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2018 CALIFORNIA STATE RAIL PLAN 2018

TRIBAL LISTENING SESSION

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AECOM

MARCH 31, 2016

AECOM

2020 L STREET

SACRAMENTO, CA 95811

TRANSCRIPT

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4 **Introductions and Welcome:**

5 STEPHANIE LUCERO: All right. Well, it is now 10:05 AM. We have a nice full room
6 now and we have a number of folks on the phone line. We have Margaret Park, Stephanie
7 Stoermer, A. Woodward, and we're going to do around the room introductions for those here.
8 My name again is Stephanie Lucero, Center for Collaborative Policy.

9 YANNA BADET: My name is Yanna Badet. You'll see my name up on the panelist link and
10 with AECOM and we're supporting with the community engagement on this plan.

11 ANDY COOK: My name is Andy Cook. I'm the project lead for the California State Rail
12 Plan with Caltrans.

13 MARK BARRY: I am Mark Barry with Caltrans. I'm helping with the State Rail Plan.

14 BENNIE LEE: Bennie Lee, Caltrans Native American Liaison branch.

15 LARRY RILLERA: Larry Rillera with the California Energy Commission.

16 STEPHANIE PEREZ: Stephanie Perez with the Federal Railroad
17 Administration.***(inaudible 00:01:03) contractor.

18 ROBBIE MORRIS: Robbie Morris, California Resources Board Sustainable Freight Branch.

19 ALLYSSA REYNOLDS: Alyssa Reynolds, High Speed Rail.

20 SARAH ALLRED: Sarah Allred, Cultural Resource Manager and Tribal Liaison for the
21 California High Speed Rail Program.

22 BECKY FRANK: And I'm Becky Frank with Caltrans.

23 TYLER MONSON: I'm Tyler Monson with the Caltrans Office of Freight Planning.

24 CHAD RIDING: Chad Riding, Caltrans Native American Liaison branch.

25 STEPHANIE LUCERO: So I am actually going to pass it over to Becky Frank who will
26 give her introductions and description of what we're doing today. As I mentioned, a little before
27 we officially started, we are recording these sessions and links to the audio and PowerPoints will
28 be available on the Cal State California State Rail Plan website which you should have on your
29

1 flyers, but we will send another reminder through our various email contacts. So with that,
2 Becky?

3 BECKY FRANK: Hello, I'm Becky Frank. I am a Senior Transportation Planner with
4 Caltrans. I'm currently on rotation from the Caltrans District 4 Oakland office to be the assistant
5 to our division chief of transportation planning in Sacramento. Welcome everyone to this
6 session. This listening session was coordinated to offer tribes an opportunity to hear about and
7 provide input on the California State Rail Plan, the 2018 state rail plan. This is the third and
8 final session of three sessions that have been held. And this session is going to be recorded as
9 has been noted for later viewing, and people can still continue I assume to submit questions
10 after this session if they view the webinar.

11 Caltrans and the High Speed Rail Authority coordinated to provide information on ongoing
12 efforts that are related to our California State Rail Plan and this was done in response to requests
13 that Caltrans and related programs coordinate their outreach efforts together. The presentations
14 and agency personnel speaking today are from programs related to the 2018 rail plan and they
15 include the Caltrans because we're developing a rail plan and the High Speed Rail Authority.
16 And we have

17 STEPHANIE LUCERO: We also you might have this is Stephanie Lucero again. You
18 might have heard from a couple different departments, California Energy

19 BECKY FRANK: Yes.

20 STEPHANIE LUCERO: Air Resources Control Board, those are various partners with the
21 California Sustainable Freight Action Plan

22 BECKY FRANK: Uh huh.

23 STEPHANIE LUCERO: which you'll hear about in more detail from Tyler Monson.

24 BECKY FRANK: Yes. So would you like to go over the agenda review or do we've
25 already done introductions?

26 STEPHANIE LUCERO: We have done introductions around the room. Our agenda will
27 follow that we will start with the presentation on the California State Rail Plan. We will check
28 on the chat if there's any questions related to that presentation, then we will do our presentation
29 from California State California Sustainable Freight Action Plan. If there's any questions with
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1 that, we'll check the chat and then if necessary open up the question and answer function and
2 then following that will be our presentation from California High Speed Rail project and again
3 we'll answer any questions we receive via chat and as necessary open up the chat function.
4 At that point we will take a recess from 12:00 to 1:00. If there's those that would desire to have
5 additional comments or feedback, we'll be reconvening at 1:00 p.m. and we'll open up the line
6 and take any questions and answers during that time. So with that, I would like to introduce
7 Andy to do his presentation on the California State Rail Plan.

8

9 **ANDY COOK presented on the California State Rail Plan.**

10 ANDY COOK: Okay. Again, my name is Andy Cook. I'm with Caltrans Division of Rail
11 and Mass Transportation project lead for the California State Rail Plan. Thanks for this
12 opportunity to provide more information about the rail plan. I'll be providing an overview of
13 what the rail plan is, why it's important and how it's coordinated. I'll also be addressing public
14 outreach for the rail plan in our engagement with tribes.

15 (00:05:00)

16 ANDY COOK: So Caltrans has initiated development of the next rail plan which will be
17 completed by 2018. Planning for the rail system is very different than our other planning efforts
18 for streets, roads and highways in that the infrastructure is primarily owned by the private freight
19 railroads. The rail plan effort is represents a fairly complex planning process that requires
20 close coordination with various private and public stakeholders in the rail industry and other
21 groups as well as coordination with other plans and programs.

22 I'm going to start out talking about how where the rail plan fits in the overall transportation
23 planning and funding process and generally how it's coordinated. The rail plan that Caltrans
24 prepares is one of a series of individual plans that are prepared with input from the California
25 Transportation Plan. That's a statewide policy document for transportation that shapes and
26 informs development of regional transportation plans which included a list of projects that are
27 proposed for funding. All these various documents provide a basis for funding projects through
28 the state and federal funding programs which are represented on the various boxes on the right
29 hand side of this graphic. In terms of coordination, we receive a lot of comments from tribes

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1 about high speed rail and how that relates to the rail plan, so I want to speak to the relationship
2 between the rail plan and high speed rail. The California State Rail Plan again is prepared by
3 Caltrans as a strategic planning document for the entire freight and passenger rail network. The
4 rail plan is a strategic document and identifies projects, but specific implementation, decisions
5 and actions are generally deferred to individual rail operators which include the California High
6 Speed Rail Program. High speed rail is governed by the California High Speed Rail Authority
7 which develops a business plan for the High Speed Rail Program. The rail plan references and
8 reviews the business plan for high speed rail which is incorporated into the rail plan and then the
9 High Speed Rail Authority is responsible for project development and construction actions as
10 well as project specific environmental reviews through CEQA and NEPA and then cultural
11 resources preservation considerations and California high speed rail staff is here today to provide
12 more information about those activities later on our agenda.

13 So now I'm going to talk specifically about the rail plan. This document is important to the state
14 in that it establishes a vision for prioritizing state and federal investment in the passenger and
15 freight rail network in the state. We prepare this document every four years to provide a basis
16 for capital project funding for the Federal Railroad Administration as well as other statewide
17 strategic and policy planning. We prepare this document based on Federal Railroad
18 Administration guidance, the highlights of which include development of a rail investment
19 program that's broken down into a short term program with a four year time frame described on a
20 very project specific level. Those are projects that are in the pipeline and being proposed for
21 funding and then the rail investment program also includes a long term vision program described
22 in a more general corridor level.

23 An important part of the rail plan is also the development of a program effects analysis required
24 by federal guidance. This is an evaluation of the long term effect of investment in the rail
25 network and that includes an analysis of economic, environmental and community effects.

26 A new and very important part of this next rail plan will be the incorporation of output from the
27 state's Network Integration Strategic Service Plan which is a passenger rail planning initiative
28 being coordinated by Caltrans with the California State Transportation Agency. This rail plan
29 will go beyond past rail planning efforts which were primarily focused on identifying separate
30

1 investments for freight and individual passenger rail corridors to identify a statewide network
2 that integrates high speed, conventional intercity, connecting intercity bus and commuter rail
3 with time connections at hub transfer points and careful consideration of connections to local and
4 regional transit systems.

5 The expected output of the network integration planning process is illustrated conceptually in
6 this graphic here. The state's integrated network is represented by the red lines which could
7 include high speed or conventional intercity routes. And I also want to highlight the fact that this
8 conceptual network includes overlap between different kinds of services on this this shows
9 commuter rail

10 (00:10:00)

11 ANDY COOK: and the intercity rail network. This is important because an assumption
12 of the network integration planning process is that ticketing and marketing for intercity rail
13 services will be also integrated allowing trips in the corridor to be made by different types of
14 trains if there's an option to do so.

15 So an integrated network will allow travel by rail across the state in a way that's not possible
16 today. The market analysis that's been done for the network integration planning process looked
17 at the potential ridership gains for intercity rail assuming that the high speed rail network high
18 speed rail system was implemented and tied to the existing intercity rail network and there's a
19 comparison done between the baseline network that would not include high speed rail and a
20 network including high speed rail, including all phases of the high speed rail network. And as
21 you can see, what we're projecting is that the ridership gains of an integrated network with high
22 speed rail included as basically the backbone of a statewide system are quite significant so
23 network integration will be an important part of this planning process and we expect a lot out of
24 this. And there are local, regional and statewide gains associated with development of an
25 integrated network.

26 Okay. So I'm going to talk about the freight control and of the rail plan. As you will hear about
27 later on this morning, Caltrans is involved in a multiagency effort to prepare a Sustainable
28 Freight Action Plan in response to an executive order from the governor. That planning effort
29 which is underway provided an early opportunity for the state to more clearly define its policies
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1 for investing in rail freight infrastructure that will be carried forward into the rail plan for further
2 vetted and reviewed. And the policy framework that's been identified so far is summarized here
3 and will go through the different focus areas that we're looking at for rail freight as a part of the
4 Sustainable Freight Action Plan and of the rail plan also.

5 The first focus area is trade corridor improvements. That basically includes capacity
6 improvements in high priority freight corridors, particularly dense corridors with passenger and
7 freight traffic where there may be an opportunity to completely separate freight from passenger
8 rail traffic. The next focus area is economic development and short lines, looking how we can
9 expand access to existing industries and provide new access to important California industries
10 that aren't currently served, agriculture, wine industry, potential areas where we can provide
11 more freight access among others, regional equity for grade crossing improvements. Grade
12 crossing improvements are important for safety, but they're also important for, you know,
13 eliminating conflicts with freight trains and improving operations for freight traffic. Caltrans
14 administers its own grade crossing programs. We'd like to look at ways where we can expand
15 those programs and provide more freight grade crossing improvements across the state.
16 Terminal and yard capacity, so near dock, on dock or near dock rail terminals to eliminate
17 truck trips and pollution in ports then short haul shuttles which are related providing rail service
18 between ports and inland distribution centers to try to remove truck trips from key freight
19 corridors and congested urban areas.

20 So I'm now going to talk about outreach. Given the relatively ambitious nature of the rail plan in
21 terms of coordination and integration of statewide services, we have identified or we've
22 developed an outreach plan where we feel like it's fairly a fairly robust one. And our process
23 actually kicked off with presentations to the Caltrans Native American Advisory Committee on
24 August, November and again this month. Earlier on this month we have established a
25 stakeholder advisory committee for the rail plan which includes representatives from Northern,
26 Central and Southern California tribes. We've also been holding Native American listening
27 sessions. We had meetings last week in Redding and San Diego

28 (00:15:00)

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1 ANDY COOK: in addition to this meeting and the statewide webinar. We've extended
2 an invitation for early consultation on the rail plan and then we will be extending an invitation
3 for formal consultation on the rail plan prior to release of the public review draft early next year.
4 We've also launched a website for the California State Rail Plan Project,
5 www.californiastaterailplan.com. We tend to use the website as a portal for providing
6 information about the project. I'd like to note that there is a Native American outreach section
7 on the website where we intend to provide documentation of the comments we hear from tribes
8 about their needs and issues that are addressed in the rail plan. The website provides an
9 opportunity to provide comments on the rail plan and there's also an email address that we've set
10 up, Railplan@dot.ca.gov that you can use to provide comments to us in writing.
11 So the last rail plan was completed in 2013. The issues that we heard at that time from tribes that
12 we intend to revisit as part of this rail planning process are summarized here. What we've heard
13 from tribes in the past is that they would like to see early coordinated coordination and
14 consultation of our planning activities. This outreach process has been set up to accomplish that.
15 Protection of culturally sensitive sites is important when we're talking about planning for the
16 future rail network and new rail lines. Access to passenger rail service is important.
17 Connection with Native American lands needs to be considered. Coordination with Native
18 American transportation plans, we've heard that we should consult with the transportation plans
19 that are being developed by the tribes. We should provide more information about the
20 interaction between high speed rail and the rail plan and then environmental concerns. The rail
21 plan will include a tribal section tribal Native American section that will talk about the
22 needs of tribal communities and how the rail plan can address those needs and issues.
23 We released a public survey for the rail plan which was open between January and March of this
24 year. We received over 2100 responses including several responses from tribal representatives.
25 The key themes we heard in the in the survey so far include that rail is important for
26 commuting. The most popular rail systems are BART and Amtrak which points to the need to
27 coordinate connections between intercity rail and regional transit systems. People like to use
28 rail because it's convenient, they can work on the train and it's a generally enjoyable experience.
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1 Train schedules are not convenient currently. Expanding coverage is the most improvement we
2 can make and grade separations should be the highest priority.
3 Now, I'm going to talk about the schedule for the rail plan or next steps. We're currently in the
4 middle of the visioning process and the technical analysis for the rail plan which we expect to
5 complete early this summer. The plans coordinated with the high speed rail business plan which
6 has been released for public review and that'll be completed in May of 2016. We expect to
7 develop and review the draft rail plan over the course of this year and release a public draft
8 document in March of 2017. Public comment period for the rail plan will be open between
9 March and April of 2017. We'll make revisions to the draft and review the document with our
10 federal and state partners after that point and expect to complete the rail plan by early 2018,
11 possibly earlier if there's an opportunity to do that.
12 So at this time, staff is available for questions and my contact information is available on the
13 next slide.

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

15 STEPHANIE LUCERO: So we don't have any chat questions thus far, so what we'll do is
16 we'll open up the line. We had a few people that just joined us. For those that joined us during
17 Andy's presentation, we are keeping the line muted during the presentations, but we're about to
18 open up the line and if you have any questions, just speak up and let us know what those
19 questions are and we'll answer them to the best of our ability.

20 YANNA BADET: I just unmuted everyone.

21 STEPHANIE LUCERO: So the lines are now open, do we have any questions from the
22 webinar?

23 (00:20:00)

24 YANNA BADET: And if you don't feel comfortable speaking, you can also use the chat
25 function or the Q&A function at the top of the panel of the webinar. You're most welcome to do
26 that. Even if you have thoughts during the presentations, just feel free to use those functions and
27 share your thoughts and they'll be recorded and responded to as soon as we can. Let's continue
28 with the presentation then.

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1 STEPHANIE LUCERO: Yeah. So since we have no questions on the line, we'll continue
2 with our next presentation from Tyler Monson, the California Sustainable Freight Action Plan.

3 BECKY FRANK: I'm going to go ahead and mute once again. Okay. Here we go.

4 **Tyler Monson presented on California Sustainable Freight Action Plan.**

5 TYLER MONSON: Hi, my name is Tyler Monson. I'm with the Office of Freight Planning at
6 Caltrans. I'm here today to present on the California Sustainable Freight Action Plan. The

7 presentation materials today have been abridged from our public presentation that we made

8 back in January and February, but the full presentation is available both here today and on the

9 website, it's listed here on the first slide. We also have other agency staff, Larry Rillera from

10 California Energy Commission and Robbie Morris from the Air Resources Board who can

11 answer any questions about any activities that they're providing for the for the plan.

12 The freight transportation and supporting industries are incredibly important to California's

13 economy. They make up one third of the state's economy and activity in the sector's only

14 growing. At the same time, many laws and directives address greenhouse gas reductions in the

15 state as a whole. It's with this in mind that Governor Jerry Brown issued executive order B 32 15

16 in July of 2015, identifying a transition to a more efficient and less polluting freight

17 transportation system as an important policy objective for the state of California. The executive

18 order calls for development of an integrated action plan by July which must establish targets

19 including state policies, programs and investments to meet the targets and include corridor

20 level freight pilot projects that will demonstrate progress towards a sustainable freight transport

21 system.

22 The entities included in creating this plan are the secretaries for transportation, environmental

23 protection and natural resources, accompanied by the Department of Transportation Air

24 Resources Board, the Governor's Office of Business and Economic Development and the

25 California Energy Commission. During today's presentation we'll cover the process and the next

26 steps for creating a plan and bringing it to fruition.

27 So collectively, the documents shown on this slide represent policies of the agencies that're

28 included in the production of the plan. Various aspects are covered in each one of these plans.

29 It's clear that an integrated approach is needed to take transportation freight transportation to

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1 into the future. On some of the some of the key documents on this slide are the safeguarding
2 California, reducing climate risk which deals with climate change and resiliency. The California
3 Freight Mobility Plan which deals with infrastructure and many aspects of the freight supply
4 chain, the Integrated Energy and the Integrated Energy Progress Report which deals with
5 bringing alternative fuels into the state's system and among many other things and the pathways
6 to sustainable freight, pathways to zero emission and near zero emission freight operations.
7 We see the action plan as a first step in a multi-decade iterative approach by which we revisit the
8 progress we've made and add to and change our strategies as needed.

9 This slide identifies some of the process that we've had so far. We have an extremely accelerated
10 schedule starting last July and ending this coming July. But throughout the process, getting
11 feedback from our stakeholders including you today is a critical part of the action plan
12 development process. And since July, we've met with a broad group of stakeholders including
13 the California Freight Advisory Committee which includes representatives from ports, rail,
14 trucking, the various associations, tribal members and environmental organizations.

15 (00:25:00)

16 TYLER MONSON: In addition, we've convened a workgroup of freight experts from
17 academia, industries, environmental and government groups. We were tasked with identifying
18 freight efficiency strategies to improve the ability and move cargo with less environmental
19 impact. Agency staff anticipate releasing a draft of the document later on this spring, and
20 continuing on to transmit to the governor's office in July.

21 We anticipate the draft action plan will include the following components; the 2050 vision in
22 guiding principles which established a long term vision for California's future freight transport
23 system and the guiding principles for how we get there; targets for 2030 to guide the state's
24 progress and potential state agency actions to help achieve progress towards the 2030 targets. In
25 addition, the agencies are working towards demonstrating on the ground progress towards freight
26 transport system transformation through a set of pilot projects which will be presented today also
27 later on in the presentation.

28 So this slide represents the draft vision for the plan. A multiagency team has developed this
29 statewide vision for the sustainable freight transportation system and guiding principles will help
30

1 prioritize state resources to support the actions. The main components of the of the vision are
2 that we are going to modernize the freight system, essentially transforming it, integrating in as
3 much as possible and providing for climate change resiliency. Also prioritizing for zero
4 emission equipment wherever feasible and near zero emission equipment everywhere else.
5 Through the multi industry work and outreach we've conducted, we've developed several draft
6 targets for 2030. The first is a system efficiency target which establishes a goal of 25 percent
7 efficiency by 2030. This is consistent with Caltrans' goal of 10 percent system efficiency by
8 2020. We believe if we're able to meet the 2020 goal that an expanded implementation of
9 actions that get us there can lead us to the 25 percent efficiency by 2030. Also there's a
10 technology target that reflects ARB's objectives in the pathways document for zero and near zero
11 emission technologies. The 100,000 figure anticipates the multiple types of vehicles and
12 equipment capable of operating with zero emissions will be in California's fleet by 2030. The
13 economic target reflects GO BIZ's continuing work with the freight industry to promote growth
14 and to clearly identify the potential cost and benefits of proposed state actions in the industry
15 sector.

16 So the next few slides deal with the metrics that we're using in for the system efficiency metric.
17 The staff is considering the metric the equation shown here which gross domestic product is
18 over CO2 equivalent, which is really a proxy for greenhouse gas emissions. The metric
19 considers the values the value of goods and services relative to the amount of greenhouse gases
20 that it produces. It was it was designed to acknowledge the role of business profit margins and
21 promote low carbon economic growth in line with the state's carbon goals. You know, in the
22 past, GDP and greenhouse gas emissions have been closely correlated as freight is moved
23 throughout the state. Traditionally it's been diesel fuel has been the most common fuel used.
24 Our goal is to decouple the freight economy from this reliance on that particular fuel and also
25 to move more freight using existing infrastructure. Through the use and through the use of
26 more efficient vehicles and system efficiency, we'll hopefully be able to build capacity through
27 those efficiencies rather than putting more shovels in the ground.

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1 To measure progress towards the technology target, staff would use vehicle and equipment
2 counts, tracking both zero and near zero emission freight technologies as they're introduced into
3 service across the various freight vehicle and equipment sector shown here.

4 (00:30:00)

5 TYLER MONSON: And we're not just talking about trucks, we're also talking about cargo
6 handling equipment, forklifts, locomotives, oceangoing vessels that dock at our ports,
7 refrigeration units and of course the everybody thinks of when they think of moving freight is
8 trucks on the roadway. We collectively, the staff involved in the in the development of the
9 plan has identified over 70 potential actions to be included in the plan. And while not every
10 measure will advance all three target priorities, this sweep of agency actions taken as a whole
11 will.

12 Many of these carry over from existing plans and others are new concepts based on our review of
13 gaps in the state's existing strategies and from outreach conducted so far. The concepts are
14 various levels of development somewhere in the research phase, some are ready for
15 implementation and still others are part of the core activities of the agencies involved.

16 The actions included in the in the state or in the California Sustainable Freight Action Plan,
17 as I said there's over 70 actions; I'll spare going through each one of them and instead address
18 these broad categories. The first is actions to increase system efficiency using ITS connected
19 vehicles and other solutions including congestion reduction and broad coordination. The next
20 is accelerating the use of clean vehicle and equipment technologies. This can be done either
21 through incentives, mandates, or general encouragement of the adoption of new technologies.

22 Next is focusing infrastructure planning and investments on providing modern freight corridors,
23 and this involves not only providing new sources of energy, but also the infrastructure needed to
24 access that energy and bring it into the freight system. Finally, local economic and workforce
25 development opportunities will be explored wherever possible to bring a new workforce inline
26 that can operate the new vehicle technologies and energy sector needs for the freight system.

27 So staff through the outreach process received over 50 pilot project ideas for review this past
28 November. In order to meet the objective set by the executive order, the state agencies looked at
29 the ideas we received for their potential to achieve measurable progress towards the freight
30

1 targets. Their system transformation and innovative potential and opportunities providing
2 for providing integrated state agency support were also considered. Submitted ideas inspired a
3 preliminary list of five pilot project concepts representing a cross section of the state. The state
4 agencies will continue developing these as time goes on and we'll coordinate further after the
5 plans adopted to implement the pilot projects.

6 I'll go over briefly the five pilot projects we're presenting today. The first concept is a food
7 consolidation distribution hub in Northern California. This really deals with the consolidation of
8 the agricultural supply chain and opportunities to do make those deliveries with clean truck and
9 rail. The next concept is a set of strategies for addressing urban freight delivery in the Bay Area.
10 These strategies include a program to shift deliveries to off peak times, providing collaborative
11 logistics, providing truck parking and charging within the urban area and potentially using cargo
12 bicycles for the last mile of delivery. That project would also incorporate local workforce and
13 job development opportunities.

14 The next is a dairy biogas production and fueling facility for freight trucks in the San Joaquin
15 Valley. This concept involves construction of new dairy digesters and renewable compressed
16 natural gas fueling stations to convert dairy biogas into renewable compressed natural gas for use
17 by the freight fleets that are actually delivering those goods.

18 The next concept is the development of a truck only lane in Southern California to facilitate the
19 use of advanced technologies. This lane or

20 (00:35:00)

21 TYLER MONSON: set of lanes would include intelligent transportation system systems
22 and connected vehicle technologies that explore incentive incentives to increase zero and near
23 zero emission trucks wherever possible. Finally the last concept is a dedicated clean truck fast
24 lane at the U.S. and Mexico border to reduce the miles long queue of trucks waiting to enter
25 California at the border.

26 State agencies anticipate gathering additional information about these pilot projects through
27 coordination with the people that have submitted them and also areas throughout the state where
28 they might be implemented. The agencies will also evaluate potential opportunities to
29 incorporate zero, near zero emission vehicles and intelligent transportation systems wherever
30

1 possible. Finally, we'll identify state agency actions that can be used to help make progress
2 on these pilot projects.

3 Assessing the economic impact of the actions of the plan is a vital component. We're
4 anticipating using a two-step process to assess the impacts. The first is looking at the cost and
5 benefits of individual actions of the plan and the second is to look at broadly how those actions
6 taken as a whole will affect the state's economy. So I want to quickly revisit the process and
7 timeline slide. Our next step is the release of the draft plan in the spring of 2016, you know,
8 later in the spring I should say because we're already there.

9 I think in terms of coordinating with tribes, we can we'll send out consultation letters to allow
10 the opportunity to consult from this point on 'til 'til the draft plan is completed. We're
11 anticipating submitting the final plan to the governor's office in July 2016 and after that point
12 working on implementation, reviewing and adapting the plan for the future. So I've included a
13 screenshot of our website here. This is a place where you can see some of the documents
14 that have gone into the plan, see some workshop materials from our workshops in January and
15 February and this will also be the primary location where the document can be downloaded and
16 viewed and also comments could be submitted during the comment period, which we're
17 anticipating will be in in May of 2016. So with that, we're available to take any questions and
18 thank you.

19 **California Sustainable Freight Action Plan Questions & Answer Session**

20 YANNA BADET: Thank you, Tyler. We're going to un mute all the attendees again to see if
21 we have any questions on the phone. Everyone's un muted, if you have any questions please ask
22 them now or use the chat function or the Q&A function if you prefer.

23 STEPHANIE LUCERO: Just as a reminder to our attendees, if you have muted your phone
24 on your end, you will need to un mute that so we can hear your questions. Tyler, while we're
25 waiting to hear any questions, do you have an estimate on when the draft plan roughly might
26 come out?

27 TYLER MONSON: We're looking at the end of April.

28 STEPHANIE LUCERO: End of April? Okay.

29

30

1 YANNA BADET: I don't see any comments besides another computer to the room (inaudible
2 00:38:53).

3 STEPHANIE LUCERO: Okay. So we do not have any questions on the line. Again just as
4 a reminder, please feel free to use the chat or Q&A function. We will be closing the line again
5 and we will open it up again after our next presentation. So next on our agenda is Sarah Allred
6 with California High Speed Rail Project and Annie Parker.

7 **California High-Speed Rail Project: Programmatic Agreement for compliance with Section**
8 **106 of the National Historic Preservation Act.**

9 STEPHANIE LUCERO: That's perfect, you're close to the line there.

10 ANNIE PARKER: All right. Sorry, I was a little late to the meeting. My name is Annie
11 Parker. I'm with the California High Speed Rail Authority. I am with the Office of
12 Communications. I'll be providing a quick overview on an update of the High Speed Rail
13 Program and then I'll turn it over to my colleague, Sarah Allred, to talk about some of the tribal
14 issues.

15 So first slide please. So high speed rail around the world, this is not a new concept to have high
16 speed rail, it is in the U.S., but not around the world. There's 12 countries with high speed rail.
17 One of the big numbers

18 (00:40:00)

19 ANNIE PARKER: I like to point out is there's 1.6 billion annual passengers that take high
20 speed rail around the world and it's actually been around for a long time. It was introduced in
21 Japan in the 1960s and they continue to build onto their lines. As a matter of fact, I believe they
22 just built a line in the island of Hokkaido recently, so they keep expanding their system. So also
23 why high speed rail in California? So it one of the things it's going to do is it's going to help
24 curb congestion in some of our most populated areas of the state. So LAX and SFO is one of the
25 busiest short haul markets in the state. It's one of the one in five flights out of the Bay Area
26 heads to L.A. There's a lot of delays that come up with that. It's a very popular area and then
27 some of our top congested urban areas in the U.S. are located in California.

28 We're accounting for a population growth, we're looking at we're estimated to reach about 50
29 million by 2050 and that doesn't include all the millions of tourists that come to California every
30

1 year that, you know, right now there's not an easy way to get between the Bay Area and L.A.
2 High speed rail also helps us meet the state's pretty ambitious air quality and sustainability goals
3 such as AB 32 and SB 375 by getting people out of their cars and out of planes, and then the
4 alternatives are costly. So to continue building on the existing infrastructure such as double
5 decking freeways, adding lines of freeway, adding airport runways, terminals, those are all very
6 expensive systems and ours is relatively cost effective compared to that.
7 So right now you're looking at an overview of the High Speed Rail Program, and Phase 1 is 520
8 miles, we're actually under construction right now. That's from the San Francisco area to the
9 L.A. area and then Phase 2 are extensions to Sacramento and San Diego. We also have an
10 extension that is proposed with Express West which is a private high speed rail firm that's
11 looking at connecting L.A. and California. So when you look at this map and you look at how
12 big it is and where we'll be touching as Andy pointed out, there's a lot of connections that need to
13 be done to make sure that this backbone of passenger rail in California connects with existing
14 systems so it's useful for everybody.
15 So here's what's going on in the in Northern California. We are working on environmentally
16 clearing from San Francisco about to the Central Valley, the kind of Y area; it's this little box
17 around the City of Chowchilla and right now we're looking to clear this area of the project and
18 selector by 2017. We are doing a blended system so we're integrating with Caltrain which
19 is the existing passenger rail system in the area, and we're also looking at going into the
20 Transbay Transit Center in San Francisco, a station in San Jose, the Diridon Station. We're
21 looking at connecting with SFO and Millbrae and then developing a station in Gilroy, so there's
22 two station locations under consideration.
23 So in the Central Valley, this is where construction is actually happening. The first construction
24 package is 29 miles, it's from the City of Madera to Fresno and right now there is a lot of
25 construction happening. It's very visible on the City of Fresno, we just demolished a large bridge
26 that goes into the City of Fresno and that upper right hand photo is actually of a viaduct that will
27 cross the Fresno River near the City of Madera expected to be done later this fall. South of
28 Construction Package 1 is Construction Package 2 3, it's another 65 miles. The design builder
29 was the contract with the design builder was signed back in June of last year and they are at
30

1 work now mobilizing, getting ready for demolition, other preconstruction activities and then
2 Construction Package 4 is the next 22 miles, the design builder that contract was signed last
3 month and so they are just moving in the area and they'll be doing the same type of activities to
4 get ready for construction in those regions.

5 And so Southern California, what's happening in Southern California? So the big thing that high
6 speed rail will do is it'll really close that passenger rail gap between the Central Valley and
7 Southern California, so when you get on high speed rail in the Bay Area, you can go all the way
8 down to L.A. without having to move, without having to transfer. It'll be a two hours and 40
9 minute trip. There are also many multimodal transportation hubs in the area, the Palmdale
10 Transit Center, Burbank is looking at upgrading their airport and we're going to be part of that.
11 The L.A. Union Station, we're already working with them closely to develop, you know, so we
12 can service people at the L.A. Union Station

13 (00:45:00)

14 ANNIE PARKER: and then Anaheim, their ARTIC station opened I guess about a year ago
15 at this point and we're going to be providing service in the Anaheim area as well.

16 So the authority has a 30 percent small business participation goal, and that means that all of our
17 contracts have this 30 percent goal. That includes construction that includes right of way, it
18 includes public relations. Right now there's about 266 certified small businesses working on the
19 program. Most of them are in California and they do come from all over the state, as far north as
20 Redding all the way down to San Diego. And then we have these 10 percent, DBE, disabled
21 disadvantaged business enterprise and then disabled veteran business enterprises. We do have a
22 small business advocate who works out of our office and she goes out and does matchmaking
23 sessions, small business certification workshops and she's really out there spreading the word
24 about this goal and getting people connected with the program.

25 And so we really do have this commitment to diverse small businesses, and once you get
26 certified with the state of California, you can work on our program, you can work on other state
27 agency contracts, so and you can also work on some federal contracts. We do recognize the
28 8(a) certification. And so it's really, you know, a good opportunity to get involved, do some
29 work in California if any certified small businesses are interested.

30

1 And another big thing that we're doing today is we're creating jobs. So we have I believe over
2 200 workers currently dispatched in the Central Valley doing construction work. And so right
3 now, a lot of the construction work we're working with the local workforce investment boards to
4 get people into training. And these are apprenticeship jobs that will carry over from high speed
5 rail. If you become electrician through this apprenticeship job, you can use those skills on our
6 program then you can use them on other programs going forward. And we've had some real
7 great success stories out of the valley with people that have been working on the high speed rail
8 program. And then once we really get going, I mean there's going to be a lot of permanent jobs
9 that are going to be associated with this program.

10 So here's a couple, just, you know, as an example, and the great thing about this program is we
11 really want to start an industry for high speed rail in the U.S. and we want it here, we want to
12 bring people, train them and then, you know, spread out from there. These jobs will stay in
13 California. You can't outsource an engineer for a train. You can't outsource a ticket teller.
14 These are things that are that are jobs that will stay here. There's a lot of work associated with
15 this program, not to mention the fact that once high speed rail stations are up and operational,
16 there will be a lot of businesses, surrounding stations that will benefit and so high speed rail I
17 have heard that high speed rail systems in Japan get almost half of their revenue from their
18 station communities.

19 So that's a really quick view of the program. I'm happy to answer any questions on that or we
20 can wait 'til after Sarah's done.

21 YANNA BADET: Let's wait until after Sarah's done and we'll open the line again then.

22 SARAH ALLRED: All right. Well, good morning, everyone. I am Sarah Allred, Cultural
23 Resources Manager and Tribal Liaison for the California High Speed Rail Authority, and also
24 here today is Stephanie Perez with the Federal Railroad Administration, our lead federal agency
25 and partner in this this project. So she came out from Washington, D.C. to be available as
26 well. And I've been with the Authority since December 2011 and work with have been
27 working with tribes throughout the state. The Section 106 Programmatic Agreement that we are
28 consulting about today delegates a you know a fair amount of responsibility to the California
29

30

1 High Speed Rail Authority with regard to outreach to the tribal communities and the
2 identification, treatment and mitigation of resources.
3 One of the things I've, you know, noticed working with tribes is that you all are extremely busy
4 and get lots of inquiries from various agencies, you know, seeking your input on, you know,
5 multitudes of projects and so thank you for taking the time to participate today because I know
6 it's, you know, a lot of work to kind of do triage on all these projects and determine if you want
7 to be involved, and so I'm hoping with this presentation I'm able to help you determine whether
8 or not you know this is something that you want to participate in. So, with the next slide, thank
9 you.

10 (00:50:00)

11 SARAH ALLRED: So Annie Parker talked about, kind of big picture high speed rail and all
12 the benefits and, you know, before we can sort of achieve those benefits, we have to get through
13 the environmental review and project delivery process. And this includes Section 106 of the
14 National Historic Preservation Act for the identification and treatment of cultural resources, and
15 the involvement of the tribal communities is a part of that process. Our statewide Section 106
16 Programmatic Agreement was executed back in July 2011 and, you know, that was some time
17 ago. The project has kind of shifted from more of a planning focus to actual project delivery
18 and so, you know, when that document was written, I don't think the authors were able to
19 foresee how the project delivery process is going to work.

20 And so we're seeking to modify this this document or Section 106 Programmatic Agreement
21 that serves as a framework for how we, you know, identify, treat and mitigate cultural resources
22 and how we work with the tribes, you know, throughout the cultural resource investigation
23 process that that document, we're looking to modify to help it conform to our to how our
24 project delivery process is working. And so that's the reason we're here today is to talk to you
25 about this document and we're looking to, you know, benefit from the efficiencies that a
26 programmatic agreement can offer and so those revisions are geared toward just making it
27 conform to a process a little bit better, you know, now that we've had a few years to implement
28 the document. And so let's see what else do we have on here. Yeah, that's pretty much the
29 reason we're here.

30

1 So next slide. Thank you. So this map that you see on the screen is a view of our statewide
2 system and relative to ancestral tribal territories. So this is meant to help the tribal communities
3 kind of see where this system is going and determine whether or not it even is within, you know,
4 an area that the tribes are concerned about in terms of traditional tribal territories. And as you
5 can see and also as Annie talked about our system is broken up into two phases. Phase 1 is from
6 San Francisco down to Los Angeles and Anaheim, whereas Phase 2 referred to as the bookends
7 is not programmed at this time, but the plan is to extend the system from Merced to
8 Sacramento in the north and Los Angeles to San Diego in the south. So really project delivery
9 environmental review is occurring for the Phase 1 project sections only at this time.
10 However, it's still good to consult. So if your tribe is in a Phase 2 section, it's not too early to
11 initiate discussions and talk about concerns that the tribal community may have in that area.
12 This map is available on our website and in the packets that are available here at the in the
13 conference room, but for those of you on the line, they are on our tribal relations webpage, the
14 high speed rail tribal relations webpage has all the materials that we're providing in the packets
15 here and that information is on the last slide of this presentation. I'll point that out when we get
16 there.

17 So next slide, please. So I know this slide is a bit of an eye-ful. It's also on our website for you
18 to be able to study it in more detail. But I wanted to kind of drill down and talk about the project
19 delivery process and the challenges that we have that the High Speed Rail Authority has in
20 getting through the environmental review process. And so this this chart, kind of shows the
21 major project delivery milestones and the subsequent rows underneath show the corresponding
22 cultural resource investigation tasks and deliverables and our tribal outreach and consultation
23 efforts that coincide with each of those milestones. So just a quick overview of the process.
24 You know, typically, we start out in the early scoping phase, we're looking at various
25 (00:55:00)

26 SARAH ALLRED: alternatives and through that alternative analysis process we narrow it
27 down to a smaller range of alternatives that we ultimately carry forward for analysis in a draft
28 environmental document.
29
30

1 Once the draft environmental document is released, typically we identify a preferred alternative
2 to move ahead with and release the final environmental document and the Federal Railroad
3 Administration issues their record of decision. After the record of decision, we are able to go out
4 and obtain a contractor to actually finalize the design and construct the project. So some of the
5 challenges we've faced in terms of the environmental review process is the overwhelming issue
6 is lack of access to private property along the alignments for conducting field studies for the draft
7 environmental document.

8 So we attempt to get out and conduct our pedestrian archaeological field surveys. However, you
9 know, with the lack of access, we are able only to conduct record searches. We reach out to
10 the Native American community for input regarding resources. We consult with the Native
11 American Heritage Commission regarding sacred lands. We conduct geo-archaeological
12 analyses to, kind of, assess the sensitivity of the project area. But ultimately it's getting access to
13 the land and conducting those on the ground pedestrian archaeological surveys is what allows us
14 to ground truth, what is out there and identify resources. So if we don't have access to those
15 resources, we still go through the environmental process report on what we have had access to.
16 But when we get to the final environmental document phase, we prepare what's called a
17 memorandum of agreement and that is, you know, basically tiers off our Section 106
18 Programmatic Agreement. And that is a document that codifies our commitment to complete
19 those pedestrian archaeological surveys when we get access to the land prior to ground
20 disturbance associated with construction of the project. So it's not like it won't get surveyed, but
21 it's getting surveyed much later. We're basically transferring a lot of that inventory level work to
22 the latter stages of the project delivery process. So we're just ahead of the backhoes telling the
23 contractor hold up, we've got to survey that and if we find anything we have to record it,
24 evaluate it, and if necessary mitigate it.

25 And so I wanted to really make it clear to the participants or potential participants in this process
26 that, number one, early input from the tribes is key and then, two, due to our lack of access we're
27 in a position where, when we do identify resources in the late stage of the project, the alignment
28 is already set. So we're not really in a position to be able to modify the alignment to avoid
29 resources because the design constraints associated with making a train go 220 miles an hour are
30

1 such that we can't bump around a resource to avoid it. So that is probably our biggest challenge
2 at with the high speed rail project is the lack of access and therefore, later stage identification
3 of resources. So we're really wanting to work with the tribal communities to, you know, be very
4 upfront about the fact that there's a likelihood of adverse effects to cultural resources.
5 And so we're wanting to look ahead at mitigation and we're not just wanting to, you know, look
6 at standard mitigation. Of course, you know, standard mitigation for archaeological sites is data
7 recovery, which means conducting an excavation and writing a report and that information goes
8 into the body of knowledge of prehistory and so forth. But a lot of the tribal communities are
9 like yeah, that's not, you know, the most meaningful form of mitigation for us. So we're really
10 trying to work with our tribal consulting parties to identify mitigation that is more meaningful to
11 the tribal communities and we're looking for, you know, more regional mitigation.
12 So right now we've done a lot of work with the tribes in the Central Valley some of whom are
13 here today, who've had experience actually implementing with these this programmatic
14 agreement and getting through the cultural resource investigation process. So we're hoping to,
15 you know, get some input from you but not necessarily right this minute, but, you know, as we
16 move forward.

17 (01:00:00)

18 SARAH ALLRED: So I think that's probably, you know, the key information for those of you
19 participating today is determining, you know, whether or not the high speed rail system falls
20 within your ancestral tribal territory and whether or not you would be, therefore, interested in
21 participating in the cultural resource investigation process and if so, we would like to hear
22 from you. I know that you're not all going to be able to read this programmatic agreement today
23 and provide feedback, but, you know, if you're able to take a look at the agreement particularly
24 the portions of the agreement that that deal with tribal outreach and consultation or if you don't
25 even read the agreement and you just want to provide input based on your experience working
26 with agencies in the context of project delivery, environmental review process and how you
27 would like to articulate with those agencies to be involved in the process and help identify
28 resources and identify, you know, appropriate mitigation measures for resources that are going
29 to be affected.

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1 If we could move to the next slide. If you're interested in participating and providing comments
2 on the document, the information is on the slide. The main points of contact will be Stephanie
3 Perez of the Federal Railroad Administration and me, Sarah Allred, with the High Speed Rail
4 Authority. You can submit comments by phone, by e mail or you can send us a letter. I also
5 encourage you to visit our High Speed Rail Tribal Relations webpage. We have fact sheets on
6 tribal participation in the project and we have fact sheets for tribal monitoring and how that all
7 works. And we have the tribal territories map that you saw earlier that will help you, kind of, see
8 where the system is. And the PA itself is also posted on the website as is our fact sheet on the
9 PA revision process, so why what is Section 106, why are we revising the PA, what is the
10 programmatic agreement, all of that kind of stuff.
11 So anyway I hope that you find this helpful and we're available, you know, to answer questions
12 right now and/or after our recess here. I believe it's at 1 o'clock, right? We'll be reconvening
13 to answer any questions then as well. I'll give you a chance to, maybe, look at the materials and
14 come back and ask a few questions. And if you have no questions now again, we welcome
15 input. We're sort of we're not as well scheduled as say the State Rail Plan and the
16 Sustainable Freight Action Plan, but we're looking to get a handle on our PA revisions by the end
17 of the year, but we would like to receive input, you know, over the next few months anyway in
18 the next three months or so. And then once we, you know, complete our revisions, we'll be
19 sending those out to the tribal community as well for additional input. So there'll be lots of
20 opportunities for input, but we would like to hear from you as soon as you're able to, kind of,
21 wrap your minds around what we have going on here with our program, look at our materials
22 on our website and, you know, before we move forward. So anyway, we welcome any questions
23 right now or again after the break. Thank you.

24

25 **California High-Speed Rail Project: Programmatic Agreement for compliance with Section**
26 **106 of the National Historic Preservation Act. Questions & Answer Session**

27 STEPHANIE LUCERO: Great. So we are I believe we have attending the room just to
28 check are there any questions for Sarah, right now? Okay. So we'll open up the line to see if

29

30

1 there are any questions on the line. The lines are open. Reminder to the participants if you've
2 muted on your end, please unmute so we can hear any questions.

3 FREDDIE ROMERO: Hello.

4 STEPHANIE LUCERO: Hi.

5 FREDDIE ROMERO: Can you hear me?

6 STEPHANIE LUCERO: Yes, we can. Who is this?

7 FREDDIE ROMERO: Hi. This is Freddie Romero with Santa Ynez Band of Chumash
8 Indians. And I do have a couple of questions, one of them is on the on the timeline. Do you
9 have an idea of your timeline for the processes?

10 SARAH ALLRED: For the that PA revisions or individual

11 FREDDIE ROMERO: It was on I believe it was on the, what was it, third to the last line
12 here that you had up. And it showed the timeline or it showed the different processes in terms of
13 yeah, there you go your

14 SARAH ALLRED: All right. Okay. So

15 FREDDIE ROMERO: your deliver process environmental milestones.

16 (01:05:00)

17 SARAH ALLRED: Yeah, so I think it's important to point out that we have, you know, eight
18 different high speed rail sections that are currently under review right now, the Phase 1 system.
19 So that's San Francisco to San Jose, San Jose to Merced, Merced to Fresno, Fresno Bakersfield,
20 Bakersfield to Palmdale, Palmdale to Burbank, Burbank to LA and LA to Anaheim. So I don't
21 know if that's eight or not, actually, but anyway to give you a sense of what's going on, Merced
22 Fresno and Fresno Bakersfield final environmental documents have already been completed and
23 we're in the if you see that last column where everything is yellow, that's where we're at for
24 those two sections. For the remaining sections, we're still in the early alternatives analysis phase
25 with the exception of the Central Valley Wye, which is it's in the draft environmental document
26 phase, so we've already narrowed down the range of alternatives and so they're looking at the
27 alternatives for the Central Valley Wye.

28 But the rest of them, we're still fairly early and that's why it would be great to have some input
29 from tribes affected by those sections. There, you know, to give you a sense we're in that,
30

1 maybe second column analysis of potential alternatives for almost all the sections, but to give
2 you a timeframe, the goal is to achieve final environmental document by the end of 2017. So I
3 know that's an ambitious schedule and we hope to achieve that and we probably will for some
4 of them, maybe all of them. So, yeah, if that helps answer your question, Freddie.

5 FREDDIE ROMERO: Yeah. Yeah. The other question I have is because I've read the
6 PA. Actually I'm getting ready to read it almost it's the third time because there was
7 something that kept sticking it kept sticking out in the PA that I'm like, okay, there's something
8 here that's not here that I'd like to see, but actually they you kind of stirred some of it when
9 you're just speaking about the alignment, in relation to the alignment and, you know, not being
10 able to go back once an alignment or has already been created. And my question is because
11 you guys are going to be doing your Phase 1 survey, but my concern is and I know you even
12 have an issue with access to some of the private land. But are you going to be using any type or
13 looking for any type of predictability models for certain location as it relates to cultural resources
14 where just because something has not been identified under Phase 1 survey, but the use of a
15 predictability model that you they might identify the possibility that there may be cultural
16 material there beneath the surface where it would, maybe, require additional surveying?

17 SARAH ALLRED: Yes, yeah. So we conduct geo-archaeological analysis. So this is the
18 geoarch studies are intended to assess the probability for buried cultural resources, buried land
19 surfaces that have no surface manifestation. So even if we surveyed it, we wouldn't find it
20 because it's buried and that that study involves looking at it's kind of a two twofold
21 study. The first part of it is more of a literature based study looking at soils and geological
22 information and the depositional environment to determine if there are land surfaces of
23 appropriate age in a depositional environment to potentially harbor archeological materials. And
24 so when the geo-archaeologist conduct these studies, they assess the soils and geology of the
25 landscape, but they also take into account other factors like proximity to water, the slope of the
26 land, maybe, proximity to other known sites that help feed into that probability.

27 Now, we've also had geoarch studies that not only deal with subsurface potential, but they also
28 do an analysis of surface potential which also takes into account proximity to water, slope,
29 proximity to other known sites.

30

1 (01:10:00)

2 SARAH ALLRED: So in that sense there is a bit of predictive modeling, but we don't have a
3 special report that is called a predictive modeling report, but the geoarch study itself is it's a
4 technical study that addresses all of that information. And then we also take into account input
5 from the tribal community because you all are the experts in your local areas in terms of, you
6 know, what you know exists out there and we also consult with a Native American Heritage
7 Commission and then, of course, there is the California Historic Resources Information System.
8 So that's the information centers who serve as the clearinghouse for all known or previously
9 identified resources.

10 So we take all of that information into account and really we feel like the final piece of the
11 puzzle is getting access to the land and kind of ground truthing that information. But in terms of
12 predictive modeling we have a sense of what the sensitivity of a given project area is based on
13 those pre field activities; record search, outreach to the Native American Heritage Commission,
14 outreach to the tribal communities and the geoarcheological analyses. Does that help at all?

15 FREDDIE ROMERO: Okay. Yeah that's yeah, no, that that's fine. And I'm hoping
16 that if any of the tribes that are there, if they have predictability models for their area, I mean,
17 that that would be great to share then because I know that although they're not always 100
18 percent accurate we we've done predictability model here in our area and it has helped us to
19 determine some of the areas where they were not previously known to the tribe, but because they
20 were a high predictability area, we have uncovered new cultural sights and that really saved us
21 during the times of development. So that's why I was asking that question

22 SARAH ALLRED: Oh, yeah.

23 FREDDIE ROMERO: but yeah, you answered it for me. Thank you.

24 SARAH ALLRED: Yeah. And we're able to provide GIS files of alignments. So when we're
25 in the that kind of early alternatives analysis phase or even once we've identified the range of
26 alternatives that we're actually going to move forward with and base our technical studies on for
27 the draft environmental document, we can provide GIS files of those alignments that you can use
28 to determine if they are near any resources of concern, if you have GIS capabilities, that is.

29 I've had several tribes ask for the alignment files and I've given them to the tribe, so that they can
30

1 kind of assess what they know with their own databases of cultural resources. So I've had a few
2 tribes like you, say that they have their own database of resources. And so if we share our
3 alignment files, they can assess whether or not our alignment coincides with anything sensitive
4 and then they're able to provide input to us. And so that early input is really great because
5 that's the time when we can say when we can move alignments around, you know, when
6 nothing is set in stone.

7 My biggest issue is when we get to the latter stages of the project and none of us have been able
8 to identify any previously known resources. And then we're in a late stage, where we go out and
9 do a survey and we find something at a late stage. That's when it becomes a little more difficult.
10 So we really want to work with the tribes on dealing with these late stage discoveries and
11 working on creative mitigation measures and also on developing, like in the event that we
12 encounter human remains, really working with the individual tribes to determine what their
13 preferences are regarding the disposition of these human remains.

14 FREDDIE ROMERO: All right. Well, thank you. Yeah, that that answered my
15 question, so.

16 SARAH ALLRED: Yeah. Great. Thank you.

17 STEPHANIE LUCERO: Do we have any other questions or comments on the line?

18 STEPHANIE STOERMER: Yes, this is Stephanie Stoermer. I'm with the Federal Highway
19 Administration and I just have a global question, and it's for Sarah. How are cultural landscapes
20 being addressed?

21 SARAH ALLRED: Well, if we identify a cultural landscape, we would address it. We haven't
22 gotten to that point yet, at least so far in the two sections that we've moved forward with, but
23 we would you know, follow the technical advisory for addressing cultural landscapes should
24 anyone identify one.

25 STEPHANIE STOERMER: And so in other words, I guess, what you're saying is that none of
26 the tribes have identified any traditional cultural landscapes yet.

27 SARAH ALLRED: Not at this time, no.

28 STEPHANIE STOERMER: Okay. That was my question because I know that seems to be a
29 new area of increasing concern, so thank you very much.

30

1 (01:15:00)

2 SARAH ALLRED: Yeah Sorry, I don't have more information.

3 STEPHANIE LUCERO: Any other questions from our Tribal participants on the line? So
4 just as a recap, because I know we gave you a lot of information. These are these listening
5 sessions are intended to be a first step in presenting the various programs that align with the
6 California State Rail Plan and have connections through that plan as clearly witnessed by
7 sustainable Freight Action Plan deals with freight, High Speed Rail deals with passenger. So we
8 wanted to give an opportunity to hear from these various programs, learn about the programs and
9 offer opportunities for further comments as we move through developing plans or updating
10 agreements.

11 So Sarah did a great job of reminding you of the different opportunities through the High Speed
12 Rail website to provide your comments. Just as a reminder, if you go to the California State Rail
13 Plan Native American Listening Session website which is linked to the information you we
14 gave you. You'll have a link to both the High Speed Rail website, the California State Rail Plan
15 website and the Sustainable Freight Action Plan. All of those link you directly to the materials.
16 We also will be posting a meeting materials packet on the California State Rail Plan website
17 under the Native American Listening Sessions. You'll have access to all of these PowerPoint
18 presentations and handouts and you'll have a link to provide any comments if things occur to
19 you after the fact.

20 We also welcome any additional questions. We will be reconvening around one for those that
21 might want to join. Before we close the line, I just want to do a quick check again if we have
22 any questions in the room. And then what might be beneficial for those on the line we had
23 some really good questions at some of our previous listening sessions. We wanted to share
24 some of the questions and comments we got to the extent that those might of interest to those on
25 the line. So, Andy?

26 ANDY COOK: Yeah. This is Andy Cook with Cal Trans, the State Rail Plan again.
27 Wanted to mention some of the comments or input we heard through the listening session so
28 far that weren't actually spelled out in a PowerPoint presentation I gave and those comments
29 primarily fall into two themes. One is that expanding access to the Rail Network is potentially
30

1 important for tribal economies, but the other comments we heard fall into the realm of safety and
2 environmental impacts. We heard that there's a, you know, general concern about the
3 environmental impact associated with the movement of hazardous materials. There's sensitive
4 areas and impacts to tribes. The Rail Plan is not an it's not a regulatory document that
5 identifies priorities for infrastructure development, but federal guidance does require that we
6 evaluate the effects of rail investment and rail transportation on the environment and on
7 communities.

8 I direct anyone who's interested to the current Rail Plan, the 2013 California State Rail Plan,
9 which is posted to our website. That has a lot of information about safety, safety regulations,
10 how the railroads are acquire required to comply with those regulations. Particularly, with
11 respect to implementation of positive train control, the Rail Plan appendices have a lot of
12 information on rail safety, environmental impacts. Section F of the Rail Plan Appendices,
13 Page F 15 in particular, but I'd also point you to the rest of the Rail Plan document for more
14 information. We'll be addressing the issues that we heard in terms of environmental impacts
15 safety in a similar manner in this rail plan. We may actually go beyond that in the tribal section.
16 We have in the Rail Plan to, you know, call out the questions and concerns we heard specifically
17 and, you know, address how what actions would be taken to, you know, address the concerns
18 that that we've been hearing.

19 STEPHANIE LUCERO: Any other questions or comments on the line? One more check
20 before we go.

21 TYLER MONSON: I just wanted to reach out to people on the line that if anybody has an
22 interest in receiving a notification as to when the draft action plan actually comes out, you can
23 email our Freight email and we'll send you a link to sign up for that list. Sorry, and the email is
24 freight@arb.ca.gov. Just send a note there and somebody will send you a link to sign up for the
25 list and then you'll get an email and website for comment.

26 (01:20:00)

27 STEPHANIE LUCERO: And we will be this is Stephanie Lucero again. We will be
28 following up with a copy of the packet, links to access that information as well as all of the
29 various emails to provide comments to the California State Rail Plan, Sustainable Freight Action
30

1 Plan and High Speed Rail. We will be sending that through the Native American Liaison Branch
2 and distributed through the district Native American liaisons. If you are not connected with
3 those, you are welcome to check the website or contact us directly.

4 Other than that, just one quicker reminder that these listening sessions are not government to
5 government consultation, but the California State Rail Plan did issue invitations to consult with
6 tribes at this early phase just to get input before any draft plans developed. Those went out
7 earlier this month and that consultation period will run through June. The California State Rail
8 Plan will issue additional invitations to consult once the draft plan is closer to completion and
9 we heard mention of other opportunities to consult for both High Speed Rail and Sustainable
10 Freight Action Plan.

11 Other than that, we'll do one more check. See if there's any clarifying questions from the line.
12 All right. Well, we thank all of our participants for joining us in person and online. We will
13 convene reconvene at 1:30 just to check and see if there's anyone who just wanted to provide
14 comments during that period. We will be closing the line at this point. If you have any
15 additional questions please feel free to reach out to the various sources we have.

16 UNIDENTIFIED VOICE: 1:00 or 1:30?

17 STEPHANIE LUCERO: I'm sorry, We will leave the line open from 1 to 1:30 if no one
18 joins us, we will be closing it at 1:30. With that, thank you everyone. For those of you at your
19 desk, have a wonderful day. For those of you here, please travel safely.

20 (Irrelevant conversation)

21 [END Q&A SESSION]

22

23

24 **Listening Session**

25 STEPHANIE LUCERO: Hi. Thank you for those that are still on the line. It is 1:00 p.m. We are
26 starting again with our listening session to check in and see if we have any late arrivals for the
27 listening session component. We're checking right now in terms of attendees in the room. We
28 have myself, Stephanie Lucero, with Center for Collaborative Policy.

29 YANNA BADET: Yanna Badet with AECOM Community Engagement Lead Support for
30 Caltrans.

1 ANDY COOK: Andy Cook with the California State Rail Plan with Caltrans.
2 MARK BARRY: Mark Barry, Caltrans State Rail Plan.
3
4 BENNIE LEE: Bennie Lee, Caltrans Native American Liaison Branch.
5 STEPHANIE LUCERO: Tyler?
6 TYLER MONSON: I'm Tyler Monson, Caltrans Office of Freight Planning.
7
8 SARAH ALLRED: Sarah Allred, Tribal Liaison for California High Speed Rail Authority.
9
10 ALYSSA REYNOLDS: Alyssa Reynolds, California High Speed Rail Authority.
11
12 SARA BARETT: Sara Barrett, the Table Mountain Culture Resources.
13
14 STEPHANIE LUCERO: And on the line, who do we still have open on the line? The line is open
15 for those joining us.
16
17 YANNA BADET: It might be muted, but -- so --
18
19 STEPHANIE LUCERO: Yeah, if you're muted on your line, we can't hear you.
20
21 STEPHANIE LUCERO: All right. So we'll leave that line open. As I mentioned we will retain the
22 line until 1:30, just to see if we have any late calls that call in. In terms of next steps, we will be
23 doing transcriptions of the question and answer components of all of the listening sessions;
24 Redding, San Diego and this one in Sacramento, including the webinar. Those transcriptions
25 will be prepared hopefully within a month, if not sooner. There's a turnaround time for getting
26 the transcriptions and the audio done. We'll also be preparing highlight notes, which will be
27 summaries of the major themes for each of the programs and a summary for each listening
28 session for Redding, San Diego and Sacramento. Those will be in draft form and then once we
29 get the transcripts, we can make any necessary revisions and those will be posted to the
30 California State Rail Plan website.

As I mentioned earlier in our morning session, we will be putting together an electronic meeting packet for those that were unable to join the listening sessions. Those will include the all the power points and handouts, as well as a list of the major timelines for the state rail plan as well as links to the High Speed Rail and the California Sustainable Freight Action Plan.

YANNA BADET: We have a new participant by the name of Chad Riding, but he hasn't called in yet.

1 STEPHANIE LUCERO: Chad is a liaison for -- Caltrans.

2 YANNA BADET: Okay.

3 STEPHANIE LUCERO: He was here in the morning session, so he's probably joining (inaudible).

4

5 YANNA BADET: Yeah.

6 STEPHANIE LUCERO: So why don't we mute our line and then we will hold the line until we

7 hear from any of our participants.

8 Okay. So in terms of our next steps, Sara, I know you were here to, kind of, sit and hear if there

9 was any additional comments from folks. I did agree to introduce you to some of these guys, so

10 --

11 SARA BARNETT: Hi, I'm Sara. I work with Table Mountain cultural resources. I do culture

12 resources. I have been out on construction out at the in Fresno River. So we've been --

13 ALISA REYNOLDS: High-speed railways.

14

15 SARA BARNETT: -- in communication about how things are going out there and with

16 tribes, so hello.

17 STEPHANIE LUCERO: Hello. So Tyler Monson is the point of contact for the California

18 Sustainable Freight Action Plan. Were you able to hear his presentation?

19 SARA BARNETT: I didn't hear it, sorry. I was late.

20 STEPHANIE LUCERO: So my snapshot, and Tyler will correct me if I'm wrong, but -- so there's a

21 lot of plans, as you know, through Caltrans with the different programs. And there -- there was

22 a California transportation plan that was updated very recently. There was a huge consultation

23 effort on that one. That had certain priorities that touched on freight and rail. Those priorities

24 are part of the Sustainable Freight Action Plan. There was a Freight Mobility Plan that was

25 developed looking at the California Transportation Plan. That's part of the Sustainable Freight

26 Action Plan. Additionally, the Sustainable Freight Action Plan is based on an executive order

27 from the governor to combine -- to identify a way to provide efficiency in the freight program

28 and reduce climate change. So there's a -- you saw a number of people here. A lot of those

29 were Tyler's partners in the Sustainable Freight Action Plan. A lot of it's looking at alternative

30 fuels, efficiency of lines, maximizing the freight systems to reduce basically over -- greenhouse

1 SARA BARNETT: Okay.

2 STEPHANIE LUCERO: So that's the Sustainable Freight Action Plan. They're going through their
3 effort right now. We thought that was an opportunity and instead of them coming to tribes, in
4 addition to high-speed rail, in addition to the Rail Plan, we could just present the information
5 together.

6 SARA BARNETT: Cool, thanks for trying to make our air cleaner.

7 MALE SPEAKER: Do what we can.

8

9 STEPHANIE LUCERO: And Yanna and myself are retained with the California State Rail Plan.
10 And the California State Rail Plan is kind of an overarching strategic vision of rail systems in
11 California. And that includes both passenger and freight. So you can see why we have high-
12 speed rail and freight, kind of, in the room together. And it doesn't make on the ground
13 decisions, but it kind of sets the policy, and correct me if any of this is wrong, Andy, but it sets
14 the policy and vision for how state rail is going to be managed, how -- where funding and
15 resources might be moved to increase accessibility. It's all about how can we make rail more
16 efficient for users, how can we increase the functionality of the state's rail system. And so it
17 connects with freight, it connects with high-speed rail, it looks at where different sections are.
18 Unlike other programs in Caltrans where it's, like, the roads and, you know, Caltrans has a lot
19 more authority and the State Rail Plan kind of has a vision, but there's private operators
20 regionally that operate a lot of the private lands. So they can do, kind of, an overarching policy
21 of the rail and access, and then, you know, coordinate with those regional operators. Did I miss
22 anything important?

23 ANDY COOK: It also outlines how the state's going to invest money for the working
24 infrastructure.

25 SARA BARNETT: Okay.

26 ANDY COOK: State and federal money. So it's a basis for funding.

27 SARA BARNETT: So are you guys going to be doing, like, ground disturbance work or are
28 you guys -- is it just, like, updates for, like, making things -- okay.

29 STEPHANIE LUCERO: Yeah. So there's no ground disturbances, but as you are more familiar
30 with high-speed rail, but I'm sure as you can assume, there is a lot of confusion in terms of
California State Rail Plan versus the high-speed rail --

1 SARA BARNETT: yeah.

2 STEPHANIE LUCERO: Yeah. Caltrans is separate than a High Speed Rail Authority, but they do
3 need to coordinate their plans. So --

4 YANNA BADET: Well, in a way, it's all important, it's like the California State Rail Plan
5 really setting the vision, like, the direction, where it's all going to go.

6 SARA BARNETT: Yeah.

7

8 YANNA BADET: And where do we -- how do we want to build these connections better
9 and where do we put them. So ultimately, that's, like, the big picture plan of the future, so it's
10 good to be informed and involved in it now to understand how it might actually affect you on
11 the ground.

12 SARA BARNETT: Yes, thank you for helping us stay informed.

13 ANNIE PARKER: I think high-speed rail then fits into the state rail plan vision, in that it's
14 providing -- connecting the major metropolitan area of the state and it's, you know, fully
15 electrified, so not contributing to greenhouse gas emissions and -- what else? There's all kinds
16 of stuff that if I were better prepared, I could list it off for you, but -- but yeah. So that's sort of
17 -- now we're on the ground doing, you know, project delivery for this high-speed rail project,
18 but, you know, saying earlier, high-speed rail isn't just, you know, the high-speed rail, you know,
19 trap from one end of the state to the other, but there's a substantial -- Prop 1A allocated a
20 substantial amount of funding to the station cities for local and regional transit connectivity. So
21 the high-speed rail stations are meant to be central hubs of connectivity that will link to all
22 types of transportation. I hope I'm not, like, stepping on your stuff there.

23 YANNA BADET: Do you mind if we un-mute again? I think it's beneficial and Chad was
24 wondering if we're --if we're here. Hi, Chad, this is Yanna. We can -- we've just opened the
25 phone line again, we're here. We're talking amongst ourselves because when we checked in
26 earlier, no one wanted to talk or we didn't know if anyone was still on the phone. But we're
27 happy to include you in the conversation and we've un-muted our phone line now.

28 STEPHANIE LUCERO: Yeah, we -- we were doing some introductions for one of our in-the-room
29 participants, and it evolved into, kind of, a discussion of how the different programs are related.

30 CHAD RIDING: Oh, okay. No worries. I just wanted to know if I was missing something
or my line was not working.

1 STEPHANIE LUCERO: No, we -- we have -- our three of our -- three of our attendees from this
2 morning are still on, but we haven't heard from them.

3 YANNA BADET: Mm-hm.

4 STEPHANIE LUCERO: Let's see. Yeah, and --

5

6 CHAD RIDING: Okay.

7 STEPHANIE LUCERO: Yup.

8 CHAD RIDING: Okay. I have no question; I just wanted to make sure that everything was
9 working.

10 YANNA BADET: Yes, thank you.

11

12 CHAD RIDING: Okay, thank you.

13 SARA BARNETT: And thank you for relating. Now I get why everyone's here.

14 SARAH ALLRED: Yeah, we were just trying to combine so that, you know, you don't have
15 to go to three different listening sessions, you can just come to one and everyone's here.

16 YANNA BADET: For the people on the phone, we were just talking about the reason why
17 High Speed Rail, State Rail Plan and Sustainable Freight Action Plan are all in one room in
18 combining this into one listening session since they are all related and fit together and to make
19 it easier, really, for -- for anyone who wants to attend those in-session.

20 SARAH ALLRED: So I just want to ask Sara one thing here, if that's okay?

21 STEPHANIE LUCERO: Absolutely, that's --

22

23 SARHA ALLRED: So just, like, in, kind of, closing this up and -- and next steps in moving
24 ahead, like we talked about earlier, I think it would be good for -- well, one, I think the Central
25 Valley tribes who are existing consulting parties on our project under Section 106 are special
26 because you have been the first tribes in the state to actually participate in implementation of
27 this agreement document and the subsequent documents that are tiering off it in the liaison
28 treatment plans. And so you're having some, you know, real hands on or, you know, firsthand
29 experience with how it's all going down and so we had talked a little bit at lunch, you guys -- so,
30 you know, filling you in -- about us all getting together and -- and talking further and maybe

1 having, I think, more like a working session, you know, not anything too formal, but just to, kind
2 of, hash out some, you know, details because we've really had that experience.

3 And so I think in terms of our next steps, it would be great to -- I'll follow up with you in the
4 near future here to try to get everyone together, because I've met with Tejon separately and I
5 met with Santa Rosa, met with you. Who am I missing? Oh, again, I've spoken with the
6 Picayune, but we haven't been able to connect recently, but to get all of us together and, kind
7 of, talk about what would work for you all or how things are working and how they can be
8 made better and all that. So I just wanted to get that squared away so we, sort of, have plan
moving forward because these guys have actually worked on the project actively so --

9 YANNA BADET: That's great.

10 SARAH ALLRED: So anyway, just in, closing

11 STEPHANIE LUCERO: Yeah.

12 SARAH ALLRED: And if you have any questions now or you want to --

13 SARA BARNETT: I -- I don't have any questions right now, but if there is anything, we'll
14 send out an e-mail or arrange a call --

15 SARAH ALLREAD: Yeah, yeah.

16 SARA BARNETT: -- once we get this information back to our council.

17 SARAH ALLRED: Right, right, yeah. So I'll follow up with you, you know, to give you a
18 chance to -- kind of, go back and talk to people, but I'll follow up and see if we can get a -- a
19 working session scheduled so that we can --

20 YANNA BADET: Thank you so much for always being available, Sarah.

21 SARAH ALLRED: Thank you.

22 STEPHANIE LUCERO: And then in terms of following up for High Speed Rail, I did mention
23 earlier we -- there was a consultation invitation sent out to Table Mountain. It would -- if you
24 are following up council you may want to mention that. I know sometimes things might not get
25 to counsel or it might be an issue that they don't remember seeing it, so if they need additional
26 information, Andy Cook is mentioned as the -- the primary reference for government-to-
27 government --

28
29
30

1 SARA BARNETT: Thank you.

2 STEPHANIE LUCERO: -- consultation. And the flyer I have there, it has the table of milestones

3

4 SARA BARNETT: Okay.

5 YANNA BADET: Yeah, let me --

6 SARA BARNETT: Here you go.

7

8 YANNA BADET: There's one (inaudible). This one.

9 SARA BARETT: Yes.

10 STEPHANIE LUCERO: So you'll notice the section on government-to-government consultation.

11 And for those on the line, that flyer is available on the website. It will be in the meeting packet

12 we send out, but that will provide any guidance as a stop-gap in case the counsel didn't

13 remember seeing the letter or wants to follow up. That has all the information they need for

14 government-to-government consultation on the State Rail Plan.

15 SARA BARNETT: Thank you.

16 STEPHANIE LUCERO: And, Tyler, you mentioned that there is an opportunity or not an

17 opportunity for consultation on the Sustainable Freight Action Plan?

18 TYLER MONSON: I think there would be. We have a very aggressive time frame and --

19

20 STEPHANIE LUCERO: Yeah.

21 TYLER MONSON: -- you -- you know that we're hoping to -- to take the plan to the governor

22 by July.

23 STEPHANIE LUCERO: Okay.

24 TYLER MONSON: So it doesn't offer a lot of opportunity, but at this point, if there's a -- if

25 there's a need, we -- we could accommodate that.

26 STEPHANIE LUCERO: Okay. So we can talk off-line when we send the e-mail to all the

27 participants and if they're interested in government-to-government consultation, we'll figure

28 out the best point of contact as well, but you would be the person in the interim.

29 TYLER MONSON: Yeah, that would be fine.

30

1 SARAH ALLRED: Do we have any tribes on the line still?

2 YANNA BADET: Freddy Romero shows up, but I don't know if he's hearing us.

3

4 STEPHANIE LUCERO: Yeah. It's -- it shows a little inactive, so it might just be that he still has
5 the line open. Freddie, are you still there?

6 YANNA BADET: I don't know who the third person is. I -- so here are my participants. It's
7 Chad. He connected his phone and I don't know who those persons --

8 YANNA BADET: So we'll -- yeah, I mean, essentially, we'll be providing all this information
9 on the website. All the materials, the handouts we have in the room that were provided at the
10 listening sessions. And then if people continue to have comments they can provide them
11 through the website. There's a comment function, there's also the e-mail address,
12 railplan@dot.ca.gov.

13 STEPHANIE LUCERO: Yes, dot.ca.gov.

14 YANNA BADET: And so there are lots of opportunities to be engaged and we're at the
15 beginning of the process this is a good time.

16 STEPHANIE LUCERO: Yeah, it's the very, very beginning of the process. I think these are the
17 first, not to the public, but, like, pseudo-public since they're geared for tribes, but they're the
18 first, like, public meetings.

19 ANDY COOK: Yeah, these have been our first meetings.

20 STEPHANIE LUCERO: There have been meetings of the State Cultural Advisory group, but no
21 public meetings other than these.

22 YANNA BADET: I thought it was really interesting to hear the presentations earlier and
23 get the picture of the latest. I thought it was a really nice summary and learning about the --
24 the actions in the Sustainable Freight Action Plan, that was pretty cool to see. Like, those
25 seemed really forward-thinking in terms of those options, those things that are being
26 considered. That was really cool to see.

27 FEMALE SPEAKER: Yeah, I thought so too.

28 YANNA BADET: Yeah.

29

30

1 TYLER MONSON: Yeah, It's really an opportunity to -- to move transportation to the next
2 level. And there's so many moving parts, you know, that the - the supply chain itself involves
3 dozens of companies just to get materials from -- from, you know, wherever it originates, if it's
4 China or an agricultural place, to -- to the shelf where people could buy it. And each one of
5 those traditionally uses diesel fuel which, you know, Air Resources Board has gone a long way
6 to -- to get some of those vehicles operating a lot cleaner. But the -- the next step is to -- to
move those to alternative fuels and -- and zero emissions, if possible. So --

7 FEMALE SPEAKER: There -- there is a -- I think it was sometime last year, there was a, like, a -- a
8 port, like, a port hub that opened that's all electrified at the Long Beach, LA ports. So, like, the -
9 - the new little offshoot that opened involved electrification. So it's -- it's really cool to see that
10 start -- starting to happen, yes. And San Diego, I think they just had, like, some sort of a, like,
11 electric ship or something that -- that just launched from San Diego somewhere. Did you guys
hear about that? Yeah, I just talked to them.

12 TYLER MONSON: I -- I haven't heard of that, no.

13 FEMALE SPEAKER: Yeah, it's -- it's pretty wild I think. So these little -- you know, these little
14 steps are happening. We have tech assessments that are out on our website. We have a tech
15 assessment page that really looks at each possible sector of -- of equipment. So, like, there's a
16 tech assessment for -- for trucks. And so it looks at all the options and -- and where we are
17 right now and where we need to get and where -- like, looking at more the penetration. How
18 long will it take to get, you know, to get to zero emissions on -- in different sectors. I think the
19 locomotive tech -- tech assessment just came out, so --

20 YANNA BADET: That's really cool. I feel like there's a way we could probably link that in
21 to our, you know, GHG emission reduction discussion. Just to connect that linkage an hopefully
22 get it even more air time.

23 FEMALE SPEAKER Yeah, it's an -- even though freight itself is a small -- it's a smaller portion
24 of the GHG, it's still super important, especially in the truck sector. Trucks are the sector's -- the
25 biggest GHG emitter, so --

26 TYLER MONSON: Well, and another aspect of this that -- you know, sometimes it gets lost
27 in the mix of the new technology and new things coming online, so one of the governor's
28 objectives was competitiveness in the freight sector. You know, if -- if trucks come out of the
29 port and they're stalled in one of the main congested corridors in -- in an urban area, that's not
going to be very competitive for the companies or --

30

1 YANNA BADET: Yeah, cost of (inaudible).

2 TYLER MONSON: -- or the people moving the goods, cause time is money. So that's also
3 something that we're trying to address and alleviating congestion where possible in ways that
4 incentivize your own emissions in this incremental period. So you're going to start seeing cool
5 stuff come online, you know, early adopters and hopefully through our normal operations and
6 increased coordination, increased use of technology, we'll be able to make the stuff move
7 faster a little bit too.

8 FEMALE SPEAKER: That's huge for environmental justice issues too, because so many --

9 YANNA BADET: Right.

10 FEMALE SPEAKER: -- poor communities are near those ports, right, so they're impacted
11 disproportionately. So that's huge. Asthma rates.

12 STEPHANIE LUCERO: The -- your border project and the -- the direct -- directed traffic for
13 borders, I know that's a huge issue for the EJ, environmental justice communities, in the Inland
14 Empire and -- and some of those borders towns as well as some of the inland tribes like Torres-
15 Martinez, and I think even some of the Kumeyaay tribes near the San Diego area.

16 FEMALE SPEAKER: And efficiency, too, is a great way because a lot of the trucks are owner
17 operated, right, and so you can get the big firms, but getting those individual guys, then if
18 you're creating efficiencies elsewhere as well as encouraging folks to make those changes to
19 their rigs, it all ties together. It's cool.

20 YANNA BADET: Yeah, that's a really good point.

21 TYLER MONSON: Yeah. Hopefully, that could all be complementary.

22 FEMALE SPEAKER: I think so.

23

24 TYLER MONSON: So another big way that they're looking at increasing efficiency is through
25 more coordination. I mentioned so many different players in the supply chain, you might -- you
26 might think, okay, port operations are -- are, you know, it's not always this way, but they could
27 be really self-contained and operate efficiently. Then you have so many different actors coming
28 into the ports, so coordinating among them is the next step. And then as they -- as they're
29 travelling on the roadways, there's another step of, you know, communication between, you
30 know, traffic management and -- and the drivers of the vehicles themselves and then, on
delivery, there could be even more. So once -- you see a lot of different iterations and you're

1 probably talking about millions of different -- of paths of communication and how can we
2 coordinate that. And no -- no individual company is going to be able to do that, so that's really
3 a role that the state can play.

4 YANNA BADET: As the coordinator and facilitator of bringing people together to find
5 those solutions, yeah.

6 TYLER MONSON: Hopefully, that's part of -- that's the vision. But it might be a more
7 regional approach too, so --

8 FEMALE SPEAKER: So with respect to what you said about the -- the owner operators, based
9 on our inventories, 50 percent of the trucks in California are actually small-fleet owners. So we
10 define small fleet as three or less. So it's pretty -- it's pretty --

11 YANNA BADET: That's a high number, that's a high number.

12 FEMALE SPEAKER: Yeah.

13
14 YANNA BADET: That's all very interesting.

15 TYLER MONSON: Yeah, well, hopefully that gives a little bit more context too, cause I know
16 our presentation is very specific to the executive order and what we are dealing with, but the
17 system itself is -- is much broader.

18 FEMALE SPEAKER: Hopefully, not to get too off topic for people and if there's anyone on the
19 call, but last night, I think it was on the news hour, they did a really nice piece on biofuels and, I
20 think it was Wisconsin, but anyways, basically harnessing methane and what trucking
21 companies that works for and how a lot of cities -- oh, it was in Colorado, so not Boulder, but --
22 I can't think of the city. So they're running all their municipal trucks on that, which is really
23 cool.

24 STEPHANIE LUCERO: So if you guys want -- we had some -- Andy mentioned a couple of them,
25 but there's some really -- there's some really interesting discussions in terms of gaining
26 understanding of how the different rail systems work together. There's plenty of discussions on
27 Section 106 and -- in Redding, Section 106 and identifying of culturally relevant sites and the
28 need for ensuring that you have monitors on any ground disturbances, cause there's just not
29 enough information to be able to actually track whether a site could be a potential risk site and
30 you won't know until the ground starts being disturbed. But in terms of, like, State Rail in
connection with freight, Andy mentioned there's a lot of concern with the environmental

1 impacts up in the north, and I think, Tyler, you mentioned that you just weren't aware that it --
2 there was an issue with, like, derailments in freight in the northern area before we had that
3 listening session -- maybe it wasn't, but -- so there was a lot of concern. They have freight lines
4 that run through their tribal territories and they have a lot of derailments and because of the
5 type of chemicals, materials that are -- are transported, they really -- they wanted to get an
6 understanding of -- of how to enforce that, but I think, also, what they were trying to
7 understand is in what ways the State Rail Plan, in identifying, like, increased access routes or
8 increased routes, like, to what extent it evaluates, you know, what the potential environmental
9 impact would be for increasing access through a certain area.

9 So that was -- that was interesting and then we also had some discussions in terms of -- it was --
10 it was some of the cultural monitors and cultural resource folks so, like, one of the discussions
11 is bringing -- in the south, we've heard a lot about increasing access for tribal communities for
12 economic development. So increasing rail systems to tribal communities, and I think in San
13 Diego our tribal representative mentioned they would actually like to see more systems
14 connecting their tribal casino to the rail systems, either through high speed rail or state rail.
15 But in the north they -- they mentioned, yes, that would be nice, but they -- they also wanted to
16 make sure that there was an -- an assessment or an acknowledgement or an evaluation of how
17 those increased lines would impact cultural resources because of ground disturbances. Sarah,
18 you mentioned that -- that concern of is the State Rail going to identify systems where there
19 will be ground disturbance.

18 So it was -- it was interesting to see how they all connected in different ways from different
19 perspectives. Oh, and then the other thing from Redding is they were mentioning, because
20 their rail system goes over one of their huge watersheds, so if there is, and there has been, if
21 there's a derailment that falls into the water, they have ecosystem and waterway
22 contamination, so they were concerned about those impacts as well and so one of the things
23 they were mentioning is not just rails through communities, but also rails near waterways and
24 the impact with that. And so it's interesting, particularly given that the Sustainable Freight
25 Action Plan coordinates with so many of the -- the different agencies that would be -- I mean,
26 that's not in your purview, but you're coordinating with the agencies that are relevant to those
27 discussions; Rail, CalEPA, Air Resources Control Board. So it was just nice to see in realization
28 how the different pieces fit in folks' minds. Did I miss anything interesting from Redding or San
29 Diego?

28 TYLER MONSON: That was pretty comprehensive.

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1 STEPHANIE LUCERO: All right. Well, we have hit the 1:30 mark. Last call for those on the line.

2 YANNA BADET: Yes. Thank you very much for joining. If any further questions or
3 comments exist, please contact us through the website, there's a comment function, or through
4 the e-mail address railplan@dot.ca.gov. Thank you.

5 STEPHANIE LUCERO: Thank you.

6 [END]
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