right.

22 BILL GEORGE: And they had, you know, like, village sites, you know, and they ranged
23 from, like, half a mile apart if you -- if you ever ran into them. But the thing is though, you
24 know, it's just like the one they did a few years ago in Washington State up here where they tried
25 to build a bridge at Caltrans. They had test and everything. And they found this burial site.

26 ALISA REYNOLDS: Port Angeles?

27 BILL GEORGE: Uh-huh. See that's what I think he was kind of saying', and that's what,
28 you know, we look at. You know, if there's -- why we need people that knows them areas that
29 some that's -- you know like construction people don't care. That's their job. They're there to dig
30 and they go, we don't care if there's a bone we dug up right there.

1 ALISA REYNOLDS: Yeah.

2 BILL GEORGE: You know, we'll just cover it and keep going'. It's important that we have
3 to get this done in a -- in a time frame. But we look at it like, you know, there's our people right
4 there you guys.

5 ALISA REYNOLDS: That's true. And I think in Port Angeles in Washington they didn't reach
6 out to tribes to learn from tribes where the ethnographic villages are. And that was a huge lesson
7 learned, I -- I've been in Caltrans, yeah.

8 BILL GEORGE: That was a kind of a -- kind of a red flag -- kind of a red flag that, you
9 know, we -- we have to, you know, ask our agencies about saying 'pay attention to this for us.
10 It's not, you know, because we're up here and there's some down there. They all feel the same
11 way we do about our ancestors, you know, or anything that we have, you know, we have respect.
12 We don't go nowhere. We're -- we're here. We're people from, you know, our -- whenever they
13 got shipped, a lot of this country, some of them came home. We're from that -- that air, the
14 people they left that to us. So that's the kind of idea we have constantly in our mind.
15 You know, and with this big agencies and big corporations coming in and doing things, you
16 know, that's what we think, you know, they'll show us reports. Give us, you know, the, you
17 know, the report where you guys actually did do this, you know. And that's, you know, kind of
18 like what, you know, my idea is, you know, on any kind of a project that comes in our area, you
19 know. We'll -- I always like to go on and look at it, like if they have a THPO in our area, I
20 always periodically go out there and watch them log. But, you know, sometimes, you know,
21 those machines can tear up, you know, a piece of ground and here's -- here's part of a -- a village
22 site that we never ever knew. So, you know, that's, you know, kind of a way that, you know we -
23 - we watch this things like this. We're trying to, you know, protect. And I'm glad that they have
24 these executive orders out of, you know, to help us, you know, to make the agencies to pay
25 attention to them for us. Yeah, that's -- that's a good thing you guys doing there, you know,
26 allowing' the tribal people to be there. And it's just like, you know, the private people,
27 agriculture, you know, their properties are going to be, you know, well, you guys buy 'em don't
28 ya? Buy 'em all out?

29 ALISA REYNOLDS: Sometimes, yeah.

30 ALISA REYNOLDS: Yeah, when we need their parcels we do.

1 BILL GEORGE: And sometimes you wonder, you know, tribal people could've been there
2 before them. And they, you know, they knew it but they don't say it, they go, well, we got out
3 from underneath it too.

4 ALISA REYNOLDS: Yeah.

5 BILL GEORGE: So, you know, that's -- it's important I think to help pay attention for us as
6 tribal people and our concerns. Thank you.

7 ALISA REYNOLDS: Yeah, thank you.

8 LONORA GRAVEES: Kind of like you were saying there is an increased attention being
9 paid to sites where Native Americans have been historically. Like AB 52 looks at tribal cultural
10 risk. When you enter into a project phase, tribal cultural resources are considered in
11 consultations required with federally recognized and non-federally recognized tribes who've
12 requested to be on the AB 52 list. So there is starting to be a shift towards more attention being
13 paid. But I absolutely hear what you're saying. There have been people here for a very long
14 time and that needs to be remembered or recognized.

15 BILL GEORGE: Yeah, I just, you know up there in our area, Caltrans, you know, they --
16 they don't, like, their local Caltrans like Redding here and everything. But yet, you know, you
17 ask them about that, what about that Assembly Bill 52? What about, you know, the -- the section
18 106 where you guys write and complain to 'em? What about whenever you run into, you know,
19 like this private land, you know, whenever we're -- we're going to be involved with it. You
20 know, are you guys archeologists, are they identifying, are they evaluating? Show us a report.
21 Are they, you know, doing some kind of a treatment ways to -- for these critical areas that they
22 going to impact? See, that's kind of a thing that we look at.

23 ALISA REYNOLDS: That's important. And just so you know, for high speed rail, the
24 programmatic agreement calls for tribal review of all the treatment plans and all the mitigation.
25 And so there's input once those are produced and they are sent to the -- the local tribes to review
26 and to sign off on. So that it's not just the Authority.

27 BILL GEORGE: Yes. Cause I know there's a lot of Wintu people and, you know, the older
28 map show them how they -- they did live in that San Francisco area down in there.

29 LONORA GRAVES: Sorry. I'll ask you a question at lunch time.

30 ALISA REYNOLDS: I'm going to -- just so you know, and I think this is in your handout, but

1 contact information for folks. And, like I said, even though it's not -- maybe it's not directly
2 taking place up here, but the impacts will still be felt, I mean, throughout the tribal community
3 and how -- how you all interact with larger rail programs and how intermodal connections
4 happen. So there're lots of ways where this, even if it's not direct, definitely please do reach out
5 and let folks know. I think, especially Sarah Allred at the Authority, the Authority tribal liaison,
6 she's been fantastic she just couldn't make it today. I know that she'd love to hear from you.

7 BILL GEORGE: Yeah, it's good though because it gives -- gives me a chance to say
8 something' like, you know, to agencies here today and in different departments. Because, you
9 know, there is some tribal people that is not as, you know, like they don't go to archeology
10 classes but, you know, they're there. But yet, you know, whenever they have a disaster in their
11 area like we seen in Middletown. They've only just grasped themselves and shook themselves
12 and realized, you know, that they should've been on top of this to watch their natural resources in
13 their areas. See and that -- and the archeologist that's goes with the PG&E, the Caltrans, the
14 forest -- there, you know, them. They don't -- they don't say nothing' to them and try to help
15 them or, you know, put 'em out.

16 BILL GEORGE: We have to go out and do it yourself. Like, we send ourselves to, you
17 know, archeology classes and different ones like bone classes and things like that even though
18 we, you know, we know where they're at. But yet, you know, we have to go to these kind of a
19 workshops and learn these things for the tribe to even try to keep up with the agencies. And then
20 we go -- we're out here and we don't get paid. Then -- then they look at us like what do you
21 mean you don't want to get -- you want to get paid, you know. And we'll go, you guys are
22 employed, but we're not.

23 See, I mean, those are the kind of a things I'm seeing' whenever there's people that's not federally
24 recognized too, they don't get nothing'. They're out there working but yet they have to quit their
25 day job just to come to these kind of a hearings, workshops and stuff to even get information a
26 lot of 'em can't. So that's why, I guess, why I'm kind of like talking' in that kind of a way for
27 everybody not just for the federals.

28 STEPHANIE LUCERO: So we'll -- because I want to make sure you guys can also hear
29 about freight before we stop for lunch. And then we have all afternoon to talk more in detail
30 about all these. So, Tony, your question, and then we'll do those.

1 TONY HAYWARD: Well what he was saying goes right along with what I was saying' is, you
2 talk about economic development and trying to bring jobs to the area and all the way across from
3 Southern California all the way to the Bay Area. It doesn't seem like it would be that big of a
4 cost to have one extra employee per site when you go to any kind of dig on native lands. And
5 what I mean by -- native soil. Soil that has not been dug, soil that hasn't been mined, soil that
6 you're going to -- any -- any native soil. I mean, it's all native soil in my opinion but, I'm 100
7 percent with you, so. I think the economic development (inaudible 00:12:11), it shouldn't cost
8 that much to have one extra employee as a -- just a monitor.

9 STEPHANIE LUCERO: Yeah.

10 TONY HAYWARD: You know, and not only sites that, like you say, that are culturally
11 sensitive because that tribe says there are. Because, hell, I just -- last weekend I met cousins that
12 are all the way down there in Thunder Valley. And I'm up here in Redding so, I mean, we're
13 spread out all of the way across the state and, from North to South and East to West there was
14 Native Americans on the lands. That's all I wanted to say.

15 ALISA REYNOLDS: Thank you.

16 STEPHANIE LUCERO: Well, we're here the rest of the afternoon, if you think of anything
17 let us know. We touched some of those comments if you guys want to talk with folks. I'm going
18 to ask the staff people that are here from High Speed Rail, Freight and California State Rail Plan.
19 You're likely going to hear some really good comments and questions while we're eating lunch, I
20 anticipate. So I'm going to ask you guys to -- if there's a really good comment that you want to
21 make sure we get on the record, please make sure to share that when we come back after the
22 lunch. But before we go to lunch we're going to hear from sustainable freight action plan. And
23 we'll be able to address some of Mr. Quinn's questions I think in terms of economic development
24 and freight lines. So we will do the presentation, Tyler, quickly and then we'll go with some
25 clarifying questions and then break for lunch.

26 [END Q&A SESSION]

27 **California Sustainable Freight Action Plan. Questions & Answer Session**

28 TYLER MONSON: There is some additional contacts here and also, on the front of the
29 presentation there was a website. We've actually picked a shorter name for the website. It's
30 casustainablefreight.org. And that's also place where you could comment in the future. So with

1 that, I'll take any questions that you guys might have or if you guys want me to go straight to
2 lunch.

3 LONORA GRAVES: We're here in afternoon. Thank you, Tyler, for your time and for your
4 presentation. If there are any questions that need to be asked now and we can handle those or if
5 you wanted to, I see that lunch has been provided in the back. If you wanted to take a break, we
6 can do that. Is there any preference?

7 STEPHANIE LUCERO: Any pressing questions?

8 MS. MORNINGSTAR: Anything that needs to be asked now?

9 LONORA: All right. We'll go to lunch and come back with questions on Sustainable Freight
10 and other comments.

11 [END Q&A SESSION]

12 **Listening Session**

13 STEPHANIE LUCERO: So for a couple folks that just joined us and just a real quick recap,
14 we heard from California State Rail Plan, which is really looking at the infrastructure and
15 figuring out what other investments need in order to increase efficiency and ensure accessibility
16 to rail system. Accurate assessment? In order to do that, the State Rail Plan needs to look at the
17 High Speed Rail business plan, how that connects, because that addresses passenger rail. And it
18 also needs to look at freight -- the freight plan, which is the Freight Mobility Plan; which is the
19 Sustainable Freight Action Plan and how different freight lines connect with the State Rail
20 System, because California State Rail looks at both passenger and freight. So we -- we've got
21 our friends from the California High Speed Rail Authority, who works specifically on High-
22 Speed Rail, they presented some of the discussion in terms of where the State -- the High-Speed
23 Rail system is going through. Right now they're in phase one, which in goes through?

24 ANNIE PARKER: San Francisco to LA. (Inaudible 00:01:04).

25 STEPHANIE LUCERO: San Francisco to LA. Okay. Through the central Valley.

26 ANNIE PARKER: Yes.

27 STEPHANIE LUCERO: We've already identified that there are some concerns in terms of,
28 for example, I think the Wintu tribe mentioned that they have interest in the San Francisco area,
29 so that's a reason why it might be of interest for them here today. We also heard discussion in
30 terms of the section 106 Programmatic Agreement that High-Speed Rail put together when they

1 first started doing their system, they're revising it based on lessons learned. We've already heard
2 some really good comments on that. A couple of those included -- couple of folks stressed the
3 need for tribal monitors. Not only at the specific sites that High-Speed rail identifies as areas of
4 concern, but in general construction because tribes don't always know where a site may come up
5 and their monitors are more keyed in to understanding that than, per se, if they're not there.
6 So those were some of the comments we heard from that. We also heard from Sustainable
7 Freight Action Plan, which is, I wouldn't say an amalgamation, but I'm going to use that word
8 just because I can't think of another one. So we've got the California Transportation Plan, which
9 was statewide strategy. Through that, we have the Freight Mobility Plan, which looked at freight
10 mobility. And then, from that, we're -- we're kind of at this action plan from the governor that
11 said okay. Office of Freight through Caltrans, Air Resources Quality Board, Cal EPA, and a
12 whole bunch of other agencies, which Tyler mentioned, I want you to look at the freight system,
13 figure out how to make it sustainable and how to address climate change, in a nutshell.
14 There's other things involved in that, but what they are doing is those different agencies are
15 figuring out how to coordinate their efforts to make the freight plan more sustainable, more
16 efficient and address climate change, as well as a host of other things. So any discussions you
17 might have heard with the Freight Mobility Plan or California Transportation Plan, those were
18 kind of infiltrated in that Sustainable Freight Action Plan. The advantage of having them here
19 today is they are talking about what actions they are incorporating and there could be cost over in
20 some of the discussions we have with State Rail in there looking at the whole line. So that is
21 where we are in a nutshell.

22 We did have some really good questions and I hope Mr. Quin is able to come back. You had
23 some really good questions in terms of the State Rail Plan, which I think answered some
24 questions, we need to come back to some of the cultural resources, but I wanted to start off with
25 the identified concerns in -- in the -- from the Pit River tribe and in the area in terms of
26 sustainable freight and the State Rail Plan. There was discussion about economic development.
27 We heard that both in terms of the freight plan, but also in terms of how the High-Speed Rail
28 may want to think, you know, there's a lot of focus on small business and economic
29 development, but what about, like, tribal monitors. That might be something that was addressed.
30 There's the safety of grade crossings was identified as an issue for further discussion.

1 Derailments -- the potential for derailments because there is a freight line that runs straight
2 through Pit River community, I believe.

3 BILL GEORGE: Reservation. Yes.

4 STEPHANIE LUCERO: Reservation, Yes. All right. So that's a concern particularly since,
5 depending on what's on that train there could be huge impacts, environmental impacts separate
6 from just the derailment itself. And then we also heard a lot of discussion generally about
7 outreach, to the federally and non-federally recognized tribes.

8 Just as a brief recap, we have three different programs, and each of those programs are doing
9 different levels of outreach. Sustainable freight Action Plan is building on work that was done
10 from the Freight Mobility and California Transportation Plan. They are on much tighter
11 timeframe, so if you have any comments, those are high priority getting those to Tyler and his
12 group. High-Speed Rail is working on the Programmatic Agreement. You saw some of those
13 timelines. The California State Rail Plan, this is one of the first go-arounds time we are talking
14 to folks. So we still want to hear from you, but the timeline -- little more time, this is the first
15 major meeting we've had.

16 They're doing two sets of invitation and consultation on the California State Rail Plan. There is
17 one invitation that's gone out to the tribal council to consult and then, they'll do another round of
18 invitations for government to government consultation before the Draft State Rail Plan comes
19 out. So different levels, I want you to flip your PowerPoints to get the details. If there's any
20 other questions on outreach, we'll take those at the end of the day just because I want to make
21 sure we get to the more substantive stuff and because I and Lonora can answer the outreach stuff.
22 All right. So I'm going to start with you, Andy. Is there anything you wanted to add in terms of
23 the California State Rail Plan questions?

24 ANDY COOK: So I guess I'll start out with the top. There was a comment made about
25 economic development and how our long-term rail planning can support that. You know, again,
26 I mentioned that part of our policy framework involves looking at how the -- our existent rail
27 access can -- assets can be better utilized and how access can be expended to serve, you know,
28 new industrial and commercial interests. So we're in the process of kind of setting up a policy
29 framework and looking at how the state can support doing that and we are interested in -- in -- in
30 hearing from tribes and the public about, you know, what opportunities they see for utilizing rail

1 assets to serve their various interests. So it is kind of early, but that is the future rail plan. We're
2 looking at how we can provide more access to freight rail.

3 Then there was comments made about safety. The rail plan will evaluate the effects of rail
4 investment and various needs, including safety, and, you know, as part of that, we're looking at
5 implementation of positive train control, just something that Tyler mentioned in his presentation.
6 That's installation of automated equipment to regulate train speeds and improve train safety.
7 That's something that's being implemented. And then the rail plan looks at issues like capitalized
8 maintenance, better maintenance of the right of way to make sure that the infrastructure is up to
9 snuff and maintained properly which is important for our safety.

10 Then I mentioned grade crossings. Grade crossings are very important for safety. The state has
11 a grade crossing funding program to improve grade crossing conditions and we're looking at how
12 we can do more in the rail plan to construct grade separations to, you know, eliminate conflicts
13 and so, you know, again, we are interested in getting feedback from your communities about,
14 like, where issues are and how we should be prioritizing our resources.

15 STEPHANIE LUCERO: On that, I'm going to take that to our tribal folks. Is there anything
16 to add on these points or -- just opening up on additional questions or comments?

17 BILL GEORGE: Would there be anything about like -- like, the rail repairing and
18 maintenance, the time on those once they -- they're up and going or -- will they go like, 20 years
19 and then somebody maintenances them or how do they -- they going to work those? Are they
20 going to be in big sections, are they going to be in just, like, 15 foot sections, are they going to be
21 in, you know, like, on some I saw on the pier, they're going to be maintained somehow. Do you
22 guys have any kind of starting point on those rails? Like, the railroad tracks itself that runs
23 across.

24 STEPHANIE LUCERO: Any comments on rail maintenance how that falls within the plan.

25 ANDY COOK: Yeah. That -- that's a feature of the Rail Plan discussing how maintenance
26 is done, best practices for that, what the maintenance needs are. You know, generally
27 quantifying how much it costs and how that can be funded. So I mean, the rail plan will address,
28 you know, maintenance and how it needs to be done, best practices at that level. The actual, you
29 know, maintaining part falls to the agencies and the railroads, but Caltrans is involved in
30 providing funding for capitalized maintenance on the tracks and how to best use our money to

1 maintain the facilities. So these are all issues that'll be talked about as part of the rail plan and,
2 you know, we'll make sure that these comments are addressed also.

3 STEPHANIE LUCERO: So Andy, just to clarify, it sounds like the rail repair maintenance,
4 the general theme of what Bill George was talking about, the timing, the sections, the tracks,
5 some of that falls in the state rail plan in terms of where funding is validated and best practices,
6 but would the best practices deal with the timing and the scale of the sections that are done?
7 Would that be something that's done on a regional level?

8 ANDY COOK: No. I mean, this -- the rail plan will address, you know, scheduling of
9 maintenance, and those kinds of -- those kinds of issues. So --

10 STEPHANIE LUCERO: So if tribes have thoughts, so for example, if Mr. George had a
11 recommendation of how the timing should be structured, how often or how large a scope, would
12 that be something to provide comments for the state rail plan?

13 ANDY COOK: Yeah. We appreciate any comments you have.

14 STEPHANIE LUCERO: Do you have any suggestions now?

15 BILL GEORGE: My thought was, I guess, was, like, if they're close to a residential areas,
16 you know, that's, you know, is kind of like the thought that, you know, something that's on the
17 piers, you know? Like we seen in the photos, it could mean, you know, like, them derailing and
18 this is like what we have in our area, you know? Something derails and our area's going to
19 create, like, some kind of a, you know, critical point for our resources in our area like, the water.
20 And maybe down here in the city you got a -- it might be open, but yet, you know, if it ever
21 crashes or tips over like they do in the Feather River, then you got polluted land and if it's going
22 to be maintained afterwards -- after the spill, you know, you need somebody to be in there to
23 clean it up and make sure, you know, it's livable area again.

24 That was why I talked about maintenance on the railroads, and not because of funding, but
25 because of it's got to be done.

26 ANDY COOK: Right.

27 BILL GEORGE: Is it going to be like in -- in -- into the -- the conclusion after the rail is up
28 and running? Like, you had these little spurs that you're going to use in the city where you're
29 going to have transportation, you know, or whenever it starts going, will the people be saved in
30 that and that's why I'm asking about the maintenance on them.

1 ANDY COOK: No, I understand.

2 BILL GEORGE: Because of they're going all the time.

3 ANDY COOK: Yeah. There's an example of environmental concerns monitoring
4 (inaudible 00:14:02). There's are -- these are things the Rail Plan considers. So we'll, focus on
5 that. Our priority is for investing in railway infrastructure to ensure safety and mitigate, you
6 know, impacts of rail service on local communities, on environmental, you know, issues having
7 to do with freight service and -- in sensitive areas.

8 STEPHANIE LUCERO: And it sounds like a qualifying sensitive area would be when
9 you're dealing with residential areas or you're dealing with more rural areas that are more
10 impacted with lack of access and/or if there's waterways that might be impacted.

11 STEPHANIE LUCERO: So what -- what I'm hearing from your statement, Bill George, is
12 that you're not only recommending regular maintenance and review of the structure, but also, if
13 that's something that falls into the State Rail Plan, an emergency response when and if something
14 happens.

15 BILL GEORGE: You got it.

16 STEPHANIE LUCERO: Okay. And then Morningstar do you have a question?

17 MORNINGSTAR GALI: To add on to Bill George's comments, and also in line with the
18 economic development for the California State Rail Plan. I'm wondering what -- how the
19 interstate transportation of fuels is addressed and so they may have touched on it earlier, but we
20 have a proposed project, a biomass project which is in another state. The biofuels will be
21 transported across our reservation, where there has been many derailments. It's caused a
22 significant amount of time for these path spills to be cleaned up, this is right at the Pit -- head
23 waters of the Pit River and the proposed project will, as of now, go along 80 percent of surface
24 waterway and -- in transporting jet fuel and so I saw on the presentation earlier that, you know,
25 FedEx is there.

26 There's proposed contracts or current contracts with both South-West Airlines and with FedEx
27 for this jet fuel project. And so I'm just -- just wondering how that's being addressed because as
28 of right now, there's been no consultation with the SHPO (State Historic Preservation Officer)
29 from California, and Oregon's pretty much written it off, but how are these issues being
30 addressed? It's no benefit of economic development to the tribe itself, but I'm just wondering

1 how those issues are being addressed.

2 BILL GEORGE: Or if it could be.

3 STEPHANIE LUCERO: So it sounds like the primary question, and I want to make sure that
4 you guys have an opportunity to weigh in, if it something that falls under your plant. I think
5 related to that is one, I'm seeing a focus in this area on derailment issue in terms of that rail
6 system; and two, I think that interstate transport of fuels and maybe the contracts is something,
7 Tyler, you might want to touch on, because it may or may not relate to the sustainable freight
8 action plan. Do you want to start it off and -- connecting any dots there?

9 TYLER MONSON: That's not something we're specifically covering in our plan, as far as
10 contracts and interstate -- and transportation of these materials, but you raise an important issue
11 and I think that as these freight corridors are looked at and as these individual projects get going,
12 these are the types of concerns we'd hope to hear. As far as our -- the Sustainable Free Action
13 Plan, it's not really addressing those kind of on the ground issues. We're looking at broad policy
14 direction, but there are opportunities to collaborate with the entities that would control those
15 railways and those shipments. That's something that we do through our established
16 communication with the California Freight Advisory Committee.
17 There's an opportunity there to talk about broad issues such as that and very local issues with the
18 partners that are involved in that. So once again, I -- I appreciate you bringing up that issue and I
19 think we can -- we can hopefully address, you know, that and others -- as time goes on.

20 MORNINGSTAR GALI: Sure. So I just, like, thank you for that. And I'd just like to make a
21 -- a suggestion that in the broad policy management, with -- have there be a focus on the impact
22 to tribes and on tribal lands and how the further impacts to reservation lands and waterways
23 because if there's a contamination, everyone that's been involved in the consultation on this
24 project says it's not a matter of if but when, because there happens so many derailments that this
25 is the -- again, the headwaters of the Pit River, which will flow into the Sacramento River, which
26 will flow into the Bay Delta and all the way into the San Francisco Bay and so it's a major issue
27 of concern for us, but for all of Northern California whose waterways would be impacted.

28 TYLER MONSON: Something that we're doing as part of the action plan we're not already
29 actively involved in a specific type of activity. We're planting seeds to say this is the type of
30 thing we want to address in the future. The timeframe's so short to develop this that we can't do

1 the type of coordination that we'd need to do, but mentioning things like that are -- is an
2 important aspect of this. So we'll definitely make mention in the plan.

3 MORNINGSTAR GALI: Thank you.

4 STEPHANIE LUCERO: And we will record that in the notes for that.

5 FEMALE SPEAKER 4: I was waiting' for the recorder.

6 STEPHANIE LUCERO: It should catch you if you speak loud. I just want to make sure.

7 FEMALE SPEAKER 4: So I'm still getting educated on the project. Is the purpose of the
8 project to transport people, but -- or is it also going to transport materials, commodities? What's
9 the intended purpose of it?

10 STEPHANIE LUCERO: Yes and no. There's three -- there's three projects we are talking
11 about.

12 FEMALE SPEAKER 4: Okay.

13 STEPHANIE LUCERO: So for the High-Speed Rail, that is people. For Sustainable
14 Freight, that is goods and for Caltrans State Rail Plan, it's both. So, we're talking not necessarily
15 projects, a little bit more project orientated with the High-Speed Rail, but for the California State
16 Rail Plan and for the Sustainable Freight Action Plan, those are more big policy planning
17 documents versus specific projects where, you know, there's actual work on the ground being
18 done.

19 FEMALE SPEAKER 4: Will there be three tracks --

20 STEPHANIE LUCERO: No.

21 FEMALE SPEAKER 4: -- for those? Are these in the same track?

22 STEPHANIE LUCERO: Yes and no, right? Some --

23 FEMALE SPEAKER 3: What's that?

24 FEMALE SPEAKER 4: That was confusing.

25 STEPHANIE LUCERO: Yeah. Yeah. Yeah. So can you ask the -- the question is
26 basically, well, does the Freight and High-Speed Rail all use the same tracks, and passenger. Do
27 they all use the same tracks or does it vary and in what ways?

28 ANDY COOK: Well, it varies. And so the Rail Plan looks at -- so there is shared corridors
29 where -- where passenger and freight rail are mixed on the same tracks, and that's mostly the
30 situation on rail -- with rail infrastructure and service in the State. We have certain corridors that

1 are passenger only, or primarily passenger only. And -- like, the High Speed Rail Program
2 would be dedicated to passenger service for most of the -- most of the route, except where it
3 crosses over into blended territory with other rail services. So -- and then the rail -- the purpose
4 of the Rail Plan is to identify how these services work and where are they -- where they share
5 track with -- with freight, for instance, how to direct state resources to minimizing conflicts
6 between freight and passenger service and improving operations in places like that, so --

7 FEMALE SPEAKER 4: So in some cases, this project will take over existing tracks or
8 upgrade existing tracks?

9 ANDY COOK: Yeah. This is the state's long-term plan for directing resources to making
10 improvements on the infrastructure that's out there.

11 FEMALE SPEAKER 4: Okay. Then you mentioned prior to if I heard that directly the
12 California Freight Advisory Committee. Is that what they were called?

13 TYLER MONSON: Right.

14 ANDY COOK: Right.

15 TYLER: Yeah.

16 FEMALE SPEAKER 4: Yes. Okay. Okay. So then my concern would be about what we
17 started mentioning was the re-routing away from the waterways, because in our area, we do have
18 ongoing issues with derailment, and actually, in our reservation up in XL they still -- there is still
19 stuff on the ground they have not cleaned up. So you know, we're concerned about the eco
20 system, the plants, the animals, and our medicinals. Also concerned about the relationship -- I'm
21 reading a little bit about your tribal participation handout over here and the Native American
22 Heritage Commission and, you know, we did mention the non-federally recognized tribes that
23 may not have the resources to be connecting with you guys, so I want to be on top of helping --
24 helping them and making sure that you're making those connections.

25 In cases where you're building a new area of rail, if there is a migratory pathway, if there is a
26 way to, I don't know, raise it where that you wouldn't be affecting that, those are some of the
27 concerns that I would have on a cultural monitoring level. Thank you.

28 STEPHANIE LUCERO: And this is my really bad picture. So hopefully, that helps in terms
29 of a visual of what was discussed. If -- so, Tyler -- Tyler, raise your hand, Sustainable Freight
30 Action Plan. Passenger is both Andy, raise your hand Andy, and High-Speed Rail, and then

1 Andy is kind of both – Passenger and Freight.

2 STEPHANIE LUCERO: -- and both with the State Rail Plan for Passenger Enquiry. So I
3 was wondering whether there any other questions/comments. We're kind of going back and forth,
4 but I want to make sure we capture the points we can in terms of California State Rail Plan, kind
5 of an overarching passenger high-speed rail connection, freight. Are there any other comments
6 that we haven't gotten down?

7 (Interposing)

8 LONORA GRAVES: I was just wondering, is there any way to clarify -- I know that the -- gosh,
9 the microphone. I know that the State Rail Plan is an attempt to articulate values and priorities
10 for resource investment or things that you might suggest to the owners and operators of the
11 systems. I guess the question I have is it sounds like there are some question -- some confusion
12 about, like, who's going to be making infrastructure changes or who owns the tracks or how the
13 plan is actually going to be used to influence the communities in the future. So is there any way
14 to kind of help separate that out or explain a little bit? I don't know that you're --

15 TYLER MONSON: If I could just make a brief comment. We provided this map of the State
16 Freight Facilities and this includes not only rail facilities, but highways, ports, access to the
17 ports. And one important factor to mention here is there's two major freight rail operators in the
18 state, Union Pacific and Burlington Northern Santa Fe, and their tracks are noted here on this
19 map. So other than that, there is, I forget the number, it's probably about -- jeez, I -- maybe, in
20 the -- in the dozens of -- of short line rail operators. So those might be rail spurs that connect to
21 the Class 1. Class 1 is what we would call the UP and BNSF Rail. So in most cases, they own
22 the right of way and they do the major freight operations on those systems. Passenger rail in
23 California operates on the same tracks, for the most part. Is that correct, Andy?

24 ANDY COOK: Yeah, that's right.

25 TYLER: So the Capital Corridor would use -- would use track that would normally be
26 dedicated to Freight Rail. They have agreements to designate which train's running on -- at
27 which time. Now, up here, there's a couple of main tracks that go all the way up to Oregon, but a
28 lot of the rail you guys might see around here is short line rail. Kind of, you know, smaller --
29 they're -- they're not the big rail -- like, national rail types. They're kind of smaller entities. So --
30 you know, if it's an existing rail, I think the important thing is to identify who owns the right of

1 way and who's operating on it. And if it's a proposed rail facility, that's when Cultural
2 Monitoring would come in and there would be an opportunity to re-route or do some mitigation
3 there. So I just wanted to make that point and -- and to remind you guys that we have a map here
4 that -- that we might go to refer to.

5 STEPHANIE LUCERO: The map is in paper format, I was hoping we had it on -- on --

6 TYLER MONSON: Oh, sorry.

7 STEPHANIE LUCERO: -- you know, the big screen. So just so folks know which map --
8 this one.

9 TYLER MONSON: Did everyone get one of them?

10 LONORA: Thank you.

11 STEPHANIE LUCERO: Did that help clarify what Lonora was getting to? Did that make a
12 little more sense? The rail system, it's -- there's a lot of different moving pieces. Unfortunately,
13 that's why we have three different programs here, cause it's -- there's a lot of interconnections and
14 we don't have everybody, I think is what Tyler is trying to say is pleasing state folks, high-speed
15 rail, but there's also the local small haul, there's the regional people who are -- are supposed to
16 implement the plan, and I think one part that didn't get addressed and maybe, Andy, you can
17 provide some input, how the plan is put into action by the regional operators. How does that
18 connection happen, how is that connection made?

19 ANDY COOK: So the process of putting the plan together involves working with rail
20 operators to buy into a vision for what the improvements the rail network need to be. That
21 includes our freight partners and then our passenger rail partners. That includes -- and when I'm
22 talking about passenger rail partners, I mean high-speed rail who are here and then the operators
23 of the other routes, which includes the intercity routes like, the Capital Corridor, the San Joaquin
24 Corridor, the Pacific Surfliner Corridor in Southern California, Commuter Rail, Caltrain on the
25 San Francisco Peninsula, Ace, between Stockton and San Jose. And we're actively working with
26 all of these partners to identify what we call a vision for improving the freight and passenger rail
27 system over the next 20 years.

28 And the expected outcome of this process is an agreed upon vision for how to proceed in
29 investing in the rail network. The next step involves, you know, the rail plan identifying options
30 for how to deliver the improvements that are -- that are identified in the plan, but it also serves as

1 a -- as a guide for how to invest state money into making improvements. So you know, the -- the
2 rail plan is really kind of a it's a broad document, but a lot of the -- like I said in the presentation,
3 a lot of the detailed implementation decisions for designing improvements, implementing
4 improvements, are the responsibility of individual operators, but the plan is intended to provide,
5 you know, guidance that all the operators follow for making investments in the system and how
6 to get state and federal money to do that.

7 FEMALE SPEAKER 5: Thank you.

8 BILL GEORGE: On railways, I was wondering about, you know, how do you guys regulate
9 your hazard material? Do you guys ever restrict a lot of that, or try to make sure they don't
10 bypass, like, passengers in the other trains, or -- like, in your freight?

11 ANDY COOK: Well, there -- Caltrans is a structure agency (inaudible 00:32:30).
12 (Interposing)

13 ANDY COOK: I am sorry, what was that?

14 BILL GEORGE: You implement the safety about, you know, hey, how much hazards are
15 you going to do on this route after you put something in there for safety?

16 ANDY COOK: We'll address safety issues as part of the rail plan and kind of where the --
17 where impacts are and what the, you know, focus areas need to be, but there're a lot of regulatory
18 agencies involved in -- in -- in making sure that -- that like, freight operations are done safely.
19 So we have a role in infrastructure development and funding maintenance, grade crossings, at
20 that sort of level. In terms of regulating operations, there's the Federal Railroad Administration,
21 Public Utilities Commission is involved in ensuring that freight rail operations are done as safe
22 as they can. Our we're responsible in our planning effort to think long-term about how we can
23 ensure that the network is developed and that it's -- our infrastructure is safe and that we can plan
24 out our funding so that we can make improvements to make sure that it is safe, given how long it
25 takes to fund projects. And -- like, part of our freight rail planning process involves working
26 with the freight rail companies, the railroads, to try to get, you know, their data, to understand,
27 you know, what they're carrying and where that goes. And it is a challenge because we are
28 dealing with private businesses and they don't want to disclose a lot of this information to us, it's
29 highly sensitive. So it's something that we -- we constantly are -- are working on, on our level.
30 It's been an issue in the past, and what I've seen is that that seems to be, you know, improving

1 but, you know, it takes a lot of partners to ensure that, you know, these addressed -- issues are
2 addressed. And on our level, again, we're -- you know, we're looking at long-term to identify
3 where individual impacts are and how those need to be addressed. And then, the next step is
4 working with operators and railroads to make sure that these issues are taken care of so --

5 BILL GEORGE: Yeah. Because you guys don't have much of a say when things are
6 finished. Because we -- you know, the reason why I brought that up was because, like, in our
7 area, this -- I think it's a private railway, but, you know, now, because it's been in there so long,
8 they go we can do what we want to do so they're shipping this hazard material across our
9 reservation, and, you know, there was -- like, there's no way of stopping it or trying to talk to
10 them about, you know, saying, you know, can you change it from, trying to bring it across, you
11 know, our -- our land because of the -- the natural resources that we have there. It could ruin that
12 water system for the whole State of California. And we see, you know, that they never ever try
13 to improve it, you know, the railway, but they just keep transporting, doing what they want to do.
14 It's just like, if they go in to say it like -- if they're a -- a police department, they can do what they
15 want to do because that's their authority. And that's kind of like, what -- I was wondering if you
16 guys, when you first build these railroad tracks and what have you for people that's transporting
17 or maybe there's a freight train that's going' through that has got hazard inside of it and they turn
18 around and maybe accidentally crash together. You know, what I'm kind of -- you know, my --
19 my mind was thinking about, you know, if you guy put those kind of words in your contract
20 whenever you -- you talk to your private railways.

21 STEPHANIE LUCERO: So Mr. George there's one way to phrase your question because I
22 hear what you are saying is, what I'm hearing is actually, a couple -- a couple of questions or
23 comments --

24 BILL GEORGE: Right.

25 STEPHANIE LUCERO: -- is how do you enforce against the private railways transporting
26 these hazardous wastes near tribal communities? An ancillary comment I'm hearing is, to Andy,
27 how does the State Rail Plan, when looking at infrastructure improvements, and identifying
28 where to put rail lines, does it look like -- at the potential impact in hazardous waste for transport
29 -- or hazardous material for transporting? Are those kind of some of the questions you're asking?

30 BILL GEORGE: Yeah, because it's got to be different, but yet, the same.

1 STEPHANIE LUCERO: Yeah. One is when the State Rail Plan is determining the
2 infrastructure's policies, whether they are looking at the potential of these hazardous chemicals to
3 be transported through residential tribal territory. Similar to what Morningstar mentioned about
4 prioritizing the impact to tribal communities. And then, secondary question is, once those lines
5 are already there, if the private railways are continuing to transport those materials and it's
6 posing a risk, what can tribes do?

7 BILL GEORGE: Right.

8 FEMALE SPEAKER 4: I just want to tag on to what he was saying because, if they put the
9 actual waterways next to where these rails are going, it's dangerous and it's actually foolish the
10 way it is right now because it's right next to our waterway. So if there is a derailment, it's going
11 to have a significant impact on our tribal community that live there, but also everybody down the
12 line. And -- and here we are in a -- oh, it's raining today, but we're in a -- a drought and we
13 should be very conscious of our waterways and the way they have developed them in the past.
14 They haven't kept that in mind for whatever reason. They have it right next in these dangerous
15 areas, and sometimes, if there is a derailment, a difficult area for us to have an emergency
16 response to as well. So those things should be kept in mind when designing where these rail
17 systems are. Is there -- if there is a derailment, is there access to get down -- down there? Is it
18 next to a waterway? Is it going to spill into a waterway? Cause that's what happens in our area.

19 STEPHANIE LUCERO: And I think we're -- we're actually -- it sounds -- at least in terms of
20 my job of capturing the comments we have heard, I think we're circling around some of --
21 similar comments we heard earlier, emergency response. So you're mentioning another part of
22 that as access. So when you're looking at the rail lines, if there is a derailment, do you have the
23 access to address it and respond to it quickly, particularly if there's eco system concerns?

24 FEMALE SPEAKER 3: Right.

25 STEPHANIE LUCERO: Okay.

26 FEMALE SPEAKER 3: And then have it away from the water --

27 STEPHANIE LUCERO: In general.

28 FEMALE SPEAKER 3: -- in general.

29 STEPHANIE LUCERO: Just don't put it near water.

30 FEMALE SPEAKER 3: Yeah, as part of the plan.

1 STEPHANIE LUCERO: Okay. As part of a policy to look at moving freight -- freight
2 transport particularly cause it's -- we're not really concerned necessarily about people
3 contaminating the water, but that the freight, moving some of those lines away from waterways.
4 Okay. And then, Morningstar, you had had your hand up first.

5 MORNINGSTAR GALI: Sure. This is a different subject matter, but I saw earlier that you
6 were addressing -- there was a -- in one of the presentations, it addressed it -- addressed the
7 Positive Train Control, the PTC, and I know for California, specifically, I attended the NAFBO,
8 maybe two years ago, and so there were consultations that were taking place, regarding positive
9 training control, within the different regional areas and the different tribal communities, but
10 when it was time to consult with California, that didn't take place due to the sequestration, the
11 government shutdowns at the time.

12 And so they basically said, we weren't, you know, active at the time. We didn't properly consult,
13 but we're just going to move forward from that and so I know that this, within the three issues
14 that you're addressing today, doesn't specifically address Positive Training Control, but I just
15 want it recorded in -- in the minutes that there is concern. There was a lot of concern, especially
16 from California tribes that they weren't able to participate in consultation at that time, regarding
17 PTC.

18 STEPHANIE LUCERO: All right, thank you. So I just want to get back because we -- we
19 have put a lot about the derailment issue, the environmental impacts. I think the question is for
20 Andy, because I want to close this loop and then see if we have any other topical questions, to
21 what extent can or does the State Rail Plan, policies impact this? I know I've mentioned a couple
22 times that some of the implementation is on the regional level, but --

23 So question one is, in what -- what ways can these comments impact State Rail, like, how can
24 State Rail Plan, if at all, address some of these concerns, and if not, where can tribes go to have
25 some of these concerns addressed? I guess this question is to Andy and Tyler, who know a lot of
26 the State Rail. So, first, Andy and then Tyler, give a response on that.

27 ANDY COOK: Well, the State Rail Plan can document what these issues are and what the
28 response needs to be, what the state's role is in responding to them, either at a regulatory level or
29 infrastructure development level, and then who the other players are that we need to work with to
30 ensure that, you know, there's an adequate response to these legitimate issues that we're -- we're

1 concerned about, in terms of safety and impacts to the environment.
2 So, yeah, we're in the early data and information gathering stages. So, I mean, this is
3 information we'll want to include in the rail plan and identify, you know, responses to, but add --
4 add up, you know, long-term policy level. These are things that the rail plan will -- well, will
5 want to address and identify, you know, actions that need to be taken to address them and then,
6 you know, who needs to be involved.

7 TYLER MONSON: So I -- I'd say between our two plans that we're here representing, Andy's
8 is probably more likely to address these types of issues just because of the nature of our plan,
9 inter-agency focus. So as far as representing our document, I'm not sure that we're going to get
10 too much into that except for mentioning positive train control and other -- other freight safety
11 features. But speaking from Caltrans' perspective, I think we can play a role in coordinating and
12 also addressing, if there's any new infrastructure that's being built using state funds or -- or
13 federal funds that go through the state, addressing these issues as they go on.

14 And I'd like to make the point that I -- I didn't know about these issues in tribal lands when --
15 when I came here today, so I appreciate you guys mentioning that and I can take that back and --
16 and then remind me it's right here.

17 MS. MORNINGSTAR: So just for the record, the issues with positive train control
18 specifically was that when the polls were being updated, a number of them were on existing sites
19 that when the lines were put in initially, you know, there weren't any archaeological resource
20 protection -- there were no laws in place. And so the fact that they went through and fast-tracked
21 this was of concern that these, you know, laws and measures are in place and they just, kind of,
22 went through and, you know, oh, by the way, yeah, we covered your area a couple of weeks ago.
23 And the -- the project, specifically, that we've been addressing, with the concern, of derailment is
24 the Advanced Drop in Biofuels Production Project, so ADBPP.

25 (inaudible 00:45:00)

26 STEPHANIE LUCERO: I'm going to follow up with you to make sure I got that right.
27 (Laughter)

28 MS. MORNINGSTAR: Yeah, ADB -- sorry, PP.

29 STEPHANIE LUCERO: A-D-B --

30 MS. MORNINGSTAR: Yeah, P and then another P.

1 STEPHANIE LUCERO: A-D, B as in boy, P as in Paul, P as in Paul?
2 MS. MORNINGSTAR: Yes.
3 STEPHANIE LUCERO: Got it. Spelling doesn't count but that was important. I'm glad we
4 got that sorted out.
5 MS. MORNINGSTAR: Thank you.
6 STEPHANIE LUCERO: All right. So I do want to close the floor this morning --
7 BENNIE LEE: This -- this gentleman right here had a question.
8 TONY HAYWARD: Yeah.
9 STEPHANIE LUCERO: Yes. And then we're good.
10 TONY HAYWARD: Just so we clarify that in our cultural directorship, you're not -- you don't
11 have tribal monitoring on all your virgin site digs, any place for your virgin soil, native soil -- it's
12 all native soil, but native ground that has never been touched before, you don't have tribal
13 monitoring on all digs, just to clarify that.
14 STEPHANIE LUCERO: That goes for high-speed rail.
15 ALISA REYNOLDS: High-speed rail. That is correct, and in this packet, you'll see
16 where it says tribal monitoring fact sheet. It spells out a little bit more about how those areas are
17 chosen. So if you grab a packet before you go -- so it says, how is archaeological sensitivity
18 determined. So this spells out for the high-speed rail program.
19 J. HAYWARD: And this goes site by site, basically site by site, area by area and you
20 comment -- send out comment letters to the different tribes to where they'd be impacted?
21 ALISA REYNOLDS: No, it's been -- no, the consultation has been going on for a number of
22 years with tribes in those areas, so we've done on --
23 J. HAYWARD: There's no stopping consultation or the consultation isn't going to stop
24 ALISA REYNOLDS: Exactly. No, no -- yeah.
25 J HAYWARD: We'll, it's still going --
26 ALISA REYNOLDS: Yes.
27 J. HAYWARD: -- ongoing. Is that correct?
28 ALISA REYNOLDS: Yes.
29 TONY HAYWARD: And as I -- and as I mentioned before, I just met cousins down in Lincoln.
30 So I mean this is all Pit River Wintu land. It all goes from all the way up to Canada, as far as

1 that goes, down in Southern California. I mean, you can't really say, well, because this tribe
2 lives here and this is what's sensitive to them, that's -- that's totally -- entirely incorrect. I'm
3 related with these guys over here and there from way up north and I just met cousins down in
4 Lincoln that have lived there forever, in Thunder Valley.

5 So, I mean, getting back to my point, I don't see why where you want to say you want to add jobs
6 for economic development and for -- for the economy, why -- why -- why would it be so
7 impossibly difficult to add a tribal monitor, or Native American monitor, at each dig, each -- any
8 virgin dig, virgin soil, native soil. Maybe I'm saying it wrong. I -- as a contractor, that's what we
9 call it; its native soil.

10 J. HAYWARD: You should have a monitor all through the whole dig, marker to marker.

11 TONY HAYWARD: Absolutely, absolutely.

12 J. HAYWARD: Or more.

13 STEPHANIE LUCERO: And so just to -- so -- I've got this captured -- actually, let's do this
14 a couple times. I want to make sure we have it on there. The comments are that -- this -- the
15 recommendation that there's tribal monitors on any -- any digging of soil, whether it's identified
16 as a -a site to be concerned about because either tribes may not know that there's an issue in that
17 site and you don't know all cultural sites.

18 TONY HAYWARD: And the state definitely doesn't know.

19 STEPHANIE LUCERO: And the state --

20 TONY HAYWARD: I would --

21 STEPHANIE LUCERO: -- doesn't know and the contractors don't -- won't recognize it.

22 TONY HAYWARD: Absolutely.

23 STEPHANIE LUCERO: And then the other point that you added to this that I want to make
24 sure we capture, is that the consultation with tribes within a region may not cover all the tribal
25 interests because tribes travel up and down California now.

26 TONY HAYWARD: That's what I was saying. I'm related with him and -- absolutely.

27 STEPHANIE LUCERO: So tribes in the north who aren't considered tribes from the Central
28 Valley may have the cultural concerns with high-speed rail digs happening in Central Valley. Is
29 that -- did I get your two points?

30 TONY HAYWARD: Perfect. Thank you.

1 STEPHANIE LUCERO: Great. And then the other point we've made as well is that, you
2 know, in -- in this policy of economic development, adding tribal monitors to do employment of
3 tribal monitors, and I think the point you guys made is it's not just one person, but it's still valid
4 that anytime that there's soil being dug up, there should be a tribal monitor's a recommendation.

5 TONY HAYWARD: And I don't think I could impede your project. In fact, it could probably
6 help your project, if anything. I mean, this is not about let's slow the rail down or -- you know. I
7 have one more question, what is the actual speed of this thing?

8 TONY HAYWARD: Just for the heck of it.

9 ANNIE PARKER: I can answer that. So I was going to back up a little bit and give a timeline
10 because I know some people weren't here for my presentation. So this is just a quick overview.

11 The timeline right now is we're looking at environmentally clearing all the way from San
12 Francisco down to the L.A.-Anaheim area by about 2017, so that's all federal documentation.

13 Our business plan, which was referenced here, is publicly, right now, under comment. It's under
14 comment through April 18th so anybody can go in, take a look at the business plan and provide
15 their comments on it. So -- and the basics about the system. So we're talking about phase 1,
16 L.A. to -- excuse me, San Francisco to L.A. area is about 520 miles. Within areas where we're
17 going to be blending with existing systems where there is grade crossings, we can go 110 miles
18 per hour. That's the maximum speed set by the Federal Railroad Administration.

19 In our areas where we're building new infrastructure right now, that will be completely grade
20 separated. We will go at speeds up to 220 miles per hour. We have to test also by Federal
21 Railroad Administration requirements at speeds up to 250 miles per hour. So --

22 TONY HAYWARD: That brings one last question.

23 ANNIE PARKER: Sure.

24 TONY HAYWARD: That's using our same old tracks that we have right now?

25 ANNIE PARKER: No, we're building completely new --

26 TONY PARKER: The same ones that flipped trains out there in our area -- okay.

27 ANNIE PARKER: No. We're going high-speed. We're building a completely separate
28 infrastructure. It's going to be stone ties, stone rail. It's going to be completely separate. In the
29 areas where we will be going faster in the -- or the urban areas, excuse me, we're actually
30 working with existing systems right now to upgrade their system. So for example, Caltrain,

1 we're going to be blending in the Caltrain corridor. Their system's about 150 years old. There
2 are some upgrades that need to be done, anyway. So that involves straightening out some
3 curves. That involves replacing some rail. That involves updating their train sets. Their train
4 sets are all diesel; they're going to go to electric. So we have to put in catenary systems. That
5 also involves putting positive train control on the entire system.
6 So we'll have positive train control on our fast speed areas, but in our integrated areas we'll also
7 have positive train control. And then -- so we'll be integrating with operations because Caltrain
8 will stop quite frequently and we will be passing them and so that's all going to be done through
9 positive train control, integration and upgrading those systems. So we can't -- we can't run in the
10 peninsula without upgrading Caltrain.

11 TONY HAYWARD: I see. Thank -- thank you.

12 STEPHANIE LUCERO: Did that answer your question?

13 TONY HAYWARD: Yeah. I think so, in general.

14 MALE SPEAKER 3: They're the same tracks.

15 MORNINGSTAR GALI: To just follow-up with how -- (clears throat) excuse me -- how
16 sites are being determined, it says there's a pedestrian archaeological field survey conducted as
17 part of the cultural resources inventory and that pre-historic archaeological sensitivity within a
18 given project area is determined based on data collected as part of the professional archeological
19 investigation conducted for the product and may include and then there is the criteria. So
20 nowhere in that criteria does it say consultation with a tribe or does it say, you know, the cultural
21 monitors or cultural representatives of the area taking part in -- in that survey in or imperative of
22 providing that information.

23 And so this is how it usually goes, right? They're going to submit a request to -- for this area of
24 the Northeast Information Center. They're going to submit a request to the Sacred Lands File.
25 Nothing comes up, there's no consultation with the tribe. There is a determination that that area
26 doesn't need to have a cultural monitor there. So -- so that's really of concern, who is making
27 that determination of the -- of the sensitivity of the area because this -- although -- I mean, it's
28 saying areas identified, you know, with tribal representatives, but that can mean many different
29 things as NHC is going through its own process right now and who is determined as an MLD.
30 So that's just, like, a very big question mark and very much up in the air of how that

1 determination's being made.

2 FEMALE SPEAKER 4: I just -- I wanted to comment too, just about departments, whether
3 it's been touched before or not any ground disturbance should have monitor there.

4 STEPHANIE LUCERO: Okay so this gets back to -- Tony mentioned virgin land, but you're
5 saying any ground disturbance --

6 FEMALE SPEAKER 4: Right.

7 STEPHANIE LUCERO: -- where the ground has been touched --

8 FEMALE SPEAKER 4: Right.

9 STEPHANIE LUCERO: -- before? Okay. All right.

10 FEMALE SPEAKER 4: Right. Thank you. I have another meeting at the building. Thank
11 you so much.

12 STEPHANIE LUCERO: Thank you for coming.

13 J. HAYWARD: But I think there's a question mark, like, Morningstar said about if the area
14 hasn't been, you know, developed or anything, then it's not going to be on a Sacred Lands listing.
15 And -- and I'm sure that a lot of the train -- where the areas are going has not been through a
16 place that's been developed. So they're not going to find areas that have been listed down at the
17 Northeastern Information Center. So where do you go from there? You go to the Native
18 American Heritage Commission? They also follow that same criteria. If no one's wrote in on
19 about sacred lands listing or had a development there close to the project, the APE, then there's
20 not going to be anything listed. So where do we go from that? Do you just go to the tribes and
21 ask them? And -- and a lot of times, we don't know ourselves, you know.

22 STEPHANIE LUCERO: So it sounds like we -- we're -- we're really getting into details. I
23 just want to make sure we capture it. And you were mentioning the Programmatic Agreement.
24 Is that what you were reciting or process of the speed rail?

25 MORNINGSTAR GALI: So, yeah, it was the -- the tribal monitoring fact sheet and so that is
26 in section 8 how is prehistoric archaeological sensitivity determined and I feel like that really
27 goes back to the lack of consultation regarding Positive Train Control, as --as Jim touched on.
28 There weren't surveys that were conducted when the railways were laid. And so now that
29 they're, you know, going back now, we don't know what sites were -- you know, had line put
30 over them and which didn't. And so it's an -- it's a big issue of consultation with the tribes.

1 STEPHANIE LUCERO: So you've identified that the current process has a gap in, it in
2 terms of identifying sites.

3 MORNINGSTAR GALI: Yes.

4 STEPHANIE LUCERO: We've identified that there's -- there's a need for consultation and
5 I'm trying to make sure we capture all the highlight points.

6 MS. MORNINGSTAR: Sure.

7 STEPHANIE LUCERO: One recommendation to address this is to ensure that tribal
8 monitors are at any digs, right?

9 J. HAYWARD: Yes.

10 STEPHANIE LUCERO: Are there any recommendations to improve that process to ensure
11 that cultural resources are identified?

12 MORNINGSTAR GALI: So proper consultation I feel like it is one, so because the PTC
13 consultation didn't occur, you know, there's, again, a -- a huge issue with that that, you know,
14 these sites have not been consulted on specifically with tribe now -- with tribes now, there's a
15 determination being made on which sites that a monitor will be present at and which won't. But
16 that's not being determined by the tribes; that's being determined by -- by the archaeologists
17 present.

18 STEHPANIE LUCERO: So the topic of -- so, proper consultation and then the topic of
19 consultation needs to be asking the tribe which sites needs monitors.

20 MORNINGSTAR GALI: Yeah.

21 STEPHANIE LUCERO: Okay.

22 MORNINGSTAR GALI: Asking the tribes and not -- yeah, relying on so tribes identifying
23 where monitors are?

24 STEPHANIE LUCERO: Do you need -- do you guys have any clarifying questions to pick
25 that apart? Do you need more details in that recommendation?

26 J. HAYWARD: Just the fact that CEQA's involved in this too. Is it not? Are they not,
27 CEQA, or is this all federal --

28 ANNIE PARKER: Yes, all -- all of the project sections where we do construction, we need
29 CEQA and NEPA approval.

30 J. HAYWARD: So -- so the new law that just, AB-52, a lot of the tribal people haven't

1 actually got on their list. You know, you're supposed to go out and it requires for -- for -- for the
2 cultural people to go out and get every entity out there like the -- the cities, the counties, to make
3 sure they're on the mailing list for any projects, so how -- how do we go about that one?

4 ALISA REYNOLDS: That one, that is only -- AB-52 applies when the notice of preparation or
5 notice of intent is filed after July 2015 and all sections, except for one section in the high-speed
6 rail, have already been filed, so AB-52 is inapplicable, except for San Francisco to San Jose, they
7 are issuing a new notice to proceed -- notice of preparation, sorry. So, AB-52 is applicable and
8 the High Speed Rail Authority has reached out to every tribe on the -- whether or not they've said
9 that they want to be part of AB-52, whether or not they've turned anything in. They've reached
10 out to all the tribes and individuals on the Native American Heritage Commission List.

11 J. HAYWARD: So -- so -- so it's up to us to check that in the Native American Heritage
12 Commission to see if they, in fact, put our name on that list?

13 ALISA REYNOLDS: It's the list that -- yes. It's a list that they give for those areas.

14 J. HAYWARD: Yeah, yeah.

15 ALISA REYNOLDS: Yeah, exactly.

16 J. HAYWARD: Normally, you're on the mailing list, the comment letters?

17 ALISA REYNOLDS: Yeah.

18 MORNINGSTAR GALI: So -- so that's the MLD list and as mentioned that -- there's an
19 overhauling process with the MLD regulations that's currently taking place and they have a
20 schedule that goes all the way 'til December of 2016 right now, in terms of providing comments
21 to that, so -- so that's just an issue of concern of how -- I mean, we have on our MLD list right
22 now, there's, you know, not designated cultural committee members, not designated tribal offices
23 and so it's just going to, possibly, a random tribal member, you know, that may or may not
24 respond.

25 STEPHANIE LUCERO: So these are -- so for -- the folks from Caltrans, who may not know
26 what MLD means, this is specific cultural resources; it's Most Likely Descendant and so that
27 identifies how handle cultural resources and other pertinent stuff. Whole lot it cost us.

28 Okay, any -- so you've identified the MLD process has some holes in it, as well, proper
29 consultation. Do we want to -- because I -- do want to make sure we also focus on a sustainable
30 freight, but do we want to talk a little bit in more detail about what that proper consultation will

1 look like, because, you know, most of the agencies, there's different programs for it. There's
2 different procedures for consultation. So in terms of the high-speed rail, what do you guys think
3 a proper consultation will look like?

4 MORNINGSTAR GALI: Well, I guess the initial question is does -- does the California State
5 Rail Plan have its own consultation guidelines? Because every agency, right, has --

6 STEPHANIE LUCERO: Don't -- don't mix them up, though, cause High Speed Rail --

7 MORNINGSTAR GALI: Okay. Sorry. Yeah.

8 STEPHANIE LUCERO: -- Authority is separate from Sustainable Freight Action Plan.

9 MORNINGSTAR GALI: It is separate. So in terms of the high-speed rail, and -- and both
10 the Sustainable Freight Action Plan, have there been consultation guidelines set in place and
11 have tribes been able to comment or contribute to those consultation guidelines?

12 STEPHANIE LUCERO: So in terms of Caltrans, and I'll -- I'll -- I'll let Lenora fill in this as
13 well, so California State Rail Plan and Sustainable Freight Action Plan are both state plans.
14 California State Rail Plan must follow the Caltrans consultation policy --

15 MORNINGSTAR GALI: So that is our consultation policy?

16 STEPHANIE LUCERO: -- and they are currently doing consultation on the California State
17 Rail Plan. Invitations were sent to tribes with the list that Native American Liaison Branch has
18 and that is updated through the American Heritage Commission, so the tribal chair people.

19 MORNINGSTAR GALI: Okay.

20 STEPHANIE LUCERO: But if you're interested, the flyer does have Andy Cook's contact.
21 You want to initiate consultation on that, you can. The Sustainable Freight Action Plan, because
22 it's an agency action plan, it's following the policies developed through California transportation
23 plan. We'll go with the freight -- all those other plans you might have seen; those all went
24 through separate consultation, so I don't believe you guys are doing an initial round of --
25 additional rounds of consultation, right because it's an agency directive plan?

26 TYLER MONSON: Yeah, not at -- not at this time.

27 STEPHANIE LUCERO: Okay. So if you have questions on that, Tyler would be the person
28 to help you through that process, for -- for high-speed rail consultation.

29 ALISA REYNOLDS: Consultation has been going on for several years with tribes in the -- in the
30 -- that overlap. Again, I'm not saying that the territory up from here doesn't overlap, but the map

1 -- the previous historically mapped territories of tribes. It's been going on for several years with
2 meetings in Fresno, in Gilroy, in San Francisco, in Los Angeles with tribes. So a lot of tribes are
3 now on the list and -- and part of the fact sheet is how to -- how to be on that list and, sort of,
4 how to continue. And it does -- double-check, if you follow this link on the bottom of that tribal
5 page, it's really helpful so it gives all the dates and the tribes and who is involved in, sort of, that
6 -- more detail than I'm able to verbalize here and then just super quickly -- and then in addition to
7 going out with tribal surveyors and tours with tribal people of the alignments and -- and then also
8 working with monitors coming up, so --

9 J. HAYWARD: But you say you don't monitor every site, right?

10 ALISA REYNOLDS: When you say site, every location, no. We monitor areas that are
11 considered archaeologically sensitive. So it's about half -- about half of the alignment, I would
12 say.

13 J. HAYWARD: So, you know, like, when I -- your turn. I explained this.

14 MALE SPEAKER: Go ahead.

15 J. HAYWARD: Just for the heck of it, I'm just going to throw a comment out here so this
16 doesn't seem redundant that we just keep talking about it. If I was to go and take an excavator up
17 to the -- where you got your family buried, you just start digging, you guys would probably freak
18 out, wouldn't you? That -- that's all I'm saying. I'm not saying -- I'm not looking this way going
19 -- that it -- that it would flip you out pretty bad, that's why this issue is so important to tribes. I
20 mean, you definitely wouldn't want me digging in your family's cemetery, correct? All right, his
21 turn. Sorry.

22 BILL GEORGE: It's a good one, though.

23 J. HAYWARD: You just throw that out there so people don't fall asleep.

24 BILL GEORGE: What I was going to say, Stephanie, again, you know, we talked about
25 non-recognized tribal people and we did say in there about you folks were going to go just to the
26 heritage commissioner and the information center and like Jim was saying, you know, there are
27 some tribal people that, like, don't ever, ever say anything about their culture side because of
28 confidentiality. We do put some information down there, but not, like, you know, we should.
29 And that's why this should be a -- a good consultation, like, you know -- like, us, we -- we're here
30 to hear and give information back to our leadership. So we take it back to the -- to the table as a

1 council and they make the decision on, you know, the issues of consultation. But we -- we -- you
2 enlighten them on all of the issues that went on, like today, then they may make a determination
3 on that. We don't do it, like, you know, individuals or just saying, yeah, the Pit River tribe said
4 this and that, because consultation to us is -- this here is, like, information to -- for the people and
5 that's what they stress a lot about when we go to these things to let you guys know that it's just an
6 informational thing and it's not actual consultation --

7 STEPHANIE LUCERO: Yeah, that a really good point you've brought up.

8 BILL GEORGE: -- because that's -- that's what they're governed on and then that's what
9 they stay on. When they do things for the agencies, they -- they have all of the yes and the no's
10 for the --

11 STEPHANIE LUCERO: So the two points I want to make sure I capture from that issue --
12 well, its transcript now -- is that first of all this is an informational meeting. This is to get the
13 information, take it back, start that discussion so that you're leaders, when they decide, if they
14 decide we want to consult on this, they have the information they need to speak with Caltrans or
15 High Speed Rail Authority on those issues. The other point that you made -- and I think this is
16 both for federally and non-federally recognized tribes is, again, with the cultural sites for the
17 high-speed rail program, it relies very much on sites that are identified in this inventory and
18 many tribes the federally -- non-federally recognized tribes, do not disclose those sites on paper
19 for fear of having them out there or because they just don't know they're there yet, which is the
20 other point that we made. So thank you for pointing that out. Any other comments on that?
21 You can go ahead.

22 J. HAYWARD: Well, I kind of had a question. How are -- how are you determining the
23 tribal -- you know, as you're going up the -- up the rail and you're in that, what do you do? Just
24 get in a certain tribal area and then you decide to start working with that tribe -- particular tribe
25 that's in that area or how are you going to, like, split that up as you're going along?

26 STEPHANIE LUCERO: So it sounds like what you're asking is specific to high-speed rail
27 and the high-speed rail system. As you move through the track system, how do -- how are you
28 guys going through your consultation and who you talk to and what if there's multiple tribes.
29 How are you handling this?

30 J. HAYWARD: Yeah, you're going to have overlapping tribes and tribal people that are

1 vying for the same area and stuff, so --

2 STEPHANIE LUCERO: And they might not agree.

3 J. HAYWARD: What's the process, I guess my question is? What's the process? How do
4 you do -- you just put out a comment letter and say, hey, we're coming in your area and so we
5 need to know what's there?

6 ALISA REYNOLDS: The first -- but this was years ago, yes, so the first part was the Native
7 American Commission list, which was their traditional list which hasn't been updated, so letters
8 sent to everyone on that list. Subsequent meetings over the last few years invite every -- it -- lots
9 of tribes feel that their area overlaps especially because I've been working more in the Southern
10 Bay Area -- so overlaps. So all tribes who say they want to attend the meeting, this would
11 include you guys, if you guys link on to this and say we are interested in consulting, then you
12 would be included in the areas that you say as far as information and being included in meetings.
13 So it's --it's being as inclusive as possible. I will say when you were mentioning sacred sites, that
14 absolutely is tricky because we -- the Authority understands that, like, tribes often don't want to
15 disclose where these sacred sites are, but sometimes they will privately because the reality is, is
16 if we're going to avoid them or do something, the authority, the engineers have to know where it
17 is. And honestly, some tribes in some areas don't want other tribes knowing where those sites
18 are, not just the authority, but they say we will tell you but we don't want these other tribes to
19 know.

20 J. HAYWARD: Yeah.

21 ALISA REYNOLDS: And -- and honestly that becomes a very difficult situation because we
22 want to be able -- because we're sharing with other tribes, other consulting tribes, where things
23 are and so that's a negotiation that goes forward and it's often a balance and -- and talking to
24 folks individually behind closed doors and saying okay, what are you concerned about? What --
25 what do you feel that you can disclose? What do you feel that you can't? And it's a very hands-
26 on process.

27 MORNINGSTAR GALI: So to follow-up on, you know, the -- the contact and the letters that
28 go out to tribes, for our tribe, and I know others, possibly, so if you're sending it directly to our
29 chairman, that doesn't mean that I'm going to necessarily see it. And so unless it is addressed
30 specifically to the cultural department, to the THPOS in the area for the tribes, so the -- the

1 request for consultation, that's, unfortunately, a big -- a big gap in communication. So if you are
2 requesting information that's culturally specific, you know, please list the THPO or cultural
3 department. And also the other -- just in terms of the outreach, I know this -- it came across at
4 one point, but for a California THPO list serve, we didn't get -- I sent them the -- the email this
5 morning, but it didn't go out on there and that's a good way in terms of -- of just being able to
6 properly outreach to tribes and I can provide that email directly. But it is -- it's listed on the state
7 park's website, California and it lists every single THPO within the tribe of California -- I mean
8 State of California, excuse me. There's 35 of them so that -- and then we have a list serve of all
9 tribes, you know, that have the THPO and that have cultural resource departments, so that that
10 information is shared between us.

11 STEPHANIE LUCERO: So recommendation for our other listening sessions is to contact
12 the THPO for March 25th San Diego and then if there's anyone who ordered, we are having a
13 webinar on the 29th so they'll be able to listen and provide comments for that as well.

14 MORNINGSTAR GALI: Sure.

15 STEPHANIE LUCERO: All right.

16 TONY HAYWARD: You said -- I'm sorry. I didn't hear that last part about the 29th.

17 STEPHANIE LUCERO: So you asked this question, so this is actually a good follow-up.
18 We have three of these listening sessions planned. Other than this dialog, which varies from the
19 attendees, the presentation part is the same for each of them.

20 TONY HAYWARD: Oh. Oh, I see.

21 STEPHANIE LUCERO: So we have another one scheduled this Friday in San Diego and
22 then we have a third one on March 29th in Sacramento. That third one will include a webinar
23 component. So if people can't make it in person, they can at least hear the presentations. They
24 can chat questions they have directly to our presenters and then they can send in comments via
25 email. They can also listen in to the comments during the dialog that if we won't be able to open
26 the lines as much, that we will offer the opportunity type in said comment, cause, you know --

27 TONY HAYWARD: Will the discussion start at noon, like today, or at 1 o'clock after lunch?

28 STEPHANIE LUCERO: Well, it will start at 1:00.

29 TONY HAYWARD: Cool. I might listen in. I'd like to hear what the other tribes have to say. I
30 bet it's very similar.

1 STEPHANIE LUCERO: And we are doing audio recordings of every single one of these
2 discussion periods, so we will get those transcribed into a written format and then I am also
3 working with two programs to do, kind of, highlights of the main points that we're capturing
4 here. So if you can't listen in, you'll be able to read the reports.

5 TONY HAYWARD: Okay.

6 STEPHANIE LUCERO: Okay, so we have about half hour. We talked -- I -- I don't want to
7 pull off the discussion. We are going to have a lot of discussion on that. I want to make sure we
8 have some discussion on Sustainable Freight and if there's some questions on that program or
9 plan, I guess, is the -- is a better way of putting it. And then if there's any additional follow-up
10 for the California State Rail Plan. So any questions or comments related to Sustainable Freight
11 Action Plan? We touched a little bit on the -- how they crossed over to the California State Rail
12 Plan.

13 HERB QUINN: I just seen on an earlier slide that they mentioned the TTP, Tribal
14 Transportation Plan and the TIP. So how does that connect with the tribal road department? I
15 mean, obvious it must be with Caltrans but how does that connect with tribal roads or whatever?

16 STEPHANIE LUCERO: So how does the Tribal Transportation Plan and the TIP connect
17 with the roads? Okay.

18 HERB QUINN: With the freight and all that.

19 STEPHANIE LUCERO: Do you want to take a stab at that first, Andy and Tyler can add on
20 to it.

21 TYLER MONSON: Well, I could say real generally, yeah, that's something that would
22 normally be covered in the freight mobility plan from Caltrans perspective. That's going to be
23 rolled up into this plan, so the question is pertinent. One of the things that we look at is
24 accessibility to the tribal lands and, you know, how those -- how those programs interface is
25 going to depend on the program, it's going to depend on -- the tribe and what -- what roads they
26 have in the inventory. But, generally, if a -- project is identified in the tip near a tribal land, then
27 accessibility to that roadway would be something we'd look at as far as ingress and egress on the
28 road. I'm not sure if that gets to your question, but --

29 HERB QUINN: Yeah, I'll have to think about that more.

30 STEPHANIE LUCERO: Did you want to add anything, Andy?

1 ANDY COOK: Well, just generally, I think just, generally, the tribal transportation plans
2 are -- are consulted. They provide input to the regional transportation plans. We -- we're
3 reviewing the Tribal Transportation Plans and, I mean, anything that ends up in a regional
4 transportation plan is -- is eligible for funding through the TIP program -- so in terms of the
5 general process.

6 HERB QUINN: So other tribes, they're putting these routes on their -- on their TIP or, I
7 mean, their -- their -- their transportation plan for -- it was, like -- like, in, I guess, in roads we
8 get, like, tribes that are cleaning portions of 299 and even 101 over on the coast. So I -- I don't
9 know, I just -- I'm just kind of wondering about that because we got a bunch of roads on our
10 inventory so I didn't know how that's --

11 STEPHANIE LUCERO: And I just want to clarify, you're -- you're thinking of the Indian
12 Reservation Roads Program.

13 HERB QUINN: Yeah.

14 STEPHANIE LUCERO: The -- the description of Indian reservation roads to the federal
15 program. Lenora, you had something to say.

16 LONORA: Well, I guess that was kind of the question that I had too. I think Andy mentioned
17 it in his presentation looking at tribal transportation plans and how they feed into the California
18 State Rail Plan. How are you -- how are you getting those plans, I guess, and then how are you
19 working with the tribes on incorporating components of the plan into -- into the -- of the tribal
20 plan into the State Rail Plan and then, I guess, you were kind of asking the flipside of that, are
21 the tribes trying to be consistent with the State Rail Plan in their planning effort. So, I guess, that
22 was the engagement question is one that I have and it might be early to be asking that because
23 you're just starting, but it's something that you might want to consider moving forward.

24 HERB QUINN: Yeah. Yeah so they'd be put part of the railroad system on there -- on
25 there as a route on our transportation plan?

26 LONORA: I haven't seen that yet, but I don't know if that's happening anywhere or any tribes
27 actually putting part of the rail system in their tribal transportation plans.

28 HERB QUINN: As a route or whatever.

29 STEPHANIE LUCERO: You know, honestly, I don't know for sure. I would suspect that if
30 it is happening, it's probably happening in San Diego, given their connection with some of those

1 -- there's a lot of discussion of accessibility and economic development related to those, but that's
2 something -- that's an action I would have to check into. See if tribes were including rail systems
3 in their tribal transportation plans. And I think an additional action, I mean, is -- is maybe we
4 can get some more clarity because that's really the question is how the Indian Reservation Roads
5 Program is speeding into the Tribal Transportation Plan which then goes into the California State
6 Rail Plan and how we get those plans and incorporate them. So I can't offer an answer, but I can
7 offer an action item that we'll get back to you on it.

8 HERB QUINN: Okay.

9 STEPHANIE LUCERO: Any other really good questions that we can maybe answer or get
10 back to you on? Cause that is a really good one. Andy, do you know how you guys are getting
11 the Tribal Transportation Plans or is that another action item?

12 ANDY COOK: That's an action item. This is -- to me, now, something they want to
13 consult when we're -- referenced when we're looking at developing the rail plan which is why I
14 wanted to mentioned. But in terms of, you know, what's in it and how we're going to engage,
15 that's -- that's a process we still need to work out. Thanks.

16 TYLER MONSON: If I could add something real quickly, you know, part of the way that the
17 state interfaces with the regional agencies is to coordinate on their long-range plans as well. And
18 I think that might be an area where different regions would approach that in different ways. I
19 think it would be the Shasta Regional Transportation Agency. And, as far as I know, they have a
20 pretty good relationship with -- with the -- the Redding Rancheria, as far as looking at your plans
21 and making sure they're up-to-date. And that would probably differ based on the area and the
22 relationship there. So, if -- that would be a good place to look at the Regional Transportation
23 Agency and make sure that they're considering the -- the plans. So that is something that the
24 state would look at and -- and oversee as if they're -- if they're using state or federal funds to do
25 that, so that -- that is a way that we could help that along a -- a little.

26 LONORA: And there has been a little bit of action on that as a result of the federal tip to
27 overly simplify it, the findings. The regional agencies are working to put together and to
28 document tribal transport -- tribal consultation plans to make sure that -- which those
29 conversations are happening in a meaningful way. So some regions do a little bit better than
30 others and they're trying to make that a little bit more consistently a positive conversation. So

1 there are ways that things feed in and we can follow up on them.

2 STEPHANIE LUCERO: Any other thoughts or questions? State Rail Plan or Sustainable
3 Freight specific? Any other questions that we haven't covered for everything we went over
4 today? There will be a little bit of Jeopardy music and then I might let you guys go early.
5 (Laughter)

6 TONY HAWYARD: It is electric, right?

7 STEPHANIE LUCERO: The high-speed rail?

8 TONY HAYWARD: Yeah.

9 ANNIE PARKER: Yes, fully electric, no diesel.

10 TONY HAYWARD: How long's it take to stop?

11 TONY HAYWARD: Well, so unlike a traditional freight where you only have the engine in the
12 front, each of the systems have engines within them and braking systems, so it actually brakes
13 very fast. The exact number I'd have to get back to you on, but, for example, in Japan back in
14 2011, when they had that terrible tsunami, earthquake, the Japanese high-speed rail's early
15 earthquake detection system kicked in right away and trains stopped within seconds of that first
16 P wave and there was no injuries. So they are designed -- because they do such high speeds --
17 and they're not pulling freight, freight's extremely heavy, so you can imagine. Since they're
18 designed for the high speeds, they do have engines in each cart -- cart -- each car along with the
19 braking mechanisms.

20 TONY HAWYARD: I mean, I'd imagine inertia has something to do with it. Like, you couldn't
21 just go wham and stop real fast.

22 ANNIE PARKER: You hit the brakes.

23 TONY HAYWARD: Splat the guy into a pancake.

24 ANNIE PARKER: Yeah, I know. We -- I mean, when we -- so when we are getting closer
25 into urban areas certainly we'll be slowing down. You know, we're not barreling into San Jose,
26 going 220 miles per hour. So we're definitely going to slow down and that will help us when we
27 get close to stations, but when we're going 220, we do not anticipate having to slam on the
28 brakes, as it were. However, if something happened, something happened to the track, that
29 positive train control would recognize that and slow the train down safely.

30 TONY HAYWARD: Just one more quick little question, do they have like fences or something

1 out there?

2 ANNIE PARKER: Yeah, it's going to be -- so not only is it fully grade separated and that
3 means going up on bridges or that means going down below in tunnels, but in areas of the valley
4 where we are going to be at grade, there will be fencing.

5 TONY HAYWARD: Right. Say, for instance, out there in Susanville and you got the antelope
6 running, you are not just fly right through cows and antelopes flying and -- no?

7 ANNIE PARKER: That antelope wouldn't even know what hit it.

8 TONY HAYWARD: I know, I hear you.

9 ANNIE PARKER: No, we are -- we are working to get fully grade separated and particularly
10 we're trying to avoid areas where there is a lot of animals and mitigation areas. But where we
11 absolutely can't do it, we're trying to build areas so animals can get past without having to feel --
12 you know, without having to have that interaction with the fence there. But we are trying to
13 avoid that wherever possible.

14 TONY HAYWARD: When is your completion date?

15 ANNIE PARKER: So, right now, we're looking at L.A. to San Francisco by 2029. That's
16 non-stop high-speed rail service. The extensions from Merced to Sacramento and L.A. to San
17 Diego, right now we don't have a timeframe associated with them because we don't have funding
18 identified for them and we have to finish Phase 1 first.

19 TONY HAYWARD: '29, huh? That's cool.

20 ANNIE PARKER: 2029. Mark your calendar.

21 TONY HAYWARD: That's cool.

22 STEPHANIE LUCERO: Any other questions? Everything you wanted to know about high-
23 speed rail, State Rail? Freight. All right. So with that, then I am -- if you guys are okay, we're
24 going to wrap up for today. All right, so major things we clearly heard is, without reciting what
25 you guys presented, but in terms of the comments, we've heard that there's -- there's really a need
26 to, particularly in this area, to focus on some environmental -- potential environmental impacts,
27 and ongoing environmental impacts, in terms of derailment, assessing safety and looking at the
28 transportation of hazardous materials. There's recommendations that we heard in terms of
29 looking at how -- building the infrastructure, maintaining the infrastructure, assessing whether
30 lines need to be built up in certain areas, particularly for these -- for this community, is to assess

1 what impacts there could be in terms of headwaters, water contamination, derailment, looking at
2 whether or not there's the ability to access those areas and for emergency response in the event
3 that a derailment happens, timing and maintenance to prevent a derailment from happening.
4 So, clearly, there's a lot of situations going on in terms of the infrastructure and the operations of
5 trains. Some of it state rail, some of it in terms of coordination with the regional operators.
6 We've heard a lot of discussion in terms of high-speed rail and the consultation process. We've
7 identified a number of different gaps in terms of the identification of areas where sites need tribal
8 monitors and one of the recommendations is to just put a tribal monitor at any of those sites
9 where the ground is going to be excavated or there's going to be any ground movement and that
10 is to really oversimplify it, but we do have all notes.

11 There was a reference to put on the record as the positive -- positive train control. It -- there was
12 an acknowledgement that the consultation for that in this state didn't really follow the normal
13 procedures because of the government shutdown and so there might be overarching impacts to
14 that in terms of how that impacts tribes and whether tribes had some role in those discussions.
15 We heard a lot about rail maintenance, timing. We heard a lot of concern about ensuring that, in
16 terms of consultation, that we're looking at non-federally recognized tribes and identifying a
17 couple factors, particularly one. Tribes don't necessarily identify on paper where the sites they
18 are important of. They may not know where the sites are important. There are both federally
19 and non-federally recognized tribes and the identification of the Most Likely Descendant is not
20 really clear and that's still being developed by the American Heritage Commission, so we can't
21 rely solely on that if we want to make sure we're talking to the right people.

22 In terms of different information we can provide, next I think we'll probably do a little more
23 discussion of state rail plan, the visioning process, how the inter-regional operators organize with
24 that, how that develops options of investments and recommendations and then the
25 implementation really happens on the regional level and help tribes connect with those folks and
26 that in terms of action items, we're going to -- and when I say we, I'm totally meaning the
27 imperial way -- Caltrans, we'll look into how the Indian Reservation Roads Program feeds into
28 the Tribal Transportation Plan and how those plans are getting to the -- the California State Rail
29 Plan, as part of that analysis, and then how they're getting those plans, how they line up, how that
30 discussion is happening and we will do transcriptions of our recording and we will post those on

1 the website, if you're interested in consulting on the California State Rail Plan, please take that
2 flyer that has the timing, contact Andy Cook.
3 If you're interested in any of the materials or comments for high-speed rail or Sustainable Freight
4 Action Plan, both of those programs' websites are on the bottom of that sheet and so you can
5 contact those folks through that, or grab them here and get their cards. So with that, I just want
6 to thank all of our presenters, all of our attendees, thank you all for joining us and traveling
7 through the rain. Thank you again. I can't say enough thank you to Redding Rancheria for
8 hosting us, feeding us, watering us, caffeinating us and thank you for Native American Liaison
9 Branch and our lovely mic-holder, Bennie Lee and our moderator, Lonora. So thank you
10 everyone, travel safely and we will keep in touch. Thank you.

11 [END]

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