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CALIFORNIA TRANSPORTATION PLAN 2040

4

LISTENING SESSION

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TACHI PALACE HOTEL & CASINO

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WEDNESDAY, DECEMBER 18, 2013

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17225 JERSEY AVENUE

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LEMOORE, CALIFORNIA

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21 REPORTED BY:
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1 WEDNESDAY, DECEMBER 18, 2013, 10:38 A.M.

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3 LAURIE WATERS: We're going to get
4 started. It's a little bit past 10:30. Thank you all
5 for coming. And we are very happy and honored to have
6 Mr. Cisco. He's going to start us off with a blessing
7 today.

8 (Opening blessing said.)

9 Before we get started, if everybody can
10 make sure that our stenographer can see your name plaque
11 to help her as she's taking notes. And we're going to
12 start with Paul Marquez from our district safety. He's
13 the office chief. What office are you from?

14 PAUL MARQUEZ: Planning.

15 LAURIE WATERS: And hand it over to Paul.

16 PAUL MARQUEZ: Thank you, Laurie.

17 Good morning everybody, and welcome to
18 this Listening Session on the California Transportation
19 Plan 2040. This is the fourth -- I believe the fourth
20 Listening Session, and it is being reported so that we
21 can actually reflect what is said today.

22 From Caltrans District 6, which covers for
23 us -- if you're not aware, covers a five-county area
24 from Madera north down to Kern County south. Includes
25 Fresno, Tulare, and Kings Counties. We have a number of

1 privates that are within the area, and we believe that
2 there's a fair representation here this morning. I
3 believe we could have representation for up to ten of
4 our tribes.

5 So, definitely, it's important to us, as
6 well as I think it will be beneficial so that you
7 understand some of the long-range transportation kind of
8 processes that Caltrans Department of Transportation
9 undertakes and to get your values, your thoughts
10 involved reflected in our planning efforts.

11 I'd like to take this opportunity to thank
12 a few people, including especially the Santa Rosa Tachi
13 tribal council and tribal members for hosting this
14 tribal session and Lalo Franco, who is the cultural
15 resources director. She is involved in coordinating
16 this effort with us.

17 I also want to point out again District 6
18 area, the five-county area that I just mentioned, we
19 have two Native American -- two members of the Native
20 American Advisory Committee for Caltrans, and they are
21 Paul Irwin from the North Fork Rancheria Tribe. And
22 recently appointed by the Caltrans director
23 Malcolm Dougherty, we have Vernon Vera, who is the
24 planning director of the Tule River Indian Tribe.

25 So I'd also like to mention some of the

1 contacts, local contacts at the Caltrans office, that
2 deal with the tribal issues, and that includes the
3 District 6 Native American liaison Marta Frausto, who is
4 sitting back there. And we also have our District 6
5 central region environmental Native American
6 coordinator, Mandy Marine, who is also sitting back
7 there. And with regards to the California
8 transportation planning effort, the District 6 CCP
9 liaison is Alec Kimmel, who is back there.

10 I think we are very fortunate today to
11 have the -- all the program managers and the -- and some
12 of the office chiefs from Sacramento to actually do
13 these long-range planning efforts here with us to kind
14 of explain the different plans that are being put
15 together and, at the same time, to listen to what the
16 tribal members have to say so that we could capture
17 what's important to you and somehow incorporate that
18 into our plans.

19 So as we -- as we go into the sessions,
20 let's look at the -- remember the ultimate goal of these
21 sessions is to bring Caltrans, the department, and the
22 tribes together to collaboratively engage in discussions
23 about long-range planning processes and to learn
24 about -- a lot of it is for Caltrans to learn about,
25 consider, and include private values, prospectus,

1 concerns, and invitations in our statewide long-range
2 transportation plan.

3 So with that, if there's -- if there's no
4 questions, I can turn it over to Lonora Graves, who is
5 from our Caltrans Native American Liaison Branch.

6 GEORGIENA VIVIAN: Paul, can we do
7 introductions real quick. Since we don't have too many
8 people, we can do that.

9 BENNIE LEE: Bennie Lee. I work at
10 headquarters and Office of Community Planning, the
11 Native American Liaison Branch. And Lonora is my boss,
12 and Alyssa Begley's our office chief.

13 LAURIE WATERS: My name is Laurie Waters.
14 I work for Caltrans in the Office of State Planning. I
15 work on the California Transportation Plan.

16 LONORA GRAVES: My name is Lonora Graves,
17 and I work in the Native American Liaison Branch at
18 Caltrans. And like Bennie said, he's there. And also
19 Kimberly Johnston-Dodds -- she is in our branch as
20 well -- who's not able to be here today.

21 CHRIS CISCO: My name is Chris Cisco. I'm
22 a Traditional Choinumni Tribe east of the Kings River.

23 DAVID ALVAREZ: David Alvarez, tribal
24 chair for the Traditional Choinumni Tribe east of the
25 Kings River.

1 PHIL MORGAN: My name is Phil Morgan. I'm
2 husband of the tribal chair for Tejon Indian Tribe.

3 KATHERINE MONTES-MORGAN: He drives me.
4 My name is the Katherine Montes-Morgan --

5 THE REPORTER: Excuse me, Ma'am. I can't
6 hear you.

7 KATHERINE MONTES-MORGAN: I'm Katherine
8 Morgan. I'm the tribal chair for the Tejon Tribe in
9 Kern County.

10 RICHARD GUERRERO: Richard Guerrero. I'm
11 from the Tubatulabal Tribe.

12 TINA GUERRERO: Tina Guerrero, vice chair
13 of the Tubatulabal Tribe.

14 ROBERT GOMEZ: Robert Gomez, chairman for
15 the Tubatulabal Tribe, Kern Valley.

16 LOUISE AKERS: Louise Akers from the
17 Tubatulabal Tribe.

18 THE REPORTER: I can't hear you.

19 LOUISE AKERS: Louise Akers from the
20 Tubatulabal Tribe.

21 MARTA VICKERY: I'm Marta Vickery from the
22 Kern Valley Indian Council.

23 MIKE CISCO: Mike Cisco, the tribe
24 chairman for ten years and one of the spiritual helpers
25 from this area here besides Vernon over there.

1 SHANA BRUM: I'm Shana Brum. I work for
2 Santa Rosa Rancheria's Cultural Committee.

3 ELAINE FINK: Elaine Fink, tribal
4 chairwoman for North Fork Rancheria.

5 FLORENCE DICK: I'm Florence Dick. I'm
6 the secretary for the Dunlap Band of Mono Indians.

7 SHARON CARTER: Sharon Carter, Big Sandy
8 Rancheria tribal administrator.

9 VERNON VERA: Good morning. Vernon Vera,
10 a tribal planner for the Tule River Tribe.

11 PAM KORTE: Pam Korte, chief of the Office
12 of State Planning, and we are responsible for producing
13 the California Transportation Plan.

14 SHELLY CHERNICKI: Shelly Chernicki,
15 Caltrans Rail Planning Branch. I'm responsible for the
16 outreach of the California State Rail Plan.

17 ALYSSA BEGLEY: Alyssa Begley. I'm with
18 the Caltrans Office of Community Planning. Thank you
19 all for being here today. I'm in the Office of
20 Community Planning of the Native American Liaison
21 Branch. We also run the Environmental Justice, the
22 Community-Based Transportation Planning crews, the
23 grants that have been awarded over the years, and we
24 work with the local development.

25 NICHOLAS COMPIN: I'm Nick Compin. I'm

1 from headquarters, Office of Traffic Operations in the
2 Strategic Development Management Branch, and we're
3 responsible for the Highway Safety Improvement Program
4 and the Strategic Highway Safety Plan. I'll talk about
5 that with you today.

6 MARK BARRY: My name is Mark Barry, and I
7 work at Caltrans in the Office of State Planning, and
8 I'm helping with the Caltrans Transportation Plan.

9 BRUCE DE TERRA: Hi. I'm Bruce de Terra,
10 and I'm with the Office of System, Brake, and Rail
11 Planning. And I'm the office chief of that group. I'll
12 be talking to you about all three of those plans.

13 ALEC KIMMEL: My name is Alex Kimmel --

14 THE REPORTER: I cannot hear you, please.

15 ALEC KIMMEL: Oh, I'm sorry. I'm the
16 District 6 California Transportation Plan liaison.

17 MARTA FRAUSTO: I'm Marta Frausto, liaison
18 for the (inaudible) --

19 THE REPORTER: I can't hear.

20 MARIA RODRIGUEZ: Maria Rodriguez. I'm
21 from Caltrans District 10, Native American liaison.

22 MANDY MARINE: I'm Mandy Marine. I'm an
23 archeologist for the district Native American
24 coordinator here in District 6.

25 And I'll say it for my side of the room,

1 but it's really hard to hear you guys on that side of
2 room. I don't know if you can hear us on this side.

3 BRUCE DE TERRA: I know I can hear our
4 stenographer mentioning several times she can't hear
5 from that side of the room.

6 LONORA GRAVES: Good morning again. My
7 name is Lonora Graves, and I'm here to talk a little bit
8 about the tribal engagement and plans on a high level.
9 And, really, why are we here is more what I'm here to
10 share with you.

11 So like Paul said, the goal for today is
12 to bring Caltrans, tribes -- and the tribes together to
13 collectively engage in discussion about long-range
14 transportation planning processes and so that as the
15 plans in the state are developed, we can learn from you
16 and use the information that we gain from everyone here
17 and from the other Listening Sessions that we've had in
18 this state to develop the transportation plan, the
19 statewide planning document.

20 So we're at the very start at the
21 California Transportation Plan update process. And like
22 Laurie and Mark and Pam said, they are here to --
23 nothing's been written yet, and the hope is that this
24 time around, not that it wasn't last time, we can do a
25 better job of understanding and incorporating tribal

1 concerns from the beginning as the document development.

2 So we're not here to say here's the plan,
3 check it off, we've done -- you know, we've done our
4 consultation. This isn't a formal consultation. It's a
5 chance to hear the plan. And the plan is to continue to
6 work with those who wish to be engaged.

7 Earlier in the year, the district
8 directors sent out formal consultation letters saying
9 the California Transportation Plan was going to be
10 updated, kicking off the process, that kind of thing.
11 So if there's an interest by anybody in having formal
12 consultation, sitting down with the plan developers one
13 on one, there's an openness to that.

14 And in addition to the other three
15 sessions that we've had so far, which were in San Diego,
16 Sacramento, Redding, and this is the fourth one, there
17 have been some requests from tribes that the California
18 transportation planning team come and share with -- I
19 think they went to the North Coast Tribal Transportation
20 Commission. And the Inter-Tribal Council of California
21 had a meeting in Bishop where there was an opportunity
22 to give a presentation. We'll talk about it a little
23 bit about -- little bit about an updated SANDAG meeting.
24 So the idea is that this is an ongoing discussion. This
25 is one of the first steps in it, but it's not going to

1 end here.

2 The California Transportation Plan -- I
3 won't spend too much time telling you about it because
4 Laurie's going to tell you about it later -- is a
5 visioning document, so it's not project level. So if
6 there are concerns -- I know we're in the Central
7 Valley. Let me acknowledge it up front. There are some
8 concerns about high-speed rail. The High-speed Rail
9 Authority is under the same umbrella as the California
10 Department of Transportation, which is the newly formed
11 transportation agency. California State Transportation
12 Agency to use the proper name. So Caltrans High-Speed
13 Rail -- I just totally blanked on the other people who
14 are under there right now. But -- CHP Traffic Safety.
15 Okay. So we're all under that umbrella.

16 And, actually, California State
17 Transportation Agency is working on developing a
18 statewide -- for the agency a consultation policy.
19 That's out for review right now. But if you do want to
20 take a look at that, I would suggest looking at the
21 California State Transportation Agency website and
22 seeing whether -- it's very, very much a draft right
23 now, and I wanted to point that out.

24 So High-Speed Rail and Caltrans are under
25 the same agency, but High-Speed Rail does the project

1 level work on that. And Bruce will talk a little bit
2 about the connections that exist between us.

3 The California Transportation Plan is a
4 visioning document that sets out goals. It sets out
5 visions. The other plans that we're going to hear about
6 later in forming the California Transportation Plan, the
7 hope is to be consistent. And the vision and goals
8 articulated in the Transportation Plan -- the California
9 Transportation Plan impact what goes into regional
10 agency plans or what goes into MPO plans as well. So
11 there's a lot of overlap. There's a lot of feedback.
12 And the input that you give here will not only be
13 incorporated into this plan, but it will be incorporated
14 into others.

15 Like I said earlier, we don't have --
16 haven't always done the best in terms of reaching out
17 early. I really do want to applaud the efforts that the
18 State Planning Office is making here to try to do that
19 and make an ongoing process.

20 One thing that's changed since the first
21 time there was one of these Listening Sessions is we
22 talked about the different plans that feed into the
23 California Transportation Plan, but because there are
24 different update cycles and because we heard at -- in a
25 number of different places but specifically at one of

1 the meetings related to a rail plan, that it would be
2 helpful to have conversations all at once. Individuals
3 who are working on the Freight Mobility Plan, the
4 Inter-Regional Transportation System Plan, the State
5 Rail Plan, the SH -- Strategic Highway Safety Plan are
6 here to share a little bit about what they're doing,
7 what their plans are, and to hear what we have to say
8 here so that can be incorporated early on.

9 So we're trying to align as much as
10 possible -- and it's going to take some time to get them
11 all there -- but align the plan updates into a
12 concurrent schedule and make a good use of your time but
13 also make sure that your input is heard.

14 This isn't a formal government
15 consultation, like I said. There is an absolute
16 openness by the State Transportation Plan team to --
17 responding to any requests that there are. So it's
18 absolutely after this, if you have more interest in
19 being involved, if you want to continue the
20 conversation, please request formal consultation. Or
21 you can request that we come and keep you updated at
22 other meetings.

23 What's going to happen after the meeting
24 today, everything that's heard will be -- is being
25 recorded, so that will be used to develop a summary.

1 And a summary will be shared with everyone who is
2 here. All the of the summaries from the four meetings
3 that were had will be rolled up into a larger one and
4 shared with the director, shared with the Caltrans
5 Native American Advisory Committee, shared with those
6 who are working on updating plans.

7 And already, as we're looking at what's
8 happening in the meetings that took place before today,
9 there are some areas that aren't related to the
10 California Transportation Plan, but the information can
11 be passed on to those who are working on those different
12 kinds of projects. So those will be shared with
13 management, with the decision makers, and they'll be
14 used as a framework as the plans develop.

15 So it really is -- the hope is that this
16 is a chance to begin the conversation early and that
17 that conversation can go on as everything happens.

18 Did I forget anything?

19 So thank you for your time. Thank you
20 very much to Santa Rosa Tachi Tribe for hosting us and
21 for everyone for making the effort to be here. And,
22 hopefully, as we move forward, as we have the
23 conversations, we we'll have good discussion.

24 LAURIE WATERS: Thank you, Lonora.

25 Like I said before, my name is

1 Laurie Waters, and I work on the California
2 Transportation Plan. And I just wanted to say how happy
3 and excited we are to be here talking with you today.
4 And thank you so much for coming here. I know this is a
5 really busy time of year. So -- you made time out of
6 your day to come to meet with us today, and we much
7 appreciate it.

8 And so as we mentioned a couple times,
9 this is the fourth one of these sessions we've had. And
10 we try to keep them informal. If you have comments or
11 questions as we're making presentations, please just go
12 ahead and speak up. If you need to leave to go use the
13 restroom, go ahead and do that.

14 And we'll have lunch around noon. And it
15 will be a buffet. And before lunch we do some
16 presentations, but we try to keep them short and -- so
17 we're not just sitting here talking at you. Really, the
18 point is to hear from you.

19 And each one of these has gone
20 differently, and that's been great. We've heard about a
21 lot of different issues. We've heard about issues such
22 as safety, tribal sovereignty, cultural issues. And
23 we're here to listen to all of those -- all of those
24 issues, concerns, whatever you may want to talk about.
25 And so we are excited. And I am going to start to -- do

1 a quick overview on the California Transportation
2 Plan.

3 Okay. So what is it? Show you what the
4 currently adopted plan looks like. This was the CTP
5 2025. What it is is it defines both policies and
6 strategies for the future transportation multi-modal
7 transportation system. It integrates all of our
8 statewide modal plans, which you'll hear more about
9 today: The rail plan, the freight plan, the transit
10 plan, the aeronautics plan, and then any other state
11 transportation plans that are out there.

12 It builds upon the Regional Transportation
13 Plan. And I think most of -- most of the tribes are
14 from around this District 6 area, so you probably
15 would -- your regional transportation issues is probably
16 the Fresno COG.

17 Is that right, Marta? Probably most of
18 these tribes would -- their regional, it's not --

19 MARTA FRAUSTO: It's five different --

20 LAURIE WATERS: Okay. Marta knows these
21 things here.

22 And we also want to incorporate the tribal
23 transportation plans, whichever ones that are out there
24 that we can use.

25 And for the first time with this

1 transportation plan, we are including a technical
2 element. In the past the plan has all been policy. Now
3 we're doing some transportation modeling to put some
4 more analysis behind the plan. We'll model different
5 transportation scenarios such as if we put more
6 transportation investment into transit, what would that
7 look like.

8 Okay. And why should you care about this
9 big, long-range transportation plan? What does it mean
10 for you and your families? Why should you even care?
11 Why should you be here today?

12 Well, the reason is, is because the State
13 Transportation Plan is what all the other transportation
14 plans in the state should look to as their -- as we're
15 trying to decide what our transportation future should
16 be like in California. And so we need to get those
17 issues in -- in this high-level document for it to
18 eventually get down to more of the local level. And it
19 provides a forum to raise tribal issues.

20 So, for example, the whole issue of tribal
21 transportation funding is very confusing, and there's a
22 lot of difficulties with it. So that's one issue we
23 really want to deal with in this transportation plan.
24 We want to figure out how do tribal transportation
25 projects get funded, what are the problems, how can they

1 be better.

2 So -- and then we're hoping if we can get
3 that issue raised in the California Transportation Plan,
4 then it will trickle down to the Regional Transportation
5 Plans and then into local communities.

6 And then eventually the policies in the
7 transportation plan guide transportation investments and
8 decisions. If there is a transportation project out
9 there that doesn't align with the overall ideal of the
10 California Transportation Plan, then that project should
11 not be funded.

12 Okay. This is our local California
13 Transportation Plan 2040. So we're looking out -- we
14 look out to, at least, the 20-year planning horizon.
15 And this plan is due to the legislature at the end of
16 the year 2015.

17 Okay. And this slide just kind of shows
18 the coordination between the California Transportation
19 Plan and the Regional Transportation Plan. They're kind
20 of a parallel processes. The big difference is the CTP
21 does not have actual projects in it, where the RTPs
22 do. And we have some similar legislations that we deal
23 with.

24 The Regional Transportation Plans have the
25 SB 375, which says that have to now have sustainable

1 community strategies in their plans. And that's mostly
2 about how are you going to plan your land use and your
3 transportation system to lower greenhouse gases.

4 And then we have a legislation called
5 SB 391, which is a similar legislation to SB 375, where
6 we also have to make sure that we are explaining what is
7 the transportation -- the statewide transportation
8 system needed to lower greenhouse gases.

9 Okay. And then this is a very complicated
10 slide here, and so that's why I'll let Lonora do it.

11 LONORA GRAVES: And I'm not going to try
12 to explain the whole slide to you. It's the planning
13 and programming process.

14 And the planning process examines current
15 and future transportation trends and identifies
16 solutions, and it involves a lot of participants. One
17 thing, it's linked to a whole lot of different land use,
18 economic goals, environmental issues, cultural concerns,
19 and it helps -- like Laurie said, it helps in the
20 decision-making process by identifying and prioritizing
21 demands on resources.

22 So the first block up there, it shows the
23 California Transportation Plans, the Regional
24 Transportation Plans, and Tribal Transportation Plans.
25 Ideally we should all be coordinating -- or could all be

1 coordinating better on those, so if the tribes have some
2 goals or priorities that might -- that the State or the
3 regions might be able to help with, it would be helpful
4 to have those in there.

5 So as we're developing this visioning
6 document, if there are some values or concerns that
7 exist on those different levels, like Laurie said, this
8 will inform the Regional Transportation Plans. I know
9 the tribes can do an update, if they need to, on their
10 own. If there are goals or values or priorities that
11 need to be articulated, like you said, with the tribal
12 transportation funding process, it might be something
13 that can be put in there.

14 One difference between the tribal
15 transportation planning process is the --

16 PAM KORTE: Lonora, I just wanted to let
17 everybody know that there's a full page of this slide.
18 It's really hard to read up there. If you want to
19 follow along, it's in your packet.

20 LONORA GRAVES: So if you want to see it,
21 it's on there.

22 One thing that's a little bit different
23 from the state process -- I'm sorry. Like I can't see
24 very far away, but I can squint at this page and see
25 it.

1 PAM KORTE: I know.

2 LONORA GRAVES: So I have the opposite
3 problem.

4 But one thing that's different between the
5 state process and the tribal transportation planning
6 process is that the State requires a project initiation
7 document before prioritizing the project. Before
8 funding can be allocated to a project, it can go into
9 the Statewide Transportation Improvement Program, which
10 is listed on here, Caltrans has to do some preliminary
11 engineering, looking -- look at the project, look at
12 what might be included, that kind of thing.

13 So if there was a project on which a tribe
14 wanted to partner or -- I think there are a couple of
15 examples where tribes put in a little bit of funding to
16 add a tribal priority like sidewalks or bike lanes or
17 something to a project that's in existence.

18 In order for Caltrans to be able to do
19 that, that particular portion of the project would have
20 to be in the STIP as well. And since we're looking at a
21 long-term horizon, a long-time planning horizon, it
22 takes years for any of that to happen. The
23 conversations would need to happen early.

24 So the idea of having -- making
25 connections now, seeing where values are, and maybe

1 figuring out how we might be able to partner is one that
2 is important and that can go into -- the individual
3 projects can't, but the idea could go into the
4 California Transportation Plan.

5 I feel like I'm trying to explain like a
6 five-day workshop in five minutes and combining it all
7 together.

8 We'll talk later about what are some of
9 the tribes' goals, strategies, how they can be
10 represented in the California Transportation Plan. And
11 I don't want to spend too much time talking about this
12 whole framework, but we will talk a little bit about
13 the -- the different pieces. The freight plan is --
14 sorry. I guess I can stand up and point.

15 In addition to the state, regional, and
16 tribal transportation plan pieces informing each other,
17 up there at the top we have the state plan, the rail
18 plan, the transit plan, the aviation plan. We'll talk
19 about the Strategic Highway Safety Plan. All of those
20 should be consistent with this California Transportation
21 Plan but also in forming it. So, again, it's a very
22 convoluted process.

23 The one thing I wanted to mention was it
24 connects to the funding issue that Laurie mentioned.
25 The PID process is unique to California, and it -- it

1 limits what we're able to do, but it's also an
2 opportunity to have a conversation early.

3 LAURIE WATERS: Does anybody have any
4 questions on that before we move on?

5 Thank you, Lonora.

6 Okay. So this is what we call our policy
7 framework. Oh, and thank you, Pam. I wanted to mention
8 there you have a packet. There are lots of papers in
9 your packet. Some of them are just what -- different
10 parts of the slides. And I'll try to remember to tell
11 you if there's something in the packet that I'm talking
12 about here.

13 This is our policy framework. The overall
14 vision of the CTP is that of sustainability, based on
15 the three E's of sustainability: The economy, equity,
16 and environment. And that would still be consistent in
17 this CTP 2040.

18 And then we have goals and then policies.
19 And then underneath "policies" we have a bunch of
20 strategies that are more actions that can be taken to
21 meet those goals.

22 And this is the current policy framework,
23 and this is being updated.

24 Hang on just a second, Bennie.

25 And so we've been in the process of

1 updating our policy framework. We have a policy
2 advisory committee that is helping us with that. We
3 meet every other month, and we have, actually, four
4 tribal representatives on our policy advisory committee.
5 There's Sandi Tripp from the Karuk Tribe,
6 Jacque Hostler of the Trinidad Rancheria, Connie
7 Reitman-Solas of the Inter-Tribal Council of California,
8 and Madhav Sos (phonetic) of the Rincon Tribe. And the
9 most active member has been Sandi Tripp, and she's been
10 real helpful to us. And then usually someone from our
11 Native American branch comes to our policy advisory
12 committees, too, to make sure that we are -- there are
13 some tribal concerns. Okay. Next.

14 So this is the updated vision statement
15 for the California Transportation Plan, and this is on a
16 handout. It's on that one. It's on the top of this
17 handout.

18 Now, I'll just read it. "California's
19 Transportation System is safe, sustainable, and globally
20 competitive. It provides reliable and efficient
21 mobility and accessibility for people, goods, and
22 services while meeting our greenhouse gas emission
23 reduction goals and preserving community character.
24 This integrated, connected, and resilient multi-modal
25 system supports a prosperous economy, human and

1 environmental health, and social equity."

2 And you'll see the words that are in orange,
3 those are the main areas that have been updated since
4 the last plan. You can see there's emphasis on reducing
5 greenhouse gas emissions. And another big issue that
6 has -- well, two big issues that have come up since the
7 last transportation plan are social equity and public
8 health. So we will be dealing with those much more in
9 this plan than we did in the last plan.

10 ROBERT GOMEZ: Laurie.

11 LAURIE WATERS: Yes?

12 ROBERT GOMEZ: That list that you read out
13 on the advisory board or something like that --

14 LAURIE WATERS: Yes.

15 ROBERT GOMEZ: Could you read that list to
16 me again.

17 LAURIE WATERS: The people who are on
18 the -- the tribal people?

19 ROBERT GOMEZ: Yeah, the people on
20 District 6 or what areas they represent.

21 LAURIE WATERS: Yes. Sandi Trip of the
22 Karuk Tribe.

23 ROBERT GOMEZ: Up north?

24 LAURIE WATERS: Yes.

25 LAURIE WATERS: Jacque Hostler, who's from

1 Trinidad.

2 ROBERT GOMEZ: Up north?

3 LAURIE WATERS: Yes.

4 And then Madhav Sos from Rincon.

5 ROBERT GOMEZ: North?

6 LAURIE WATERS: The San Diego area.

7 ROBERT GOMEZ: San Diego?

8 LAURIE WATERS: Yeah.

9 ROBERT GOMEZ: Good.

10 LAURIE WATERS: And then Connie, Connie

11 Reitman-Solas.

12 ROBERT GOMEZ: And does she handle the
13 central area?

14 LAURIE WATERS: She's in Sacramento, but
15 she represents one of the inter-tribal councils, which
16 is more of an overall group.

17 ROBERT GOMEZ: Right. Yeah.

18 Do you have anyone representing the
19 central area specifically?

20 LAURIE WATERS: No. I would say no other
21 than --

22 ROBERT GOMEZ: Is there a reason why?

23 LAURIE WATERS: No. Just that these
24 were -- I think what we did is we went to the Native
25 American advisory committee and asked for who would be

1 interested in being on the committee.

2 ROBERT GOMEZ: Now, can that change?

3 LAURIE WATERS: Yeah. We can add people.

4 PAM KORTE: I was going to say if there's
5 anyone that wants to join that group, we can add them.

6 LAURIE WATERS: And we have had call-in
7 options at the meetings. They are a little bit
8 difficult because sometimes we have break-out sessions.
9 But we can do that, too, if it's hard for people to
10 travel. Thank you.

11 I know this is hard to see, and that's on
12 this paper. This is what the draft policy framework
13 looks like now. And you'll see in the orange these are
14 the new updates since the last plan. And this is in
15 draft form. This is what we'll be taking out to these
16 kinds of meetings, to our workshops. But this can be
17 changed up until the document is finalized.

18 So as you read it, if you see anything
19 that you think is missing, that should be on there, then
20 let us know.

21 Make sure I'm not missing anything,
22 Bennie.

23 LONORA GRAVES: This shows the transition
24 from 2025 to 2040. So like requesting community values,
25 fostering healthy community.

1 LAURIE WATERS: Right. Yes. And you'll
2 see there's emphasis on social equity and public health
3 and being more -- having a more multi-modal system, so
4 making sure we're thinking about walking, biking,
5 transit, all of those things.

6 Those things were all in the 2025, but
7 they're -- they'll just be emphasized more in this
8 plan.

9 Any questions? Any comments on it?

10 Okay. So I mentioned these before. These
11 are the other -- the statewide modal plans. We have the
12 highway plan. The more formal name is the
13 Inter-Regional Transportation Strategic Plan. They just
14 finished a policy update to that recently, this year,
15 and then soon they'll be starting more of a full update
16 on that plan.
17 There's the freight plan, called the Freight Mobility
18 Plan. That is -- a draft is coming out soon on that.
19 Right, Bruce? And then the rail plan, that was
20 finalized recently.

21 SHELLY CHERNICKI: It was finalized in May
22 and distributed in November.

23 LAURIE WATERS: Okay. And they are
24 getting ready to start another update on that right
25 away.

1 And then we have a transit plan that was
2 finalized in 2012. I'm not sure if there's any plans to
3 update that one right now, but it might be in the
4 future. And then we have the aviation plan, which was
5 finalized in 2011. I think they update that one every
6 five years, probably.

7 PAM KORTE: I think it's every two.

8 LAURIE WATERS: Maybe two. Okay.

9 PAM KORTE: Yeah.

10 LAURIE WATERS: So these are -- so they
11 have all of these plans, and we should be getting tribal
12 input into all of these plans. And then these are all
13 incorporated into the CTP.

14 And then Bruce will be talking about three
15 of them -- the highway plan, the freight plan, and the
16 rail plan -- more when I'm done.

17 Okay. And then we also incorporated other
18 plans, and one is the Strategic Highway Safety Plan.
19 This is a very important plan. The -- a lot of the
20 tribes are interested in this because I know there's a
21 lot of safety issues in tribal areas. And Nick will be
22 discussing that plan because that is -- they're just
23 starting an update to that.

24 There's the SHOPP ten-year plan. The
25 SHOPP is the State Highway Operations -- Pam?

1 PAM KORTE: -- and Protection Program.

2 LAURIE WATERS: -- Protection Program.

3 PAM KORTE: Basically keeping the highways
4 in good shape.

5 LAURIE WATERS: And then the Smart
6 Mobility Action Plan and the Transportation Management
7 System Business Plan.

8 This is just a few of them. We look at
9 all these plans and make sure that we incorporate them
10 into the CTP and try to make sure all of these plans are
11 consistent.

12 And then this is just -- I know you can't
13 see this one very well, but this just shows our work
14 plan for the CTP 2040.

15 Hang on just a second.

16 So the things that -- that you might be
17 interested on here is that we're taking continuous input
18 on the CTP. We have a web portal.

19 And this is the last of these tribal
20 Listening Sessions right now. But like Lonora
21 mentioned, we are happy to go out to any other groups or
22 have formal consultation.

23 Then we have our policy and technical
24 committees. And we will have -- we had focus groups in
25 the summer. And then we will have public workshops next

1 fall.

2 Okay. So this is just another way of
3 looking at what our schedule is. So we will have a
4 first draft of the CTP. That's this January. I
5 think -- I think we'll have our first draft out probably
6 in February. And then we'll keep working on that all
7 through next year.

8 We did our focus groups in the summer. We
9 have been conducting these Tribal Listening Sessions.
10 Tribal consultation is ongoing. And then we'll be doing
11 that modeling piece that I talked about, the big
12 scenario analysis, next summer. And then we'll have
13 public workshops in the fall. And then the CTP is due
14 to the legislature in December of 2015.

15 So I think Lonora mentioned this, but one
16 of the products that we want to have come out of these
17 Listening Sessions is a -- what we call our CTP and the
18 tribes' fact sheet. And what -- the reason why we do
19 that and -- I'll show you what it -- it will look like
20 this eventually, kind of like this, a nice handout. And
21 what it is, is it will be kind of a summary of what we
22 talked about in these Listening Sessions.

23 And we like to do these fact sheets
24 because we have tribal liaisons in each of our districts
25 and our CTP liaison, so like Alec and Marta here. And,

1 then, also have the Native American liaison, Mandy. And
2 they actually do a lot of our outreach work because
3 we're in Sacramento. And they meet with their tribes
4 regularly. So we like to give them things to hand out
5 because it's easier for them than just going out and
6 talking off the cuff. So we will develop that.

7 And so what -- we'll put together what
8 we've learned in these Listening Sessions, make a fact
9 sheet, and probably send it back out to you. And
10 hopefully you'll comment on it and help us develop that
11 fact sheet.

12 This was -- this was just my start. I
13 just put some bullet points of things that I figured
14 we'd probably cover in the fact sheet.

15 So other than the notes from these
16 sessions -- that will be the first product that comes
17 out of these. And then, also, within the document -- I
18 think the way we'll do it is we'll probably have a
19 section on tribes and transportation and then include it
20 throughout the document as appropriate.

21 And then these -- there's the website
22 address there. And -- but if you just Goggle
23 "California Transportation Plan," it should get you to
24 it too.

25 And then your contacts are your District 6

1 tribal liaison, Marta Frausto. I'm sure you all know
2 her very well. And then Mandy Marine is your Native
3 American coordinator. And then at our Native American
4 Liaison Branch is Kimberly Johnston-Dodds, who is
5 unfortunately is sick today, couldn't be here. And then
6 Lonora, too, and Bennie. And then I'm the California
7 Transportation Plan Tribal content lead. And then the
8 overall project manager is Gabriel Corley. So you have
9 lots of contacts, people that you can get to if you have
10 anything that you wanted to discuss with us.

11 And that's -- so I'm done. So any
12 questions for me before I turn it over to --

13 ROBERT GOMEZ: I've got one.

14 LAURIE WATERS: Uh-huh.

15 ROBERT GOMEZ: Could you go over briefly
16 the Strategic Highway Safety Plan. What does that
17 entail? What does that include in terms of what -- how
18 that might relate to the question that I want to ask
19 you.

20 LAURIE WATERS: That is Nick -- Nick
21 Compin is here, and he's going to be doing a whole
22 presentation on it.

23 But do you want to tell him briefly what
24 is in it right now?

25 NICHOLAS COMPIN: Well, it looks at the

1 safety of all roads in the state of California. And
2 there's funding that's provided -- the plan looks at
3 strategies to improve the safety of roads in California.

4 ROBERT GOMEZ: Would that include like
5 road closures or off-highway parking or anything like
6 that?

7 NICHOLAS COMPIN: Nothing private. But it
8 does include roadways that are not on the state system.
9 So it's all roadways.

10 ROBERT GOMEZ: So if you have -- so if you
11 have a road coming out of the Forest Service property
12 onto a highway, would that include something like that,
13 access or parking along that particular highway or
14 roadway?

15 NICHOLAS COMPIN: I'm not sure on the
16 Forest Service piece because you're mixing federal. But
17 it is part of the roadway.

18 PAM KORTE: I'm just thinking of
19 something, Nick, that maybe that -- to differentiate.
20 It's a document that could talk about those issues. I
21 think what the -- maybe the follow-up question, which we
22 might have to follow up on it: Would there be funding
23 for that? So the issue could be raised. We could say
24 this is an issue out there, and we need to deal with it.
25 But the funding issue might be something we need to get

1 back to people and check on the forest land.

2 NICHOLAS COMPIN: And the funding, there's
3 a program for that. It's called the HSIP, the Highway
4 Safety Improvement Program. Then that -- there's
5 funding available through local assistance at Caltrans
6 for projects that will improve funding.

7 And the strategies need to be identified
8 in the SHSP, the safety plan, and then the projects pull
9 out of that. So it -- the way we work, we have a plan,
10 and then we have projects that come out of that to
11 improve the safety.

12 And so in the location you're talking
13 about, I'm not positive because you're mixing federal
14 jurisdiction in there.

15 ROBERT GOMEZ: Yeah.

16 NICHOLAS COMPIN: I know with tribal lands
17 it's possible. And I'll go over the fact that in
18 Map 21, there is specific attention being paid to
19 improving safety on tribal roadways.

20 ROBERT GOMEZ: Let me give you a scenario,
21 and maybe you'll see if it fits into your -- because I
22 think it might fit into that particular plan.

23 Highway 178 going east, when you leave the
24 old road into the new freeway area that they built
25 several years ago, there is a hot springs on the

1 river. Okay?

2 Well, CHP and Caltrans has blocked access
3 to that cultural site not only for Native Americans, for
4 Asian Americans also. But 200 yards up the road, the
5 Forest Service land road comes down and meets the
6 highway, but hunters and motorcyclists have access to
7 that. So there's not a balance there. And I always
8 wondered about that.

9 Is that something that would fall within
10 your realm, do you think?

11 BRUCE DE TERRA: That probably falls
12 within mine. So when I talk about the highway planning,
13 I'll do that.

14 But can I give -- change the order, let
15 Nick just go ahead and continue with the Highway Safety
16 Plan since he's started to talk about it?

17 LAURIE WATERS: Yeah, we can do that.

18 LONORA GRAVES: I intended to follow up on
19 that. I think you're touching on a number of different
20 questions and pieces.

21 ROBERT GOMEZ: Yeah. Absolutely.

22 LONORA GRAVES: And one of them is the
23 coordination between all of the -- all of the
24 departments under the transportation agency. So I hate
25 to keep mentioning the Agency Tribal Consultation Plan,

1 but one way to possibly get at some of those inter --
2 inter-jurisdictional -- I'm like "inter-department" is
3 not a word -- inter-jurisdictional questions might be to
4 look at how all the agencies under California
5 Transportation Agency coordinate.

6 And we're also looking at Map 21, how some
7 of the provisions in the new transportation
8 authorization bill and how to move forward -- how those
9 might impact the tribes, how those might impact joint
10 projects, how those might impact inter-jurisdictional
11 issues. So there's a couple of areas that that touches
12 on, and it sounds like Bruce has those.

13 BRUCE DE TERRA: Right. That would fall
14 under our TCR, so I'll address that, because that's
15 under the highway plan. So I'll address that.

16 PAM KORTE: Should we also have
17 District 6 staff sort of respond to that issue that's
18 been brought up, too? If someone could --

19 Marta, could someone over there maybe
20 suggest how an issue like that gets resolved?

21 MARTA FRAUSTO: We can talk to Robert, and
22 see what it is. Maybe we can, you know --

23 DAVE ALVAREZ: Clarification. When you're
24 talking about you control all -- take care of all the
25 roads, is there a distinction between roads going into

1 federal land that you guys don't touch? Or like the
2 Forest Service, is that -- because it's federal land and
3 the roads, you're talking about taking care of the roads
4 and the condition of the highway infrastructure.
5 Is that a jurisdictional thing with the federal
6 government?

7 BRUCE DE TERRA: So we would have rights
8 of access for the state highway, kind of prescriptive
9 rights. So whatever that highway right-of-way that we
10 maintain we have access to and we're responsible for it
11 within certain boundaries. But as soon as we get
12 outside that boundary, we have no responsibility or
13 authority. But within that --

14 DAVE ALVAREZ: Well, I was just asking if
15 the Caltrans -- you're talking about right of access.
16 So you do take care of the road going through the
17 federal land. Only the roadway is taken care of,
18 correct?

19 BRUCE DE TERRA: Yes. And we also have
20 instances where state highways stop being state highways
21 in some national parks, where they revert over to the
22 park service, and we have no responsibility in that
23 case. But those are --

24 DAVE ALVAREZ: So it basically depends on
25 the area of federal land that --

1 BRUCE DE TERRA: Yes.

2 DAVE ALVAREZ: -- the infrastructure goes
3 into?

4 BRICE DE TERRA: So accessing the
5 Sierra, most of those highways remain state highways all
6 the way -- if they cross the Sierra all the way across
7 or until they cease the state highways and they shift to
8 a different designation. And it will have a sign, "End
9 of Highway" kind of thing.

10 LAURIE WATERS: Oh, one thing, though, is
11 the California Transportation Plan is not just a
12 Caltrans document. We put it together. But it's about
13 the transportation system for the whole state. So if
14 there's issues for roadways that are not under Caltrans
15 jurisdiction, that could be an issue that could still be
16 in the CTP.

17 ROBERT GOMEZ: Is that something that
18 you -- if it it's not, let's say, the state highway or
19 however -- is that something you would work with through
20 your COG, your local COG people?

21 LAURIE WATERS: We could bring it to them.

22 Pam, would you say that that would be
23 through our -- probably through our district, right?

24 PAM KORTE: Yeah, through the district
25 office.

1 I think that the issue you're bringing up
2 is something that Marta could be the entry point, maybe,
3 to get a bigger discussion about the issue. Maybe it
4 needs to go to the Caltrans district director for
5 District 6 to be brought forward as an issue and figure
6 out how can we solve it, what can be done.

7 ROBERT GOMEZ: Okay.

8 LAURIE WATERS: So do we think -- Nick, do
9 you want to go ahead, then, since we -- okay.

10 Then we'll switch things up a little bit,
11 and Dr. Nicolas Compin is going to discuss the Strategic
12 Highway Safety Plan.

13 NICHOLAS COMPIN: Thank you for taking me
14 out of order and putting me on the spot first. I was
15 relaxing.

16 Okay. I am Nick Compin, and I am from
17 Sacramento headquarters, Division of Traffic Operations,
18 and we are responsible for updating the Strategic
19 Highway Safety Plan.

20 Yes, that is a typo, so I -- I'll identify
21 it first so that you're not sitting there waiting to
22 tell me I didn't get it fixed. But I will next time.

23 So what is a Strategic Highway Safety
24 Plan? Well, first of all, it's not just highways.
25 That's a designation that we didn't pick. It's all

1 roads in California. So when you see that, don't think
2 highways. Think all of them. Okay?

3 It started in 2005. And the SHSP is
4 updated regularly to insure continued progress in
5 meeting changing safety needs across the state. So
6 currently over 400 safety stakeholders from 170 public
7 and private agencies and organizations work together to
8 implement the plan under the direction of the SHSP
9 executive leadership and a 13-member steering
10 committee.

11 The SHSP includes behavioral,
12 infrastructure, and technology strategies addressing --
13 now four E's instead of three -- different E's, though
14 -- of safety which is engineering, enforcement,
15 education, and emergency services.

16 The SHSP applies resources in the areas
17 where the greatest gains can be made to save lives,
18 prevent injuries, and improve safety for all roadway
19 users in California. Next slide, please.

20 So in September -- on September 25, 2013,
21 we had an SHSP annual executive leadership meeting. So
22 we went to the CHP -- so you're going to get acronyms.
23 Sorry -- California Highway Patrol, and they were --
24 they were one of the groups or -- that are included in
25 this leadership group. Also includes Caltrans, the

1 governors's office of -- or sorry, California Office of
2 Traffic Safety and others where their three main or top
3 priorities were identified.

4 One, we have to update the SHSP, which is
5 why I'm here. Right? Two, we need local, regional, and
6 tribal involvement. And I'll tell you why it's really
7 important above and beyond the fact that we need to know
8 what's going on on tribal roads. And the third one is
9 to improve data, which I'll explain that too. Next
10 please.

11 So since 2005 what has SHSP
12 accomplished? I think it facilitates collaboration
13 among various state and local agencies and non-
14 governmental organizations concerned with traffic
15 safety. So it brings us all together to give us a forum
16 to talk about traffic safety. It establishes and meets
17 major goals, again, supporting those four E's. And we
18 won't go through those again. It also uses best
19 practices known to be effective in reducing traffic
20 crashes and injuries and developing new actions.

21 Okay. Map 21 came in. And this is a
22 little update on what Map 21 wants from SHSP and
23 safety.

24 So Map 21 requires a data-driven strategic
25 approach to improving highway safety on all public

1 roads. It also includes the requirements for a
2 comprehensive data-driven SHSP that defines state safety
3 goals and describes a program of strategies to improve
4 safety.

5 So under Map 21, a Highway Safety
6 Improvement Project is any strategy, activity, or
7 project on a public road that is consistent with the
8 data-driven SHSP. And the funding mechanism is the
9 Highway Safety Improvement Program, the HSIP. Right?

10 So projects that are consistent with the
11 SHSP are identified and then programmed in that HSIP.
12 And that's what we're -- I mean, part of what you're
13 going to do is -- I'm going -- we've identified some
14 issues that will allow tribes to compete in a better way
15 for the funding that's available in the HSIP. Okay?

16 PAM KORTE: Nick.

17 NICHOLAS COMPIN: Yes, ma'am.

18 PAM KORTE: I'm not sure that you said
19 what Map 21 is. Could you tell everybody what map --
20 just in case.

21 NICHOLAS COMPIN: Moving ahead for
22 progress in the 21st century, that's the federal
23 authorization for transportation spending across the
24 U.S. It's a two-year piece of legislation that was
25 passed. We think that it will be continued -- I mean, I

1 think -- the general consensus is it will last for
2 longer than two years. Usually if it's -- they say two
3 years. You think, oh, no. We have to do this again.
4 Right? But I think it will be -- continued -- not
5 reauthorized.

6 PAM KORTE: Continued.

7 NICHOLAS COMPIN: Continued. The last --
8 SAFTY-LU was the last one. That's another big, long
9 acronym. Right? Safe and Efficient and whatever.

10 So it was a five-year to begin with, and
11 it ended up being eight, I believe. So we don't think
12 this one's going to be too -- there's a lot of really
13 good things in it, and we're just starting to figure out
14 what does it mean to us as a department and everyone
15 here in California.

16 So if it were only two -- I mean, that
17 would be really foolish. Not that that couldn't happen,
18 but we don't think it will. So we think it's going to
19 continue. So we're -- that's what Map 21 is.

20 PAM KORTE: Nick, can I say one more
21 thing -- which I think you stated but maybe not
22 explicitly -- is that this federal legislation now
23 allows tribes that are eligible to compete for funding
24 from this Highway Safety Improvement Program.

25 NICHOLAS COMPIN: Yes.

1 PAM KORTE: And that's a big, significant
2 change.

3 NICHOLAS COMPIN: Yes.

4 PAM KORTE: Yeah.

5 NICHOLAS: Yes. Okay. Next.

6 Okay. So the requirements, performance-
7 based approach. So what are you going get -- you know,
8 what are you going to get -- Map 21 is requiring us to
9 look at what are you going to get for the money you're
10 spending. Right? Performance-based approach.

11 Data-driven problem identification: So
12 you need to have data to be able to identify a problem
13 and then get funding to solve that problem. That's the
14 idea anyway.

15 So state and MPO performance measures and
16 targets, which we're all running around feverishly
17 working on currently. There's also required
18 consultation and coordination not only with tribes but
19 with main stakeholders. It requires consistency with
20 the California Transportation Plan and the Highway
21 Safety Plan.

22 So I'm very happy that we're able to come
23 here with the CTP group, which we weren't before. I'm
24 glad we are because we need to be consistent. And if we
25 all could be in one meeting, basically, then we know

1 what they said and they know what we said, and there
2 will be a better chance for consistency. Won't
3 guarantee it, but we're going to work.

4 PAM KORTE: But the folks in the room know
5 what we said, so they'll hold us accountable.

6 NICHOLAS COMPIN: Yes. And so will she.

7 Okay. So use of effective strategies and
8 countermeasures: So if something's not going the right
9 way, we see a problem, we have countermeasures for
10 those. And then the four E's we mentioned. Next slide,
11 please.

12 Okay. So one of the places -- the place
13 that we gather the data for -- that supports the
14 projects that you want to -- to do, right -- when you
15 say we have a problem in safety, for Caltrans and the
16 state, we use SWITRS, which is the Statewide Integrated
17 Traffic Records System. Okay?

18 SWITRS is maintained by the CHP. It
19 processes all reported fatal and injury collisions that
20 occur on California state highways and all other
21 roadways, excluding private property. Okay?

22 If a collision occurs on a state highway
23 that traverses tribal land, the CHP will respond and
24 generate a report that goes into SWITRS, and we have a
25 record that there was an incident. Okay?

1 However, local collisions will only be
2 investigated by the CHP if a crime is involved,
3 including DUI, or if requested by the tribe. Other
4 surface collisions will be investigated by local tribal
5 agencies and likely not make it into SWITRS. Okay?

6 That's a problem because then you don't know --
7 you don't have the data to support that you have an
8 issue. Without the data to support the issue, you can't
9 compete for the funding. Right? And so -- next slide,
10 please.

11 Okay. So SWITRS' jurisdiction list does
12 not include tribal areas when you look at SWITRS. So
13 what we did was to determine injuries within tribal
14 areas, which, again, on the state highway -- because we
15 don't have data that goes off of the state highway in
16 tribal areas -- we looked at a base map to count
17 collisions that occurred within the map coordinates of
18 the tribal areas. And statewide, 3,755 injury
19 collisions were identified that occurred within 29
20 tribal areas in California over a period of ten years.
21 Next slide, please.

22 That seems low. Right? I mean, it's ten
23 years. That seems like a low number. So it's not clear
24 to what degree crash reports within tribal areas are
25 transmitted to SWITRS. We're pretty sure it's not

1 very -- not a very high level. Right?

2 So, therefore, those numbers -- that 3,755
3 identified injury collisions is considered an
4 underestimate, but we're not positive. We need the
5 data. So developing a system for a more accurate
6 estimate of traffic injuries in tribal areas should be a
7 priority task. Right? Next, please.

8 So we do have opportunities. This SHSP
9 update provides funding -- or sorry. There are --
10 there's funding that's provided for Tribal
11 transportation safety plans, not part of the SHSP. But
12 there is funding. Currently the California
13 Transportation Plan update is in process, so we're
14 taking advantage of that process.

15 There are existing forums to have
16 dialogs; for example, the Native American Advisory
17 Committee that was mentioned before. Many other
18 stakeholders with related goals, et cetera, are being
19 spoken with, and so this isn't something we're just
20 doing here and it's isolated. It's a huge effort,
21 really. And Regional Transportation Plans must address
22 safety. So we can take advantage of that too.

23 So most importantly, we're early in the
24 process. Okay? Now, early in the process of developing
25 our Highway Safety Plan. Right? But the process isn't

1 very long, meaning we've got about a year, a little over
2 a year, to when we're planning on having the plan
3 completed. So we're very early in the process. So
4 we're going out and speaking with people early so we can
5 get input. But we only have about a year, a little over
6 a year. I think maybe March of 2015. Okay?

7 So we need to work together kind of
8 quickly but comprehensively so you can -- we can add
9 strategies to that plan that will allow you to compete
10 for the funding to improve safety on the roadways.
11 Okay?

12 So challenges: Data, data data. Right?
13 We need the data to compete. Performance based. So
14 depends on good and reliable data.

15 We have a challenge because we've got
16 high-risk rural roads that there really isn't much data
17 on. Right? So that's a challenge for us.

18 Short time I mentioned.

19 We need more tribal safety plans to
20 identify the issues that are on tribal lands on the
21 roadways. We're the -- it's a large state to address
22 local safety. Right? I mean, it's a big state. We've
23 got a lot of rural areas. That's a challenge. I think
24 we can do it, but we have to work together.

25 Also, the challenge -- there's a federal

1 sanction if we do not get the SHSP updated in time.
2 That means they're going to reduce the amount of funding
3 that's provided to the state of California, we'll all
4 lose. So that's one of those drivers for us. Right?
5 Next one, please.

6 So just conclusion, some of the high
7 points, I think: The number of injuries identified
8 there -- the injury collisions, rather, we think that
9 that was low and doesn't highlight the issues that are
10 out there. We're not positive, but we think that's the
11 truth. This is likely substantial underestimate, so
12 there's a critical need for data systems to provide more
13 accurate data to reflect the true burden of injury.
14 Right?

15 And safety on tribal lands is an integral
16 part of Map 21 and the California Strategic Highway
17 Safety Plan. So we need to work together to identify --

18 RON ALEC: Is this taken under
19 consideration, that the 3,700 injuries -- that the other
20 rural and urban areas would be a whole lot higher than
21 the tribal roads. But the tribes, the 3,700 injuries,
22 is a whole lot. But is it taken into consideration our
23 numbers won't be as high as other areas? Because a lot
24 of the reservations are in rural areas. So traffic
25 won't be as numbers in the urban rural areas as other

1 areas. Is that taken into consideration? Because that
2 3,700 is a big number.

3 NICHOLAS COMPIN: But it's statewide.

4 RON ALEX: Statewide.

5 NICHOLAS COMPIN: All roadways.

6 RON ALEX: Because of the rural areas.

7 NICHOLAS COMPIN: And so that's -- one of
8 the -- as far as the improvement program, right, the
9 projects that are out there, that's where that issue was
10 taken into consideration.

11 For the plan we're looking at getting the
12 data, doing the strategies to help to highlight any
13 issues that you're having. So the plan itself is about
14 identifying strategies and coming up with actions that
15 can help folks to identify the safety issues.

16 When you're talking about the number of
17 incidents and that kind of thing, that's in the program
18 itself, in the projects that you compete for with the
19 other regional agencies, et cetera. And that's through
20 local assistance, Caltrans.

21 Yes? Question?

22 SHANA BRUM: Okay. I had a question. So
23 right out here on 17th Avenue, there's been several hit-
24 and-runs. And for the tribe to address this as a safety
25 issue, since that road is a county-maintained road, even

1 though it's on tribal land, would that fall under a
2 Tribal Transportation Safety Plan, or would that fall
3 under a Regional Transportation Safety Plan?

4 PAM KORTE: You guys are looking at me. I
5 don't actually know. I don't know what the answer is.

6 NICHOLAS COMPIN: I'm sure we've had
7 another question like that before.

8 PAM KORTE: Joan might have answered it,
9 but I don't know.

10 LONORA GRAVES: I think it possibly could
11 fall under both because there's been instances where a
12 tribe partnered with the County or partnered with the
13 State to address an issue that impacts. Like when you
14 look at Tribal Transportation Plans, they're looking at
15 how you get from Point A to Point B, whether it's a
16 county road or whether it's a tribal road. So I don't
17 know specifically whether Tribal Transportation Plans
18 only include tribal roads, but I imagine that if there
19 is a safety issue, the safety plan would include that.

20 SHANA BRUM: And we went to the County
21 about it and asked if, you know, a crosswalk with the
22 little blinking things on it --

23 PAM KORTE: I have one in my neighborhood.
24 I know exactly what you mean. Yeah.

25 SHANA BRUM: They're by the schools.

1 -- if it would be okay to put in a stop
2 sign or speed bumps, and they said that we couldn't.

3 PAM KORTE: So I guess --

4 SHANA BRUM: Since they're taking -- I
5 guess they're putting it under their jurisdiction --

6 PAM KORTE: They're taking the lead --

7 SHANA BRUM: -- and it cannot happen.

8 PAM KORTE: -- and they're saying no.

9 SHANA BRUM: Yeah.

10 PAM KORTE: I don't know how the
11 interaction goes there, but the one thing I can say
12 about what Nick's presenting -- because I've heard this
13 presentation done before -- is that --

14 NICHOLAS COMPIN: Better. Definitely
15 better.

16 PAM KORTE: You did a good job.

17 -- is that this new funding coming from
18 the federal government is now saying that the tribes are
19 eligible to directly apply and compete for that funding.
20 So if there's an issue there that's important to the
21 tribes, this is now an opportunity for that.

22 I know the process to do this is being
23 worked out.

24 NICHOLAS COMPIN: Correct. And before --

25 PAM KORTE: How to get the money to the

1 tribes eventually and so forth.

2 NICHOLAS COMPIN: The difference, before
3 the tribes had to go through the regional agency to
4 compete. So it wasn't directly from the state. And I
5 think this is a more direct route to compete for
6 funding.

7 BRUCE DE TERRA: It sounds like your
8 question, though, about the authority, for who has the
9 authority to actually make the decision of what to do
10 about it, you have some solutions you'd like to try, but
11 the County's saying, no, you can't.

12 SHANA BRUM: Yeah.

13 BRUCE DE TERRA: So that would have
14 something to do with the agreement we have with the
15 County. In tribal trust land I don't think the County
16 can tell you no unless you have some agreement that gave
17 them that authority.

18 ROBERT GOMEZ: Years ago they had an
19 agreement between the tribe and them. I don't know, you
20 know, if it's still agreed. It was just like a hand
21 shake. This was years ago.

22 LONORA GRAVES: I was going to say that
23 might be one of the issues that we need to raise in this
24 document because there have been instances where it's a
25 high priority to people living there, but it falls

1 out -- like the question, I think, you were asking
2 earlier about population because there's not density to
3 support, it falls out on a statewide level. Or if it's
4 local, if there's another priority that's higher for the
5 regional agency, it might not show up. So that might be
6 something that we need to identify as -- I don't know --
7 a goal, a strategy, something to look into more.

8 PAM KORTE: Is it "Shawna"?

9 SHANA BRUM: Shana.

10 PAM KORTE: Shana. So, Shana, did the
11 County say why? It's not a priority or, no, we don't
12 like your solution?

13 NICHOLAS COMPIN: It's not your
14 jurisdiction? I mean --

15 SHANA BRUM: They didn't like the idea of
16 the speed bumps because it's a rural area, and they
17 discourage any speed bumps.

18 PAM KORTE: Okay.

19 SHANA BRUM: And they said no to the stop
20 sign because although there is a street going into the
21 reservation and there's -- I guess you could call it a
22 street. There's a turn-in to go into the casino, but
23 that doesn't constitute an intersection. And so,
24 therefore, they don't see it as being eligible for --
25 for a stop sign.

1 PAM KORTE: Okay.

2 SHANA BRUM: And because, again, they
3 don't consider it an actual intersection, it's not
4 eligible for a crosswalk, which was interesting because,
5 I mean, you have kids who get dropped off from school
6 that have to cross. It's right next to the Elder
7 Center. And --

8 PAM KORTE: So did they offer any solution
9 at all?

10 SHANA BRUM: No. I believe the tribe put
11 out --

12 BRUCE DE TERRA: This sounds like it might
13 be -- and Nick might go "Awww" when I say this -- but
14 an appropriate location for a roundabout because when
15 you're trying to slow the traffic down and make people
16 slow down and pay attention to what's going on. And
17 they can be designed -- and they are designed all over
18 the state quite well -- to accommodate pedestrians as
19 well. Takes a little education on how a pedestrian is
20 supposed to cross, not going straight across the whole
21 thing, but using the pedestrian access. But those are
22 utilized, and we have quite a few of them on the state
23 highway system now. And freeway offramps on the highway
24 itself, intersections that are a "T".

25 So it's something -- I don't know if

1 District 6 can assist you in investigating some of these
2 opportunities.

3 PAM KORTE: Marta's raising her hand.

4 MARTA FRAUSTO: Marta Frausto, District 6.

5 A few years ago one of the things that we did out of the
6 Native American Liaison's Branch is that we provided
7 inventory on tribal roads and roads that were maybe on
8 the county or state system but that were of importance
9 to the tribes. So I think that it's a couple of issues.

10 One is the tribal transportation plans in
11 general and whether those plans have safety components
12 or whether there's a need for a safety plan. I think
13 Tule River is going to work on their safety plan. But I
14 think it's a question of going back to see the -- the
15 status of the tribal transportation plans and whether
16 there are existing tribal safety plans because if there
17 isn't, then there's a need to update those or create
18 them because -- I would venture to say that most of the
19 tribes in the central area don't have safety plans,
20 highway -- or road safety plans.

21 So those two things, the transportation
22 plans in general and the road safety plans for the
23 tribes. So that, you know, is just certainly something
24 that we should look into in terms of an inventory of
25 where the plans are, who's -- has it been updated

1 because I know we did that work several years ago, and
2 we were able to get a lot of mileage off the --
3 investing in doing the inventory. And those -- the data
4 that came out of the inventory work that we did actually
5 went into the transportation plan. So I think that's
6 something that we should look into statewide.

7 MIKE CISCO: It took them a long time to
8 put the radar detector that's out there as you're coming
9 north. It shows your speed when you're going through
10 there. And it took a while for them to put that up.
11 And then this one coming in from the south too.

12 But that one right there is -- I guess, is
13 county road, and it's -- as you get to the Elder Center,
14 it's tribal land, supposed to be.

15 But that took years to have -- to have
16 them go ahead and do that. They fought it a lot. She
17 can tell you about that too.

18 PAM KORTE: Did you say near a school, or
19 you just said kids cross there?

20 SHANA BRUM: The kids cross there.

21 PAM KORTE: Okay.

22 MIKE CISCO: Kids cross there and
23 pedestrians that come back and forth to the casino.

24 BRUCE DE TERRA: If the children are -- if
25 it's part of a school trip, we have programs -- Safe

1 Routes to School through our local assistance program.

2 But if you have a documented safety
3 problem at that location -- I think you might.

4 MIKE CISCO: We had like four.

5 PAM KORTE: So maybe, Marta, that might be
6 something else to explore, the Safe Routes to School,
7 and if that's a potential.

8 NICHOLAS COMPIN: Thank you.

9 BRUCE DE TERRA: So I'm between lunch,
10 right?

11 LAURIE WATERS: Yeah. Well, I think --
12 yeah. Bruce, what do you think about if we hold you off
13 until after lunch, since it's all sitting out there
14 ready for us? What do you think?

15 BRUCE DE TERRA: Well, you know me. I'm
16 always in favor of lunch. I leave it to the tribal
17 members as to their preference.

18 LAURIE WATERS: Is everybody hungry now?

19 ALL: Yeah.

20 LAURIE WATERS: Okay. We'll have lunch.
21 We'll take a break for about a half an hour or so.

22 (Lunch recess taken from 12:00 to
23 12:40 p.m.)

24 BRUCE DE TERRA: We're going to start
25 now. Before I get -- I want to give a thanks to our

1 hosts for a wonderful lunch. Delicious. Very generous
2 of you. We really appreciate it. Thank you very
3 much.

4 I'm Bruce de Terra, and I'm with Caltrans
5 in headquarters with the Office of System -- and you can
6 think of that as basically the highway or roadway
7 system -- Freight -- and that's freight in all its
8 different modes across the state -- and Rail -- and
9 that's both passenger rail and freight rail -- Planning.
10 So it's a lot of -- so I have three of these big plans
11 that are in my office that pretty much cover the entire
12 surface of the transportation system in the state
13 excepting transit and aviation. But we do talk about
14 the connectivity to those things.

15 So as I talk to you and you have
16 questions, I invite you to have a dialogue rather than
17 me just talk to you. I don't have a bunch of
18 Powerpoints, but I do have things to talk to you about,
19 and you have some of them in your packet.

20 So the first one I want to talk about is
21 the freight plan. We're in the process of developing a
22 California State Freight Plan, and this would be the
23 second one that California has had. Another one was
24 produced in the year 2007, the Goods Movement Action
25 Plan. And it resulted in a number of freight projects

1 that got approved by the California Transportation
2 Commission as part of the Proposition 1B Voter
3 Transportation Funding Program. So that went through.

4 There are a number of projects within the
5 San Joaquin Valley. Most notably you would be familiar
6 with all the projects on Highway 99 that are going on
7 now. Those were part of that Proposition 19B program.
8 Another piece of that program beyond the highway
9 projects were the freight projects. So kind of a
10 context of where this is coming from.

11 So now we're starting a new state freight
12 plan, and we have new federal guidelines. As Nick
13 mentioned, Map 21, it provided guidelines recommending
14 that states create a freight plan, and it provided 11
15 different things that those freight plans should talk
16 about. It also said within that freight plan that we
17 should create freight advisory committees and that a
18 national freight network should be established. And the
19 network is entirely composed of highways.

20 So let me talk first about the committee
21 because that's really important. If I blank out and
22 it's time for me to do names, some people can rescue me
23 on it because I blank out on names all the time. I
24 introduce my wife at parties and things like "This is my
25 wife ahhhhhhh." I don't know what --

1 PAM KORTE: Hey, Bruce, next time write it
2 on your hand.

3 BRUCE DE TERRA: I could do that.

4 So the committee: It recommends it has a
5 committee, and it's a diverse committee representing the
6 state. And we started to put one together about a year
7 ago, and we're trying to get like 25 to 30 people, and
8 as we're going through, looking at all the different
9 people and organizations and different public entities
10 and private organizations that would be interested in
11 this. Our committee now stands at 62 members, which is
12 quite an extensive list. And some of them we're
13 actually required to have on the committee under state
14 law.

15 So after Map 21 came in, it was a bill
16 that passed in September of this year that said the
17 freight plan, it's not just guidelines and
18 recommendations. It says Caltrans, with our
19 transportation agency, you will do a freight plan
20 following those guidelines that Map 21 presented. And
21 then they specified a number of state agencies that had
22 to be on the committee, including the Highway Patrol,
23 the California Transportation Committee, the Public
24 Utilities Commission. And then it just identified
25 broadly, and then the committee consistent with the

1 Map 21. Oh, the Energy Commission and the Air Resources
2 Board are on there as well.

3 So we have this committee we formed,
4 62 members. We had our first meeting in April, and
5 we've been having meetings every couple months or three
6 months. We've been moving around the state to try and
7 have different locations. The closest we've come here
8 is a meeting that we had in Stockton in August. And I
9 got a lot of flack for that. We had the one meeting in
10 Stockton, and it was in August. But it was a good
11 meeting.

12 We have two members -- two Native American
13 tribal representatives. Again, the same as the CTP. We
14 met with the NAAC and asked them who they would like to
15 have on there. Adam Geisler is one of the
16 representatives, and Isaac Kenney is the other
17 representative. So we've got north and south
18 representation. They've both attended several different
19 meetings. Adam, in particular, has been very active and
20 has provided a lot of comment, input at those -- at the
21 meetings. He also offered to host one of the meetings
22 in the future down in that area.

23 So out of the 62 members, we have two
24 formal members that are voting members of the committee
25 that are representing tribal governments. And they

1 represent the NAAC. They're not representing their
2 individual tribal governments. It's as representatives
3 of the NAAC. We've also been meeting with NAAC. We've
4 done two meetings with them to talk about the freight
5 plan.

6 So the other 62 members that are included
7 in there are the major MPOs of the region -- of the
8 state, rather. And the San Joaquin Valley has selected
9 one representative to represent the 8 MPOs within the
10 San Joaquin Valley. And the San Joaquin Pollution
11 Control District is also on it. And I'm thinking -- I'm
12 not sure we have anybody else specifically from the
13 San Joaquin Valley area on it. I don't believe we do.

14 We have the Rural Counties Task Force.
15 They have a representative on it. But they're from
16 Shasta County. We also have Monterey County as a
17 representative on there. We're trying to get some rural
18 perspectives. But the big MPOs such as for the
19 San Diego area, the Los Angeles area, the Bay area, from
20 Sacramento, they're on this committee.

21 We also have both of the big railroads.
22 BNSF and UP are on it. Three of the big seaports --
23 Los Angeles, Long Beach, and Oakland -- are on it.
24 Three big air cargo airports. We have the Trucking
25 Association, the Automobile Club. We also have the

1 Sierra Club, Natural Resources Defense Council, Clean
2 Air Coalition. We have a coalition of neighborhood
3 groups and a number of other people of 62 advising us on
4 the development of a freight plan and providing guidance
5 to us on the network. And I have maps up there of the
6 network.

7 This assembly bill that required us to do
8 the freight plan also put a due date. Map 21 didn't
9 have a due date for a freight plan. So we're kind of
10 like going along and looking at the 2015 goals that Pam
11 has in her CTP and say, well, this is great. You know,
12 we'll make sure we get done in time to be part of that.
13 But Assembly Bill 14 that passed in September said, no,
14 your freight plan has got to be done and submitted to
15 the governor, the legislature, the CTC, and a bunch of
16 other organizations no later than December 2014. So we
17 went in September from having a 2015 deadline to
18 basically less than a year.

19 So within the state apparatus to get a
20 plan like this approved that's going to go to the
21 governor's office and the legislature and have broad
22 public input across all the interested spectrums take an
23 enormous amount of time. So we basically backed up from
24 when we had to turn this thing in to when do we have to
25 have a real solid final draft freight plan, and we got

1 to the month of June. So we came to this realization
2 working in October that we had between October and June
3 to have a full-on draft of the freight plan following
4 the Map 21 guidelines.

5 So Map 21 provides very specific things
6 that they want to see in the freight plan, in there.
7 And, then, our assembly bill also has requirements in
8 there. So we've been trying to structure and see where
9 we can get all the information and meet all those
10 different pieces and try to put that required stuff
11 together to then take out to meet with everybody to talk
12 about, okay, here's what Map 21 said we have to do. Now
13 we've gathered all the stuff that we think it's saying.
14 What are we missing? What more should we add from a
15 perspective beyond just the guidelines that were given
16 to us?

17 And I'll talk about this in the rail plan
18 later on as well. They have even much stricter
19 guidelines than what Map 21 provides.

20 So before I go on, are there any questions
21 about the committee on here?

22 You don't have San Joaquin Valley
23 representation for Native American tribal governments,
24 and that partly is because no one on the NAAC
25 volunteered who it would have been represented. But if

1 there's interest in that, we still could do that.

2 And we have our next meeting in January in
3 Sacramento. After that will be in San Bernardino, for
4 the next meeting after that in March. So hopefully in
5 March it will be the Orange Blossoms blooming and --
6 they don't have orange trees there anymore.

7 So any questions about the advisory
8 committee?

9 Okay. Let me talk about the freight
10 network next. There's a map on the wall. And I'm sorry
11 we don't have a projection. But you -- well, actually,
12 this is new. This was released by the federal
13 government on November 19. They sent something out. So
14 I'll just -- I'll explain what the route is here.

15 There's a -- what they had -- and I'll be
16 happy to actually talk afterwards on the map
17 specifically. But they are designating -- congress
18 requires the Federal Department of Transportation to
19 designate a 27,000 mile highway system within the
20 United States that would be called the Primary Freight
21 Network. And these would be the highways that are of
22 the most importance to the country in terms of
23 transporting freight. And they limited it to 27,000
24 miles. And it's 27,000 miles down the center of the
25 highway, so it's not each individual lane counted but

1 the center of it, so basically the divider. So 27,000
2 miles.

3 The United States is huge, and going
4 27,000 miles doesn't go very far. So they used -- in
5 order to judge where that network should go, they used
6 the number of trucks on an average annual daily basis
7 that travel that route, the weight of the volume -- the
8 weight of the cargo that transports on an annual basis
9 or how much stuff actually moves in terms of the total
10 weight of that, the value of that cargo, and the
11 connectivity, meaning where it connects to, does the
12 network connect to seaports, does it connect to major
13 cities. They wanted to try to connect all the major
14 cities in the U.S. that have a population or urbanized
15 areas of 200,000 or above. So they had that. They want
16 to connect all the major seaports. They want to connect
17 all the major railroad inter-modal facilities and
18 that.

19 So 27,000 miles. They struggled with this
20 for a full year, and they were two months late in
21 issuing this, so they issued it on November 18. And
22 they had a 30-day public comment period on their formal
23 Federal Register, and then it locked in stone for ten
24 years this network once it got approved.

25 So they had a conference call with the

1 states, and since there were quite a few other folks who
2 heard about that conference call and called in, and
3 everybody said 30 days is a ridiculous amount of time to
4 try to comment, so they extended it for another 30
5 days.

6 So had they been with the original 30
7 days, today's the day all the comments would be due, and
8 whatever the result of that would be, we have that
9 network for the next 10 years. So they extended it to
10 January 17 under the Federal Register to comment on this
11 draft primary network. And it's still -- this is
12 congress setting this 10-year deadline. It's not
13 Department of Transportation. They have no authority to
14 modify that, nor do they have authority to modify the
15 27,000 mile goal.

16 But the Department of Transportation said,
17 well, we're going to set the 27,000 mile network, but
18 we're going to go ahead and use the same methodology and
19 say, well, what if we didn't have a limit of 27,000
20 miles? What would their national network actually look
21 like? Because this is probably what we actually need,
22 but we have this artificial 27,000 miles. So they went
23 ahead and did that and came up with a 41,000 mile system
24 nationally.

25 And I have both of these up on the maps up

1 there. And I'm sorry they're not on a Powerpoint to
2 display up here. We just -- by the time we got done
3 making these maps, because we had federal data and state
4 data and other things to put into our GIS files, we
5 didn't get it into this slide show.

6 But there are several states, particularly
7 in the west and the central part of the country, that
8 didn't get a single mile on this primary freight
9 network, so they are not connected to the National
10 Freight System on the primary network.

11 There are other places such as Kansas,
12 they got 65 miles, which is, you know -- for the state
13 of Kansas, that's not a whole lot of primary freight
14 network when you think of everything that goes through
15 there.

16 So Montana, North Dakota, and
17 South Dakota, they did not get mileage on this primary
18 network, and a lot of -- and there's no -- there's no
19 highway that crosses the United States east to west
20 that's on the primary network under the 27,000 miles.

21 So there are a lot of states and
22 localities that are very unhappy about this network that
23 they got, and they're putting together their comments
24 now.

25 So I was on a national call with the

1 states again, with another state organization, and I
2 kept my mouth shut, which my coworkers will say is
3 amazing that I can do this for a two-hour-long
4 conference about this.

5 California got 2,700 miles on the primary
6 network based on our truck volumes, the value of the
7 cargo, the total mass, basically, of the freight that's
8 being transported, and the connectivity to the urbanized
9 areas. So we have the most of any state in the nation
10 in terms of the miles of this primary network.

11 Texas has more miles if you add in this
12 additional 41,000 cap. They come up above us. And
13 California doesn't get much more after the 41,000
14 because the basic freight transportation system in the
15 state is so extensive and massive in the amount of
16 things that are transported here that we have a
17 tremendous amount of our highway system that got
18 included.

19 So for the -- for the Central Val -- for
20 San Joaquin Valley -- I won't say the Central Valley
21 because that extends all the way up to Redding -- but
22 primarily we've got three highways that made it into the
23 network south of Stockton. There's -- around Stockton
24 area there's more. It's a little more complex because
25 the highways come together and connect to the Bay area.

1 So there's a lot of activity right there.

2 But Interstate 5 throughout its entire
3 extent in the San Joaquin Valley is included in the
4 primary network, and Highway 99 throughout its entire
5 extent of the San Joaquin Valley is included in the
6 primary network. And Highway 58, until it gets to
7 Highway 14 across the Tehachapi, that also made it into
8 the primary network.

9 What it means to be in the primary network
10 is that if you have a freight project on that network,
11 you're eligible for a 95 percent federal funding share
12 for that freight project. If it's in the approved plan
13 on this primary network, for that project you can get
14 95 percent federal share on it. And if you're off the
15 system but you're still part of this larger freight
16 network, you can get a 90 percent share.

17 So being on a designated network and being
18 in a state freight plan for the project -- being part of
19 that means you get larger access to freight funding.
20 The downside of it is there's no new money whatsoever
21 going to this program because it's not a funding
22 program. It's just a plan. And this is a shortfall.

23 There was an early effort that didn't make
24 it through Congress to include a funding program with
25 it, and that's a pig push the states are making now.

1 So if you had a freight project on a
2 highway system and you got a 95 percent, you're just
3 taking that 95 percent out of that pot of money you
4 have. So rather than an 88 percent or whatever other
5 federal share it might have been, you get 95 percent.
6 So you just shrink that pot a little bit more, so
7 there's less available money left over to go around.
8 But if you have a really important freight project, you
9 might prioritize it that way.

10 And as I mentioned, this is limited to the
11 highway system. There are a few local roads that made
12 it into it, but those are really high-volume, heavy
13 truck traffic. They typically are around either the
14 railroad inter-modal station or one of the really big
15 seaports. Very few roads off of that network made it.

16 So in Southern California, the L.A.
17 basin, almost every freeway in the L.A. basin made it
18 onto the primary network. And the Southern California
19 Association of Governments was quite surprised at that,
20 as was Caltrans, because we had been hearing from U.S.
21 DOT that there was no way that they were going to give
22 Southern California more than just a few corridors in
23 there. But when they did the national analysis,
24 Southern California came on top of everywhere in the
25 country in terms of their freight volume.

1 For the San Joaquin Valley it's
2 particularly important because agricultural exports are
3 enormous. So even if you're not doing the export,
4 there's a lot of employment associated with everything
5 related to ag. So that's really important to get in --
6 to be included in that network. So you do have good
7 access to Southern California, to points to the east,
8 and to the port of Oakland as well. A lot of the access
9 to the port of Oakland made it in. So that's the
10 primary export point for the ag products coming out of
11 the San Joaquin Valley is the Port of Oakland.

12 So we have this -- we have until
13 January 17 to submit a letter. We're trying to put
14 together a statewide letter that represents the
15 viewpoints of the Freight Advisory Committee that we
16 have, the 62 members. We had a conference call a couple
17 weeks ago with them. Gave them all the data. We gave
18 them maps we had, the data that the federal government
19 had, and asked them to give us their response as of
20 yesterday to -- so I could put -- I have to have the
21 draft letter together by Friday of this week to send
22 back out to the committee for them to analyze and
23 comment on so we can go through a couple of iterations.

24 And I can include -- I don't know, Lonora,
25 how I might do this, or Laurie maybe, in terms of

1 providing access so people can comment on it who attend
2 here. If we have an E-mail address, we can include them
3 on that as well.

4 So this network and all this came out
5 since our last Listening Session. We didn't have this
6 information at the last Listening Session we had in the
7 Bay. So on this --

8 Yes, Pam?

9 PAM KORTE: I think you touched on this a
10 little bit, but I want to bring this point up a little
11 bit more. Tell me if this isn't right.

12 Isn't the expectation that in the next
13 reauthorization at the federal level for transportation
14 funding, there may be a freight program, so that's why
15 there's such a heavy interest in "I need to be in the
16 plan" --

17 BRUCE DE TERRA: Right.

18 PAM KORTE: -- "and I need to be on the
19 network"?

20 BRUCE DE TERRA: Very much so.

21 PAM KORTE: Okay.

22 BRUCE DE TERRA: Yeah. So having this
23 network -- and part of it is -- and FHWA and U.S.
24 DOT acknowledge there's nothing that says what's going
25 to be done with this network other than 90, 95 percent

1 federal share. So it makes it really difficult to say,
2 well, what's the importance of being designated this
3 network?

4 PAM KORTE: Yeah.

5 BRUCE DE TERRA: And then there's also the
6 rest of the interstate system is automatically included
7 as part of the freight network, and they're the ones
8 that are eligible for 90 percent.

9 So, primarily, almost the entire network,
10 other than a very small piece, is interstate highway.
11 Highway 99 is the national exception in terms of the
12 extent of it and its importance. It equals or exceeds
13 any interstate. And you well know that living here in
14 the Valley.

15 Actually, how many of you are in the
16 Valley or Sierra Foothills versus -- anybody from the
17 coast? So if I need to talk about coastal issues
18 traversing. No? Or north of San Joaquin County?
19 Nobody? Okay. Nobody south of Kern? Okay. So we
20 really are talking just in this region.

21 So some of the criticism that I've
22 received -- it's not criticism of me. I receive plenty
23 of that, but that's not in relation to the network. My
24 own idiosyncratic whatever.

25 But there's no cross-Valley inclusion of

1 the primary network. So you can't go east to west. But
2 there's a tremendous amount of east to west travel or
3 travel from the center of the Valley across. And the
4 reason that doesn't come up, even though you have
5 enormous truck volumes, you don't have enormous truck
6 volumes all year long. You have a downtime right now
7 where you don't have trucks. And they average across
8 the entire year. So while you may have 10,000 trucks a
9 day during certain times of year, it's not, on average,
10 10,000 trucks every day. And that's what they're
11 looking at, the average of every day.

12 So basically the threshold was 8,500
13 trucks per day got you into the national primary freight
14 network. And then the secondary considerations are, are
15 we connecting to an urbanized area? But it was that
16 number -- average number of trucks that was the key
17 thing that made -- determined whether they made it into
18 the network or not.

19 So it's kind of frightening, if you're in
20 California and if you're trying to do a freight plan, to
21 think we have that many trucks on that many highways
22 that we've got to accommodate along with all the growing
23 auto traffic.

24 Any questions on the -- on the network
25 itself?

1 As I say, after we're done, I can talk
2 about specifics of different places on there in the
3 Valley.

4 So, then, the next -- the next piece of it
5 is to create a state freight plan. And this is where
6 Pam was saying we don't know if there's going to be a
7 freight program that -- by "program," it means there's
8 money that goes with it. But we think there will be,
9 and so we're developing the plan as if there's going to
10 be. And if it's not federal money, it might be state
11 money. But there's a real recognition that we don't
12 have enough investment within the freight industry.

13 And the freight industry is really a part
14 of the core of our economy. We can't transport our
15 goods out of the state or into the state adequately that
16 are a lot of economic sectors, including the ag
17 sector. You know, almonds are a big deal for
18 California, our number one ag export. And if we can't
19 get them to L.A. or Oakland in a good amount of time,
20 then we lose that market capability.

21 So the freight plan, as I stated, is due
22 in December. We're working on it now. We're going to
23 have a draft of this first thing responding to what the
24 structure of it is in January. That's what I'm doing
25 over the Christmas break is finishing that thing up.

1 So you have -- within your packet you have
2 an outline of the plan that's called the California
3 Freight Mobility Plan Outline. I'm really eloquent in
4 titles, creative. So we have a California Freight
5 Mobility Plan, a California Freight Advisory
6 Committee. Just call it like it is.

7 So within here -- so we -- each of the
8 chapters that we have listed here respond to one of the
9 11 sections that Map 21 had. One of the things -- or
10 one of the topics that we did not have within there is
11 Chapter 1-5, "Native American Freight Services and
12 Impacts."

13 (Brief interruption.)

14 BRUCE DE TERRA: So Native American tribal
15 governments in relationship to freight was not called
16 out in Map 21. But through our work of talking with the
17 NAAC and earlier Listening Sessions, we've gone ahead
18 and modified that, actually, specifically including a
19 chapter within the context of issues. These are the
20 current issues within California because we've heard a
21 lot of different kinds of things. And some of those are
22 that a lot of rancherias and reservations are located on
23 rural highways that's the primary access that don't
24 allow full-size trucks to get access, and so you're
25 restricted in terms of the kinds of things you do for

1 delivery. There are also safety implications in
2 there.

3 A lot of times you don't have access to
4 the freight system. You may -- this is particularly
5 true in Southern California. You may have transnational
6 railroads crossing through a reservation with no access
7 to that railroad. So all you're doing is getting the
8 impact of it without getting any of the benefit. So
9 that's one of those kinds of issues that's raised.

10 The relationship to jobs within the
11 freight industry, there are a lot of jobs, and there are
12 a lot of jobs that don't require somebody to have a
13 four-year degree. So they're really -- they're really
14 good jobs to have and retain, but they still pay well.
15 And that freight industry with all the stuff going by is
16 not necessarily getting access to those kinds of jobs.

17 Or if we have big construction projects,
18 tribes want to have the opportunity to be part of that
19 construction project and do some of that work.

20 (Brief interruption.)

21 BRUCE DE TERRA: So one of the other
22 things that came up -- and it applies to all the plans
23 we're talking about. In particular, it says "Chapter 1"
24 that we reflected here where it's the context of issue,
25 and we start off with -- basically it's the government

1 layer based on the policy contents --

2 (Brief interruption.)

3 PAM KORTE: I know you have more good
4 information to share, but just timing-wise, it's ten
5 after 1:00.

6 And should Bruce shoot for like 20
7 minutes, Laurie, then wrap up or -- so we have an hour?

8 LAURIE WATERS: Yeah.

9 BRUCE DE TERRA: Okay. Can you stand me
10 for 20 minutes?

11 LAURIE WATERS: That's fine.

12 PAM KORTE: I want you to know kind of
13 what you're working with.

14 BRUCE DE TERRA: So the last -- whatever I
15 have left at the end we'll talk about. Okay. So I'll
16 try to talk over this. I think that I can do that.

17 So in this Chapter 1-1, we have
18 National --

19 BENNIE LEE: Sorry. We're working on that
20 now. It's the presentation in the next room.

21 BRUCE DE TERRA: So one of the real
22 concerns we've got -- and this is -- your status is
23 sovereign governments is the relationship to regional
24 agencies and having to be a subset of their planning
25 process in order to go after funding and so that -- it's

1 adding this kind of like either a submember or something
2 like that, perception of that.

3 So within our freight planning -- and this
4 would be reflected in our other plan as well -- that
5 we're reflecting that there's a national policy level,
6 there's a sovereign tribal government policy and needs,
7 and then there are also the state, regional, and local.
8 So that they're put on an equal footing when talking
9 about the needs and the relationship to the planning
10 process. You're not a subset to regional or the state
11 plan. You get to provide that input directly in. So
12 we're trying to reflect that in the plan itself, in
13 structuring that chapter.

14 I don't know that other states are doing
15 that, and it kind of doesn't matter. But California --
16 I mean, it does matter, but it doesn't matter to the
17 fact that whether we do it or not. So we're going
18 ahead.

19 So we're currently working on developing
20 the plan, the assets, which is partly reflected in what
21 you see there. And then -- so I want to have you look
22 at the map that you have. It's a major -- statewide
23 major freight facilities. These are all the non-highway
24 facilities on there. So what we've included in here are
25 the two Class 1 railroads, and those are --

1 THE REPORTER: Excuse me. I'm sorry. I
2 didn't hear you just now.

3 BRUCE DE TERRA: So the two Class 1
4 railroads, BNSF and UP, in their entire extent and then
5 the short-line railroads -- and I know you have a new
6 Joint Powers Authority in the San Joaquin Valley area
7 for short-line railroads so that they're not abandoned
8 and you maintain them as a viable service. So we've
9 included all the nonexcursion or nonrecreational
10 short-line railroads in the state, I think.

11 So basically we have the entire freight
12 rail network. A lot of that freight rail network also
13 shares track with Amtrak. And in Southern California it
14 includes the Metro line and other passenger rail
15 services. And same with the Bay area, like with the ACE
16 train and others, and even Caltrain going up. So
17 there's shared passenger freight track included within
18 there, even if it's owned by the Transit Agency.

19 We include California's 12 deep-water
20 seaports -- and we have 12 of them -- from Humboldt to
21 San Diego and the 2 inland ones at the Stockton and
22 West Sacramento. And we include 12 air cargo
23 airports. And Fresno is the 12th in terms of the total
24 volume of freight that's handled by the airport. LAX,
25 not surprisingly, is by far the top in the state, and

1 it's among the top in the nation in terms of the air
2 cargo. And after that it drops off really quickly to
3 Oakland and San Francisco.

4 So this is the nonhighway network that
5 we're looking at on there. So -- so when looking at it
6 from a -- a tribal interest perspective and if you
7 overlaid our highway system on there -- and I didn't
8 because the map gets so complicated -- the freight
9 system is everywhere. So, in essence, it's impacting or
10 providing opportunity for both -- pretty much every
11 tribe in the state.

12 So we want to get input into how tribal
13 governments in your particular instance, but then as a
14 whole as well, the big broad issues. It's a policy
15 level the state should be embracing and then trying to
16 work through some of the issues like we were discussing
17 earlier today where a particular highway has a
18 particular problem. We're looking at all those
19 different levels.

20 So any questions about the network or the
21 plan at this point? Okay.

22 PAM KORTE: Anybody have a question for
23 Jesus?

24 BENNIE LEE: They're working on that right
25 now. There's a presentation going on next door, so

1 they're looking to turn off the presentation, the
2 speakers here.

3 BRUCE DE TERRA: Okay. All right. I keep
4 thinking it's done.

5 Okay. So I can go to my next slide? So
6 no questions about the freight plan? If you have
7 questions about the freight plan, we are actually
8 streaming all of our freight meetings, so we broadcast
9 them over the Internet. And we have a website. The
10 link is on the department's homepage and will say "State
11 Advisory Committee." But if you type in "CFAC," that's
12 California Freight Advisory Committee, you can link our
13 website. It has all of our materials. And we accept
14 comments as well.

15 So the next thing I want to talk about is
16 the highway plan. And I'll try to be fairly quick on
17 this. This is the map of the highway system. It has a
18 lot of different colors on the highways on there. And
19 Laurie mentioned this earlier. I don't know. Lonora,
20 maybe you mentioned it, the highway -- both of you
21 did.

22 So we have this -- this route -- this set
23 of routes we designated approximately 1998 as a set of
24 focus routes where they're talking about these are the
25 state highways that are the highest priority for

1 investing in upgrade to kind of a higher capacity
2 standard. So we have highways that might be a two-lane
3 rural highway, and because of travel demand or projected
4 growth, we know that eventually it will need to be
5 upgraded to a four-lane highway. Or we have a four-lane
6 highway, such as Highway 99, in places that's an
7 expressway with intersections that needs to be converted
8 to a full freeway and get rid of these intersections.

9 So what this plan looked to do is to
10 identify those -- those routes most important to the
11 state, that provide connectivity across the state so
12 that we're reaching all the major regions north to
13 south. Basically it's a companion to the interstate
14 system. So you have a whole grid system that covers the
15 entire state.

16 So that in the San Joaquin Valley you have
17 a lot of routes and lot of really important ones, and
18 being on this list, in some instances, help you get
19 projects you would have never gotten -- otherwise
20 gotten.

21 So you can see that in the San Joaquin
22 Valley you have Highway 99 going north and south. The
23 interstates are not part of this. They are getting
24 covered under the interstate highway system. Highway 58
25 crossing out of Kern County, Highway 41 and 46

1 connecting to the central coast, and then 41 going up to
2 99, and then 198 just down the street here crossing the
3 valley, 152 to the north. So this -- this provides a
4 certain latticework of connectivity east-west and
5 provides connection between the coast and the Central
6 Valley and north and south.

7 So the idea is to provide a higher level
8 of travel, both a higher capacity, higher speed. And,
9 essentially, it's also safer because you have a higher
10 design standard for a lot of these facilities.

11 So the green lines on here are the ones
12 that have actually been improved to meet the concept.
13 There are very few blue ones. And hard to discern that
14 they've got money but they haven't been built yet.
15 There aren't many of those. Some have got some money.
16 And you can see there are a couple here in the
17 San Joaquin Valley, they have money, but they don't have
18 all the money yet. And those that we just feel is a
19 gleam in our eye but we don't have any money but we want
20 to get it built someday. So you can see a big stretch
21 of it in the southern San Joaquin Valley on 99 and also
22 41 and 46. But we haven't gotten there yet. And 198.
23 We drove the two-lane section of 198 so we'd know that
24 that eventually, basically, would be upgrading to a
25 four-lane, that that's the concept.

1 So over the years, as we get this
2 particular funding, inter-regional funding, to get about
3 \$300 million at this point every two years to spread
4 across the entire state, part of that \$300 million also
5 goes to passenger rail, so it's not a whole lot of
6 money.

7 So the reason I'm bringing this up, this
8 is a 1998 plan. We just completed a status update to
9 say, well, what have you accomplished since 1998 when
10 that plan first came out? So what have you actually
11 done? And this is the map that represents by the color
12 coding what's been done since '98. So the green part's
13 what's actually been constructed. The other part's
14 pending, that they got money. And if they've got money,
15 that means they cleared the environmental development
16 process, and they're just working on accumulating more
17 money. And if it's orange, it's stuff we still want to
18 do and may not need a regional plan, but it's things we
19 want to do in the future.

20 So when we brought this to the California
21 Transportation Commission, this update of the status,
22 they said, well, you should go back and reexamine all
23 the assumptions you made in 1998. Why did you pick
24 these routes? Are they still the most important routes
25 in the state? Should there be other routes that are

1 added to this?

2 So we're starting the process to go back
3 and answer those questions and to develop a new plan
4 that possibly could add new routes to this. It could
5 take routes off that are no longer a statewide priority,
6 or it may change some of the concepts on there.

7 One of the difficulties in doing this is
8 there's going to be no new money. So as we add new
9 routes to this, which we're assuming there are going to
10 be a few probably, we don't anticipate that there's
11 going to be recommendations from anybody to drop their
12 route from here.

13 As we go through it, it basically dilutes
14 the \$300 million, that we have, then, more need for more
15 routes but the same amount of money. So it just takes
16 longer to do these. So we'll also be looking at should
17 we prioritize the funding, should we say, no, we've done
18 a lot of work on 99. Let's finish that and get it to a
19 higher capacity now because there's a high traffic
20 demand. We'll have to come up with a methodology.

21 So as we do that, of course, part of this
22 process is meant to do the necessary consultation so
23 that -- because this highway system provides the links
24 for all over the state. So tribes everywhere have got
25 an interest in this access of having this higher

1 capacity. Though they may not be directly on this
2 system, the highways that they get access from to this
3 highway system, they have the access via that measure.

4 So are there any questions about this
5 process?

6 We haven't set it up yet. We just hired
7 new staff to work on it, and they're trying to lay out a
8 work plan on how to do it. We anticipate it getting
9 done roughly at the same time as the CTP, the California
10 Transportation Plan, in 2015. But we probably won't get
11 done in time to actually have you do anything with it,
12 if we get a new route.

13 Okay. So no questions about that
14 highway.

15 So the other side of my highway side that
16 I mentioned earlier is that my office also provides
17 guidelines for the planning of each individual highway
18 route in the state. So on something like Highway 178,
19 the District 6 office would have a 20-year plan for that
20 route to say, well, here's what we think needs to happen
21 based on future demand and current conditions on that
22 highway.

23 And in that process, if there are tribal
24 governments along there or ancestral lands that are
25 concerned, then consultation should take place at the

1 district's initiation on that when they start that
2 plan.

3 Yes, sir?

4 ROBERT GOMEZ: Going back to the freight
5 plan and then the highway plan --

6 BRUCE DE TERRA: Uh-huh.

7 ROBERT GOMEZ: -- and you mentioned
8 something to the effect of opportunities for funding and
9 things of that nature. Can you give me some examples of
10 the type of opportunities that are available to
11 tribes. What I'm seeing is and what I'm hearing is a
12 lot of opportunities for reservation tribes, but how
13 about those that are not recognized and so on and so
14 forth?

15 BRUCE DE TERRA: Ah, okay. So if you were
16 not federally recognized, I assume that you would need
17 to, then, partner with somebody who could be a recipient
18 of that.

19 ROBERT GOMEZ: That would be my next
20 question. So we would have to partner with somebody,
21 whether it's a tribe or --

22 BRUCE DE TERRA: Yes.

23 ROBERT GOMEZ: -- governmental agency?

24 BRUCE DE TERRA: So you would have to have
25 a government entity to partner with to be a recipient of

1 the funds.

2 So, for example, our freight program had
3 railroads, where we had railroad projects, but the
4 railroads couldn't be the recipient of the funds.
5 Caltrans had to be the project sponsor, and we actually
6 managed the project then even though it's on the
7 railroad, which is really rare and difficult for
8 everybody that we're doing that.

9 So if it's not a public agency, then a
10 public agency partner has to be identified, a government
11 entity of some sort. So there are -- depends on the
12 funding sources as to who's eligible to be a government
13 agency, but it seems to be broadening out. It used to
14 be really restricted, and more and more are eligible.

15 So it could be -- it could be a fellow
16 tribe who's willing to sponsor that or could be a city,
17 county, and sometimes even the RTPA or MPO. I guess you
18 have all MPOs here in the valley. The northern half of
19 the state has very few MPOs.

20 So, then, the rail plan. And I have five
21 minutes, ten minutes.

22 LAURIE WATERS: Seven.

23 BRUCE DE TERRA: Seven.

24 Yes, Marta.

25 MARTA FRAUSTO: I wanted to add that

1 there's some new definition for environmental justice,
2 and in that submission it talks about tribes, but it
3 also says indigenous groups from North America. So it
4 automatically allows unacknowledged tribes to bid in the
5 environmental district category. But I think this new
6 definition strengthens it.

7 BRUCE DE TERRA: Yes, it certainly does in
8 terms that we -- as we prepare the planning documents,
9 we need to be paying attention and gather and respond to
10 that. I don't know if it's a fiscal issue if they
11 become eligible for not. So we'll have to clarify that
12 within our plans.

13 So I think everybody has something called
14 the "California State Rail Plan Executive Summary, May
15 2013." It actually got finally approved by everybody to
16 release and everything just in October.

17 PAM KORTE: That one is not in our packet.

18 BENNIE LEE: It was handed out.

19 PAM KORTE: Glad everybody has it.

20 BRUCE DE TERRA: Yay for Shelly.

21 BENNIE LEE: It's not in the folder,
22 but --

23 BRUCE DE TERRA: So I see somebody has
24 it. Is that the rail plan right in front of you?

25 SHANA BRUM: This?

1 BRUCE DE TERRA: Yeah. Can I borrow that
2 for a second?

3 SHANA BRUM: No.

4 BRUCE DE TERRA: So this is the rail plan,
5 to give you an idea. It's available on line. Don't try
6 to download it blank.

7 We can also provide copies of it. But
8 it's got quite a few things with it. It has a main rail
9 plan, which is enormous, and then it has appendices
10 because everybody thought a plan that thick was
11 ridiculous. Right? And then it has a number of
12 individual route plans, including the San Joaquin
13 service that has a service development plan talking
14 about what the specific long-term plans are for the
15 route.

16 So what the rail plan did -- again, we're
17 blessed with federal guidance that changed right
18 after -- as soon as we got done with this plan and got
19 it done here in May, the federal government issued, I
20 believe in October, the final new guidelines.

21 PAM KORTE: September.

22 BRUCE DE TERRA: September. September,
23 October.

24 -- the new guidelines that changed it, so
25 we have to do the rail plan all over again. So Shelly

1 is working with her team to help -- help lead the
2 scoping of this. They have new federal guidelines, very
3 specific things that you're going to have this, this,
4 and this in the chapter, and it's going to be in this
5 order. It's really prescriptive in what it is that
6 we're going to do.

7 So we're trying to put together a scope of
8 work so that we can try to get a contractor on board to
9 help us. We're putting together a consultation plan and
10 an outreach plan.

11 The last time we did a rail plan, we were
12 rightly criticized for not doing adequate or near
13 adequate consultation or continuing ongoing coordination
14 with the tribes. We did a lot of work up front through
15 the consultant and then wound up taking out a draft
16 plan, which was far too late and not the way to do it.
17 So this time we're coming early, and we're saying we're
18 going to do this big, new rail plan following new
19 federal guidelines.

20 And right after that, we got new state
21 guidelines as well, a new state mandate that came out,
22 Assembly Bill 528, that requires us to do the rail plan.
23 And they had a due date that it has to be finalized and
24 everything in spring of 2017.

25 So working back from there, again, getting

1 the governor's office and all these people to buy in,
2 we're starting the work to get the contract. In January
3 is when we're going to be issuing -- starting that
4 process of getting the contract.

5 So the current one, though, the current
6 rail plan that's there, is very informative. It's the
7 best, most comprehensive rail plan we've ever done in
8 the department. It integrates passenger rail and
9 freight rail and talks about how those two systems work
10 together. It's got a lot of detail on both, and both
11 are very important to the state. It has a detailed plan
12 for the San Joaquin line. It also talks about the
13 Amway thruway buses, which provide a lot of access --
14 not Amway. Amtrak. I don't know where that came from.
15 Amtrak thruway.

16 FEMALE VOICE: Amtrak thruway.

17 BRUCE DE TERRA: What did I say? Okay.
18 It works. She got "Amway." I'm not necessarily
19 endorsing it.

20 So it includes the entire rail system, and
21 so it starts to talk about the relationship of this
22 existing rail system and the improvements that are
23 designed for that, the traditional intercity passenger
24 rail and the upcoming high-speed rail.

25 So when we did this plan, we got direction

1 midway through the planning process that we had a shift
2 and not to do the rail plan we thought we were doing.
3 But now high-speed rail is in here, and you've got to
4 address high-speed rail. Except we didn't have a lot of
5 information about high-speed rail, so we didn't know
6 what to say, and we didn't know exactly where it's going
7 to go or where the stations are going to be, so how do
8 we integrate the two. We knew that some stations would
9 have the same, but some stations were also going to
10 move. And the transit systems are going to have to
11 adapt, but we didn't know when. And it needs to be a
12 whole system that operates together so that no matter
13 where you get on in the system, you're comfortable that
14 when you get on, that ticket you have in your hand will
15 enable you to get to your final destination on the rail
16 system and the transit system.

17 So we're trying to build an integrated,
18 coordinated system that will work together as a system.
19 A lot of other countries have managed to do this, and we
20 think we can do it as well where you can get that.

21 Some areas like the Bay area, they have a
22 unified pass that they can utilize, that that same
23 ticket allows you to use all the systems. That's what
24 we're looking for to have happen with this.

25 So as the high-speed rail system develops

1 and gets further detail and -- on the specific kinds of
2 things, then the state rail plan is going to be
3 reflecting that and then also reflecting the
4 coordination with the transit plans going on to make
5 sure when you get off the train, this rail system, and
6 you interact with the transit system, that there's
7 actually a transit system there to interact with and
8 that they talk to each other, that you're not getting
9 different tickets with different regulations and all
10 that all the way through.

11 So the -- there is one extension that
12 we're looking at -- I think it's only the one --
13 Coachella Valley for that study.

14 SHELLY CHERNICKI: The Coast Daylight.

15 BRUCE DE TERRA: Oh, the Coast Daylight.
16 That's right. That one's going farther north.

17 So currently -- you may be familiar with
18 the Coast Starlight that goes all the way up to Seattle
19 and such. We're looking at a Coast Daylight. It would
20 go from San Luis Obispo to the Bay area that would
21 operate because currently we go from San Diego to
22 San Luis Obispo on the coast -- on the Surfliner, and
23 then it ends. And then you can take the bus. But
24 otherwise, there's a new system that will continue
25 there.

1 There is no -- there's no plans for
2 east-west to the coast of any sort. That would, again,
3 strictly remain the Amtrak thruway bus.

4 So in terms of issues with the high-speed
5 rail, our plan is going to be taking from the sister
6 agency, California High-Speed Rail, what it is they're
7 saying. They're their own authority. Even though
8 they're under our same agency, we are a legislatively
9 created entity that they're -- they've got a planning
10 process. They're going to come out, and this is the
11 high-speed rail system that we're talking with them
12 about integrating that with the traditional intercity
13 passenger rail to make it work as best as we can.

14 Any questions or input on that?

15 So you have the executive summary. You
16 see the extent of that plan. For those who would like
17 to get the full set of the plans or just a piece of it,
18 Shelly can provide that to you. If you give her your
19 name and how to provide that to you, we can mail you a
20 printed version. Or you can go onto the website for the
21 rail plan and just look at the piece of that and
22 download one of the smaller plans if you want the
23 San Joaquin.

24 And that -- again, the link to that is on
25 the Caltrans homepage. It's right on that front as soon

1 as it comes up. So the freight plan's on there, the
2 rail plan, and I believe the CTP is on there as well.
3 Right? So all three of them are on the department's
4 homepage as soon as you pull that up if you want to
5 access some of these documents.

6 If you need to have them mailed to you,
7 you can let Laurie know. Or for the rail, you can ask
8 Shelly, and we can provide copies of that.

9 So as was pointed out, in doing all this,
10 all of this is intended to help feed into the California
11 Transportation Plan and for that plan to inform all of
12 our plans so they're consistent in trying to achieve the
13 same goals.

14 And I'll say -- Laurie mentioned the three
15 E's. It confused me with the four E's. I said, "What's
16 the fourth E?"

17 The three E's under the environment and,
18 in a sense, also under equity, comes air quality. And
19 we have mandates, Assembly Bill 32, that requires us to
20 reduce greenhouse gas emissions by 2050 to 80 percent
21 below the year 1990 levels. So whatever we were
22 emitting as a state in 1990 for greenhouse gases,
23 they're saying by the year 2050 we have to be 80 percent
24 below that. And so all of our plans we're working on to
25 move towards that direction.

1 The California Air Resources Board has got
2 a goal that the freight industry will be at zero or near
3 zero emissions status for the whole industry. So this
4 includes the railroads, the trucks, the operations of
5 the seaport, the whole kit and caboodle, warehouses --
6 to a zero or near zero emissions by that same year,
7 2050. So there's a very aggressive push by the State to
8 drive down the emissions that are coming forward.

9 I think everybody here knows that the
10 San Joaquin Valley is one of two areas in the entire
11 nation that are designated by the federal government as
12 extreme nonattainment areas for air quality. The other
13 one is Los Angeles. So the only two places in the
14 entire country that are the extreme designation is here
15 and there. And you have the highest concentration of
16 freight activity in the nation within -- and you're in a
17 basin. So you've got kind of the worst-case scenario in
18 terms of air quality. So it's pretty much been
19 determined that -- the air districts are cooperating on
20 this as well -- that the only way is to drive down the
21 emissions through modifications of fuels, modifications
22 of the technology of the engines, and changing the way
23 we operate.

24 See, that's part of the premise between
25 the high-speed rail. You'll see a lot of this coming

1 out of the freight plan as the freight industry is
2 transformed away from diesel to other forms of
3 power. Some of that will be natural gas. Some of it
4 will be electricity, depending on the need. And we'll
5 be looking at other things as well for fuel. There may
6 be clean diesel that comes forward, and that will also
7 be able to do that. But that's kind of a mandate and
8 also something we're aspiring towards.

9 Any questions? Sorry to talk to you like
10 straight on like that right after lunch. The cake was
11 good.

12 Well, I'll take that as my curtain call.

13 LAURIE WATERS: Thank you, Bruce.

14 THE REPORTER: Can you stand more to this
15 side so I can hear you over that?

16 LAURIE WATERS: Do you need a break now?

17 THE REPORTER: I'm good.

18 LAURIE WATERS: Okay. So I know we've
19 been sitting here a while. Feel free to go take a break
20 and use the restroom if you need to. But what we wanted
21 to do for the last hour, if you can hear me, is we want
22 to hear from you. And the way that we've been doing
23 that is we have these discussion questions in your
24 packet. And the intent of these is not to go through
25 each one if we don't want to. It's just to get the

1 discussion going.

2 So you've heard about the plans and what
3 we're doing and so --

4 And so the first question on this to try
5 to get our discussion going is "What do you see as the
6 major transportation challenges facing California tribes
7 now and into the future?" And there's A, B, C, D.
8 These are just some possibilities. We have other ideas.
9 These are just to get the conversation started.

10 So does anybody want to say what they
11 think is major transportation challenges facing
12 California's tribes?

13 BRUCE DE TERRA: So while we're waiting
14 for that to get turned off, can I modify something you
15 said earlier?

16 LAURIE WATERS: Yes.

17 BRUCE DE TERRA: So I think it was you or
18 Pam mentioned that the CTP, California Transportation
19 Plan, is a policy document. The three plans I just
20 talked to you about are project specific. We're going
21 to identify particular projects for funding to proceed
22 to development and construction.

23 So my three plans are different from the
24 CTP in that they do identify projects, and they'll be
25 prioritizing them as well, and they'll have performance

1 measures associated with those projects. So we'll have
2 multiple outcomes from there, and we get our overall
3 policy guidance from the CTP. I should have said that
4 at the beginning.

5 LAURIE WATERS: Yeah. And so what --
6 anything that you might have to think about, we can
7 probably put -- any of your input into one or all of the
8 plans in some way.

9 So we'll start with Vernon.

10 VERNON VERA: Yeah. I'm Vernon Vera of
11 Tule River. There's a couple of things here. We're in
12 the process -- just got funded to do a road safety plan.
13 This is from the -- from federal funding.

14 Okay. Now, we have to follow the -- we
15 have to develop a road safety plan according to federal
16 highway -- federal roads plan. Plus they say integrated
17 with state plan.

18 Okay. Now, when we do this, now, is that
19 going to qualify us, make us eligible for state funding
20 also? I mean, is there any like best management
21 practices that we have to include, that the state has to
22 accept and the feds have to accept?

23 LAURIE WATERS: Is that something that you
24 know, Nick?

25 NICHOLAS COMPIN: It's not.

1 PAM KORTE: Okay. So we probably need to
2 follow up to make sure who the person who is -- works
3 with Nick.

4 But I would say since the feds are putting
5 out the guidelines, the parameters for that money, the
6 fact that you're preparing a plan for them is going to
7 put you in compliance with what the state's going to do.
8 So you should be good. We will double check.

9 VERNON VERA: Yeah. That's the part we're
10 kind of confused about, you know, like what parts, if
11 not all of the plan, would make it eligible for state
12 management? Because --

13 PAM KORTE: Okay. The state is going to
14 pass through federal money.

15 VERNON VERA: Right. But, I mean, are they
16 the same? I mean, are we -- are they going to be
17 integrated, you know, as an acceptable plan through the
18 state and the feds?

19 BRUCE DE TERRA: The funding programs that
20 planning runs, the tribes are eligible to apply
21 directly.

22 Are there any that we are aware of that
23 they don't?

24 PAM KORTE: The HSIP.

25 NICHOLAS COMPIN: The HSIP was indirectly.

1 I think under Map 21 it would be directly through the
2 state.

3 PAM KORTE: Right. Right.

4 NICHOLAS COMPIN: And so the requirement
5 to have your local plan, local safety plan, meets
6 that -- it meets the federal requirement, you can
7 compete for that still federal dollar, but it's with the
8 state --

9 PAM KORTE: With the state administrator.

10 NICHOLAS COMPIN: So you have to have that
11 plan before you can -- for the HSIP dollars. So that
12 meets the requirement. I don't know what those
13 requirements are for the local plan.

14 PAM KORTE: But the state, as far as you
15 know, is not adding additional requirements -- that's
16 your question -- or different ones beyond what the
17 feds --

18 NICHOLAS COMPIN: As far as I know.

19 VERNON VERA: Okay. And the second part
20 of my question, you know, like we applied for Caltrans
21 planning grants and environment justice grants. We
22 haven't got any. Is there at some point in the future
23 you think that Caltrans will earmark special money just
24 for tribes?

25 I've talked to other tribes about that

1 because we're competing with bigger metropolitan cities.

2 I don't think any tribes got funded last year.

3 ALYSSA BEGLEY: I'm Alyssa Begley with
4 Office of Community Planning, the environmental justice
5 grants, community-based transportation planning grants
6 within our office. That's something I can take back to
7 our team for consideration.

8 Typically the tribes have been very
9 competitive under the environmental justice grant
10 program, so there have been quite a few tribes funded
11 over the years with the environmental justice grants.

12 If there's a specific application you're
13 referring to, we can talk with the District 6 staff and
14 perhaps provide some guidance on it.

15 And just for your knowledge, there is a
16 hiatus with the environmental justice community-based
17 transportation planning grants for one year, so the
18 applications will be available at this time next year.

19 LAURIE WATERS: They said they can't hear
20 back there.

21 ALYSSA BEGLEY: Oh, I'm sorry, Marta.
22 Do you want me to --

23 LAURIE WATERS: Did you hear any of that,
24 Marta?

25 ALYSSA BEGLEY: So to quickly summarize,

1 the question was about the environmental justice grants
2 and will there be money earmarked for tribes. That's
3 something I'll take back to the team for consideration.
4 But I referenced tribes are typically very competitive
5 under the environmental justice grants, and if there's a
6 particular application in question, that we can
7 certainly work with the tribe and the district to try
8 and make that more competitive.

9 LAURIE WATERS: Is there a way we can get
10 back to Vernon on his other question? Sounds like on
11 the funding for the safety program and the federal
12 versus state requirements --

13 PAM KORTE: You mean, is there someone
14 doing follow-up?

15 LAURIE WATERS: Yeah. Did you get that,
16 Marta?

17 BRUCE DE TERRA: The eligibility?

18 PAM KORTE: Yeah.

19 NICHOLAS COMPIN: Okay. I will check with
20 that and see what -- I do have folks in my office who
21 are experts, and they will tell me.

22 BRUCE DE TERRA: And I think he meant
23 across all funding sources, not just specifically one
24 program, just what the state controls.

25 LAURIE WATERS: Okay. Thank you.

1 So anyone else have any comments on what
2 their transport -- what they think are some of the
3 biggest transportation challenges?

4 Yes, Robert.

5 ROBERT GOMEZ: I don't know if it's a big
6 challenge to all the tribes. But it's always been a
7 sore spot for me in terms of disenfranchisement of
8 native cultural, I guess, resources or whatever. But,
9 you know, entities -- government entities, counties,
10 states, so on and so forth -- always have a tendency to
11 name streets after granddaughters, daughters, you know,
12 Marilie and Kimberly and Gretchen and all this other
13 stuff, roads.

14 And I'm working with other entities in
15 trying to develop signage and names for -- and these are
16 aboriginal names. These are indigenous names -- for
17 different parts of the highway or different roads or
18 mountains and so on and so forth. And I always thought
19 it would be neat that, you know, we would resort to some
20 of these names as opposed to all these traditional names
21 that have sort of plagued us, so to speak.

22 So I think that's something that we need
23 to look into in terms of the 2040 plan and even in the
24 near future for any plans that you have because I surely
25 would like to see Tubatulabal Highway or, you know,

1 some -- some other name, you know, that would not only
2 brand a particular tribe of that region, but it would
3 also probably be a -- kind of a catalyst for future
4 economic development, i.e., tourism or things of that
5 nature. So I think that's something we ought to insert
6 in these kind of things.

7 LAURIE WATERS: Yeah. I think that's a
8 great idea. That's definitely an issue that we can put
9 in the transportation plan.

10 Yes.

11 SHARON CARTER: Big Sandy is right off the
12 168 corridor, and so I'm looking at Indian environment
13 protection, preservation because of fires when there's
14 automobile crashes, whatever. We're extremely
15 vulnerable there. It goes up and then where you come
16 down, and its located right on the other side. And then
17 along with that would be the funding. So that's our
18 challenge is trying to protect our assets, our land,
19 from those things that could happen on the 168.

20 LAURIE WATERS: So because -- you're
21 saying because -- is that 168 is your only access road?

22 SHARON CARTER: No. Actually, we have
23 another access road. Big Sandy's in a little valley, so
24 there's -- 168 is over the mountain from us. Auberry
25 Road is right above us. And Jose Basin Road cuts

1 through the rancheria going down to the San Joaquin
2 River. But it's all on hillside, and so we're
3 vulnerable from those roads, also from 168, for all of
4 that: Environmental, fire, making sure, you know, we
5 have access off -- call it emergency exits --

6 LAURIE WATERS: Okay.

7 SHARON CARTER: -- and having the funding
8 to deal with this. And those are -- well, probably
9 Caltrans is 168, our county roads.

10 LAURIE WATERS: So you're talking about
11 protecting the environmental resources along 168 for
12 cultural --

13 SHARON CARTER: Right.

14 LAURIE WATERS: Okay.

15 SHARON CARTER: Right. And our assets,
16 timber, homes, et cetera.

17 LAURIE WATERS: Anything you can add to
18 that?

19 BRUCE DE TERRA: Yeah. It's a problem on
20 all highways. Being in close proximity in the rural
21 areas, you get the impacts of the accidents, fires that
22 start, debris, people parking their cars and doing
23 things they shouldn't be doing.

24 LAURIE WATERS: Thank you.

25 SHANA BRUM: Shana Brum. You were talking

1 earlier about the data that's used for the safety fund.
2 And I know here on the rancheria they have their own
3 tribal security who most like -- has reports of the
4 accidents that have happened on the reservation. Would
5 those count as the data that could be used to receive
6 grants, the safety grants?

7 NICHOLAS COMPIN: I believe they will.
8 What would be best is if the tribes could work with the
9 CHP to get that data in to SWITRS. And that's -- that
10 has to be between the tribes and the CHP.

11 We hold data from SWITRS, but we don't put
12 it in there, and we don't determine what goes in. That
13 would be the best way that it would be, you know, the
14 same for everyone. You'd have a standard for the data,
15 location, et cetera, et cetera. And so that would be
16 the best way to insure that we have the data we need to
17 get HSIP dollars.

18 PAM KORTE: Nick, can I add on to that
19 one?

20 NICHOLAS COMPIN: Yes, please.

21 PAM KORTE: Because Joan addressed this in
22 a lot of detail. I can't remember everything. But
23 maybe, Bruce, you can jump in too or maybe Laurie.

24 But one of the things is that CHP is
25 behind. And Joan estimated two years behind recording

1 accident data in their database. So not only is there
2 the issue that the tribes have, but there's generally a
3 challenge about getting good up-to-date data.

4 So I know Joan mentioned, Nick, that in
5 the SHSP update, this is going to be a focus area, is
6 what can be done, what kind of plan of action can be
7 established to bring that down to get these things
8 reported.

9 You know, I mean, I brought up there --
10 and I know there's a ton of issues. I just threw it out
11 there. Said, well, what about can't something be done
12 with phones or iPads for the CHP officers, something to
13 be done so there's not this stack at the desk. And
14 there's some reason they can't do that right now, but
15 they're looking at what are innovations, what are ways
16 that we can improve this process. So I know the issue
17 is already on the --

18 NICHOLAS COMPIN: It is a challenge area.
19 There are a number of challenge areas that have been
20 identified as part of the SHSP update and that ongoing
21 effort.

22 The CHP actually automated their reporting
23 that Pam was talking about through -- you know, they
24 have a computer in their car. There's an incident, they
25 put it in, and it goes automatically. That doesn't

1 happen right now, and I don't know what their schedule
2 is to have that happen.

3 But, I mean, suffice it to say, doing it
4 by paper is not the best way to do it. Right? And
5 there are a lot of hands on it right now. But you still
6 have to clean it and make sure it's accurate.

7 But that's a little separate from the
8 tribal data. I don't know -- I will take it back and
9 ask and check. But there may be a way to -- that if you
10 have data yourself, that you can present that as saying,
11 look, this is our data. We've collected it over time.
12 And, sure, it's by paper, but we've got it, and this is
13 an issue for us. And so I don't see why that would be
14 necessarily a hindrance, you know, just because your
15 data doesn't look like theirs. That is data, and you
16 would have it then. so making sure that you keep good
17 records is, I guess, the first --

18 BRUCE DE TERRA: Can I add something?

19 So this has come up at each of the three
20 sessions that I've been at. And one of the requests
21 that came -- and maybe you'll want to reiterate this
22 here -- is for the tribal law enforcement to have access
23 to SWITRS, to be able to either do the input and also be
24 able to utilize it to get feedback back out of it so
25 they can use it as a form of response, which currently

1 they don't have. So we've had that request made twice
2 before. I don't know if it got made in San Diego or
3 not.

4 BENNIE LEE: Can I just add, too, at the
5 Tribal -- Tribal Safety Summit that was held in
6 Sacramento, there was a CHP officer, Officer Bob Clark,
7 that was there; that there was a lot of extensive
8 discussion regarding data test -- data and crash
9 reporting.

10 One, Pam, for the way he responded to the
11 particular cell phone, iPad tablet, kind of, is that
12 there are a lot of dead areas in rural -- in rural
13 areas.

14 PAM KORTE: Oh, that's right.

15 BENNIE LEE: So the functions of 3G or
16 WIFI was not capable or they didn't have the abilities
17 to do that there.

18 And then, also, for the traffic -- for
19 tribal officers, since -- since no outside entity can
20 actually input the data into SWITRS, that what you can
21 do is have one of your tribal representatives, law
22 officers, talk to a CHP commanding officer. I guess
23 they have regional stations and commanding officers.
24 And that tribal enforcement law officer can actually
25 work directly with that commanding officer, and whatever

1 crash reporting data that you do have, it could be
2 submitted to that local command officer, and then they
3 can -- I don't know how soon the data can be input
4 considering the backlog, but at least have that to a CHP
5 officer or to CHP so at least you know it's on record
6 and at some point is being processed in their SWITRS
7 system.

8 PAM KORTE: So Lonora, I'm thinking back
9 to then. When we were in Redding, some of these issues
10 were brought up that are statewide issues. So
11 individual tribes trying to work with their CHP. And,
12 then, I think it's good, and I think -- you know, pursue
13 that route, but I think these issues need to be elevated
14 to the agency level. California State Transportation
15 Agency, whatever their formal title is, they have
16 responsibility for Caltrans. They have responsibility
17 for the CHP.

18 These issues need to be looked at at a
19 bigger level so that the direction comes down we're
20 going to work together on this, and we're going to try
21 and crack this nut and solve it. So maybe there's some
22 way to record those kinds of things to take back.

23 LONORA GRAVES: Like I said earlier, the
24 California State Transportation Agency Consultation --
25 Tribal Consultation Policy draft is out. And one area

1 that may need a little bit of bolstering is the
2 coordination between the different departments
3 underneath that umbrella because there are, like you
4 said, a lot of issues like this that would need to be
5 talked to between departments.

6 But I can definitely bring it up. And
7 hopefully there will be a forum to deal with those kinds
8 of issues that we have the cross-jurisdictional impacts.

9 RON ALEC: I don't know what the
10 communication is now with the tribal police officers and
11 other law enforcement, but being a former tribal police
12 officer, one of the things was verbiage and what
13 jurisdiction and liability and things like that that can
14 be, you know, allowed out to the agencies and
15 families.

16 So I think a lot of times it just comes
17 down to basic agreement of verbiage of whose
18 jurisdiction, whether it's county, state, federal, or on
19 reservation. So I don't know what the communication is
20 now with law enforcement around this area, but at one
21 time it was to where -- jurisdiction. So I don't
22 know -- I don't know where it's at at this time. I've
23 been out of the police office a lot of years now. I
24 don't know where it's at at this time.

25 But in our -- with our experiences back

1 then, it was, a lot of time, just the verbiage. So if
2 that can get clarified first, then, I think, you can go
3 on to the next step where you're talking about meeting
4 some of the concerns of trying to get these numbers for
5 the programs that are being asked.

6 LAURIE WATERS: Officer Clark talked about
7 that, too, but I can't remember exactly what -- it's all
8 of these different nuances: The what, where --

9 BENNIE LEE: And I know Officer Bob Clark
10 with the CHP mentioned that in order for any data to be
11 collected, that the reservation or the organization or
12 the tribe had to actually be -- the tribal communities
13 had to invite the CHP to actually collect that
14 information.

15 And like you said, there's an
16 inconsistency in terms of the way that maybe, you know,
17 tribal communities reported the crash. Because I
18 remember briefly that Officer Bob Clark mentioned
19 that they will just -- they just have one general
20 reporting code for if a crash does happen on the tribal
21 reservation, and it's a real generic, basically like
22 property damage kind of reporting code, but it doesn't
23 go much further than that, like the severity of the
24 code, was it an accident, what was related, and it's
25 just a one general.

1 So I know that there was -- I don't know
2 the specific tribal councilmember that asked the
3 question, but that's what they were going to try to work
4 with the regional commanding officer to get a more
5 consistent reporting, so then that way when the tribal
6 community does report the crash, that it's consistent
7 with the CHP reporting code. And then that way it can
8 start some kind of unification in terms of consistent
9 reporting.

10 So like I said, it's just real general.
11 So that's -- a lot of times the crash reporting data on
12 res land, it was very general, and they didn't give any
13 specific in terms of like longitude, latitude, exactly
14 where the GPS or GIS was located. It's just it was on
15 the highway, and this is the kind of reporting that
16 happened, and it was just general property damage but
17 not like speeding or any kind of other related -- like
18 not stopping at a stop sign. It was just very general.

19 LAURIE WATERS: So what he was basically
20 really encouraging the office as far as developing a
21 relationship with your local commander, your local CHP
22 commander, to try to work through some of these things.

23 See what you guys think of the next
24 question. "What should be the main focus for improving
25 the transportation system?" And some of the

1 possibilities could be improving traffic congestion,
2 improving safety, adding or improving bicycle/pedestrian
3 facilities, increasing public transit.

4 So does anybody have any ideas on what
5 could be the main focus for improving the transportation
6 system?

7 VERNON VERA: Speaking for our tribe, one
8 of the things that we put in the planning grant that we
9 submitted last year was -- a lot of you know where
10 Tule River is real isolated. A lot of the reservations
11 are the same way. Mountainous areas. And one -- like
12 we have one access road that goes into the reservation,
13 and it's right along the river, and it gets flooded.
14 And if there's a fire, I mean, we're just completely --
15 we're landlocked. So we put in there to do a planning
16 for a heliport for emergency access and transport like
17 that, you know, for fires and hospitals and stuff.

18 So I think, other than talking about
19 roads, sometimes -- I think sometimes we're looking
20 toward aviation.

21 LAURIE WATERS: Pam, that came up at our
22 last modal meetings, didn't it, with the aeronautics
23 plan?

24 PAM KORTE: I think Derek mentioned it as
25 part of emergency.

1 LAURIE WATERS: Yeah. So I think that
2 particular issue, that they're going to be dealing with
3 something that updates the aeronautics plan. So that is
4 a really good --

5 Anybody have anything on that?

6 Anyone else have any ideas for improving
7 the transportation system in tribal areas?

8 Are you thinking about something?

9 SHANA BRUM: I was thinking -- I know like
10 all of the roads around here, although the tribe gives
11 money to help maintain the roads, they're also --
12 they're also used by the tractors. And then -- I mean,
13 tractors are going right down the road, right down the
14 street, and then the tribe's expected to maintain them
15 and --

16 LAURIE WATERS: Yeah. That's a really
17 good point. And that has come up a lot, too,
18 particularly with heavy equipment does a lot of damage
19 to the roads.

20 Anything, Bruce, on that?

21 BRUCE DE TERRA: That's a huge issue
22 everywhere but not that contribution that you're making.
23 That's kind of unique, that you're helping to maintain
24 it if it's being damaged by others.

25 SHANA BRUM: I know there's a contract

1 with Kings County that every year they're supposed to
2 donate a certain amount of money because they help
3 maintain the roads, and some funds have to be
4 distributed, but --

5 LAURIE WATERS: Yeah.

6 PAM KORTE: Do they not get distributed?

7 SHANA BRUM: Oh, they do. But -- well,
8 the tribe's paying to have the roads maintained but the
9 farmers aren't.

10 LAURIE WATERS: So that's definitely an
11 issue that we'll bring up in the plan.

12 FLORENCE DICK: You know, where I live is
13 in Dunlap, and we're not a federally recognized tribe.
14 But I do a lot of traveling, and I notice that -- I
15 think we need more turnouts, where people can turn out
16 to let the next guy go by --

17 PAM KORTE: Okay.

18 FLORENCE DICK: And rest stops.
19 California -- I mean, if you go from Sacramento up
20 north, a lot of rest stops. But between here and
21 Sacramento or even going up the 101, not very many rest
22 stops. You got to know where to stop so you can have a
23 safe rest stop.

24 MARTA VICKERY: I was going to bring that
25 up. And here about two weeks ago, I heard a person

1 coming from Nevada and through California, and there
2 wasn't one rest stop open, and there was people out
3 there doing their business on the road. So I think
4 that's very embarrassing.

5 LAURIE WATERS: Yeah, definitely.

6 MARTA VICKERY: I went to Arizona last
7 year in January, and over there they're beautiful,
8 beautiful rest stops.

9 LAURIE WATERS: So more rest stops and
10 more safe turnouts.

11 PAM KORTE: Do you have anything on that,
12 Bruce? It's an issue I'm not --

13 BRUCE DE TERRA: Yeah, it's a huge issue.
14 Partly, we're not funded to do rest stops, and then
15 we're not funded to maintain them either. So we've
16 actually -- legislation was passed recently that enables
17 us to transfer ownership of the rest stops with -- well,
18 rest stops are part of that as well.

19 We can transfer those, but we're not -- to
20 local governments, but we're not currently building any
21 new ones.

22 FLORENCE DICK: Who does the rest stops?
23 Who is responsible for the rest stops?

24 BRUCE DE TERRA: Caltrans is currently.
25 They're state. So we contract for their maintenance.

1 FLORENCE DICK: Because we went to
2 Las Vegas last weekend, and between -- I think it's
3 Four Corners and Las Vegas, not one was open on either
4 side.

5 BRUCE DE TERRA: So they actually had
6 "closed, closed, closed"?

7 FLORENCE DICK: There were none open.

8 BRUCE DE TERRA: We'll take that back, the
9 inconsistency of their availability.

10 FLORENCE DICK: There's no safe place.

11 BRUCE DE TERRA: There's no alternative.

12 PAM KORTE: No place to hide out there.

13 FLORENCE DICK: If you pull over, the
14 CHP's going to come up and say, "Ma'am, what are you
15 doing here?"

16 LAURIE WATERS: So how does a rest stop
17 get --

18 BRUCE DE TERRA: We're not building new
19 ones anymore.

20 SHELLY CHERNICKI: We have the ones
21 that -- we have the ones that we have in the system, and
22 they're maintained by us, and the maintenance is done by
23 contract.

24 PAM KORTE: Okay.

25 FLORENCE DICK: It's usually -- the people

1 that are contracted are usually disabled, right?

2 SHELLY CHERNICKI: They try to do that.

3 FLORENCE DICK: Through rehab or
4 something?

5 LAURIE WATERS: So currently we're not
6 building any new ones, but that could be an issue that
7 we could bring up, that there are -- there's a need for
8 more.

9 SHELLY CHERNICKI: We're not building new
10 one's, but we are rehabbing some of the existing ones.
11 Like Donner was just redone, Gold Run was redone,
12 I-80. The one just this side of Vallejo was just, you
13 know, redone. So they are renovating some of them.

14 BRUCE DE TERRA: One just south on 99 was
15 redone as well. It's really a nice one.

16 PAM KORTE: So I know nothing about this
17 issue, but let me just throw it out there, you know,
18 what the heck, as a citizen of the state. If the
19 governor is going to propose in the future -- if this
20 governor doesn't, the next one will -- new state funds
21 for transportation, then maybe that's something that the
22 people of California want to see is more rest stops. So
23 I don't think we should say it's totally off the table.
24 Although, that's a process, and it takes time. It helps
25 with tourism and safety.

1 FLORENCE DICK: And since you're on that
2 subject -- we may not get to it because we're running
3 out of time -- the highways -- our California highways
4 are awful. They are dirty. They're awful. They're
5 just awful. They're just -- they're not cleaned.

6 You go to another state, and you don't see
7 trash on the highway. You don't see it in the median.
8 They're beautiful.

9 They're just awful. They need to be
10 cleaned up,

11 LAURIE WATERS: So the maintenance of them
12 is -- they're not being kept up.

13 FLORENCE DICK: No. Piling up.

14 LAURIE WATERS: Right.

15 FLORENCE DICK: And when we travel on
16 99 -- I haven't been on 5 for a while. But when we
17 travel on 99, one lane is good, smooth, and you get over
18 to the other lane, it's all ruddy. So everybody goes
19 back to the good lane, and we all stay in the good lane
20 all the way up because those other lanes are awful.

21 Sorry. I know it's not your fault.

22 LAURIE WATERS: No. But the maintenance
23 of the highways, the issue always is having enough
24 funding for maintenance. But definitely more needs to
25 be done.

1 BRUCE DE TERRA: So can I address that a
2 little bit on the funding?

3 LAURIE WATERS: Yes.

4 BRUCE DE TERRA: So part of the problem
5 with the funding is that we've got a federal gas tax and
6 a state gas tax, and neither one of them has increased
7 in quite a long time. And I don't think there's a
8 chance that the feds are going to increase their gas tax
9 at all any time in the near future. And the state, I
10 mean, it's the end of your political career if you're
11 sponsor of that thing.

12 So they've funded a lot of the
13 transportation through bond programs, and those are just
14 capital, just like projects to build a project, but it
15 doesn't -- money to build a project. It doesn't come
16 with any maintenance money whatsoever. So we -- as more
17 and more gets built, we have the same pot of maintenance
18 money, in theory, except for the cars are getting more
19 and more efficient, so they're using less gas, while the
20 mileage is going up that they're able to get. So they
21 can travel farther on less gas. There are more cars.
22 There are more trucks, and they're getting more
23 efficient as well.

24 So our total need to maintain the system
25 has grown enormously, but the funding we have available

1 to do it has declined dramatically.

2 We've got all the safety improvements
3 we're making as well that we really -- I mean, our
4 safety numbers have been fabulous on the state highway
5 system where you're on -- you're on the main state
6 highway system. And our biggest problem are the rural
7 two-lane highways and the rural county and city two-lane
8 roads. Those are -- those are the dangerous place per
9 mile travel.

10 But there isn't enough money in the pot,
11 and we don't have any way to generate new money as a
12 department. So we're trying to do more and more and
13 just triaging and trying to deal with the worst case and
14 then partner where we can with local agencies to take
15 care of some things like making operations improvements
16 where there are partners to do some projects like
17 putting in roadside detection and other things in the
18 program. But they are not going to help pay for the
19 maintenance and rehab of the pavement.

20 Because a lot of the highway system you're
21 driving on -- like Interstate 5 is one of those examples
22 where it's been reconstructed recently, but even some of
23 those pieces are falling apart. We've already exceeded
24 the original design lines of the highway system when
25 they first built it, so now it's falling apart, and the

1 money to come back in to reconstruct it is not there.

2 It's always new projects, not reconstruct what you
3 have.

4 So one of the precepts of the basic
5 foundations of the current transportation, CalSTA,
6 California State Transportation Agency, and their policy
7 is fix it first. So they really have the focus that
8 they want to shift the State's attention to not building
9 a whole bunch of new stuff but fix and maintain what we
10 have. It's a tough thing to do, but they really appear
11 to be striving to move the whole apparatus in that
12 direction.

13 And it's quite possible and likely that
14 you will see another sort of motor initiative that will
15 provide funding to do that. And it would specify
16 different pots of money to go to different places.
17 There's a group working on that and seeing whether it
18 will make it on the November ballot or have to wait two
19 more years for the presidential election. And they're
20 trying to avoid a new bond and come up with a different
21 way to fund it. So that's kind of in the works.

22 There's broad recognition of this problem
23 of the condition of the highway system at both the
24 local, state, and regional levels.

25 And private governments, you don't have

1 any funding to provide new gas tax money to maintain
2 your roads, so you have an even more difficult
3 situation.

4 LAURIE WATERS: Go ahead.

5 NICHOLAS COMPIN: Just take a moment.
6 Chief among that, I would say, is that the data that
7 goes into the performance measures, we can't maintain
8 everything that's out there. I don't believe we can
9 even -- we can, you know, keep it all up to a certain
10 standard.

11 So we've been asked to identify
12 strategically those locations, corridors, et cetera.
13 And you're seeing that in a lot of what Bruce is talking
14 about and others about, you know, the different high-
15 impasse routes or whether they're truck routes, good
16 movement routes, things like that.

17 And so the more that you're able to
18 identify those routes that are most important to you and
19 why, then the more that we're going to be able to
20 concentrate on the ones that we need to invest in
21 because we can't maintain everything. It's too broad
22 with the amount of funding that we have. So we're
23 strategically -- we're being asked to strategically
24 invest in our system.

25 And so that goes along with the data that

1 leads to the performance and the reason why we're
2 strategically investing in one over another.

3 LAURIE WATERS: So, then, I guess it would
4 also be important that they bring these issues to their
5 regional transportation agencies, too, because then it's
6 important to make sure that any projects are in the
7 Regional Transportation Plans.

8 So why don't we talk about safety. We've
9 heard a lot about safety issues at the other Listening
10 Sessions. And so -- and I know that there's a lot of
11 safety problems in rural areas.

12 And so does anybody have any thoughts on
13 what are some of the main transportation safety issues
14 on tribal lands? Is it pedestrian safety? Do you need
15 more safe routes to schools? That's come up a little
16 bit already. And lack of accident data, that's also
17 come up. High collision rate, public health or
18 emergency services.

19 Anybody have any comments on safety?
20 We have Nick here, so he's all ears.

21 MANDY MARINE: You know, I don't know so
22 much of the safety factor. Maybe I missed it somewhere
23 in the day.

24 You know, one of the things that came up
25 previously in some of our discussions was growth

1 inducement. And I don't know if that's something that I
2 heard you guys bring that up.

3 But, you know, with the transportation
4 plans and the transportation trends, some of our
5 foothill tribes, especially given that we got a lot of
6 tribes --

7 THE REPORTER: Excuse me. Excuse me. I'm
8 really having a hard time hearing you. I'm sorry.

9 MANDY MARINE: That makes two of us
10 because I can't hear you either.

11 THE REPORTER: I'm sorry.

12 MANDY MARINE: You're talking to me.

13 I was saying that one of the things that
14 has come up is growth inducement, that with the
15 transportation trends, that with the foothill tribes you
16 get a lot of traffic, and, you know, the commute becomes
17 better and the growth in the community changes, and, in
18 a sense, safety, especially with like -- I'll use Dunlap
19 as an example where we have 180 which is now turning
20 into like big two-lane -- four-lane, and the commute is
21 turning into a 30-minute commute, 45-minute commute
22 where it's been an hour commute before. And it just
23 makes it more and more convenient for people who want to
24 move out further and further. And for the foothill
25 communities, it's the growth that some of the tribes are

1 dealing with on all different levels.

2 As an archeologist -- I told you I
3 wouldn't talk about cultural resources. But it is --
4 cultural resources aside, it's the gathering areas, it's
5 the landscape, it's, you know, the change from
6 ranchlands to residential developments.

7 And so, you know, she talked about the
8 pullouts and safety, and that kind of goes along with
9 some of the that growth inducement coming out of the --
10 you have a different traffic flow for communities that
11 have had a certain type of commuter, and now you're
12 starting to change some of that.

13 LAURIE WATERS: So that's kind of the
14 downside of improving the roads is then they make it
15 much easier for people to move in these further areas
16 and then which impacts the tribal communities.

17 MANDY MARINE: Yes.

18 LAURIE WATERS: Anybody want to comment on
19 what Mandy was saying?

20 VERNON VERA: Just kind of maybe expanding
21 on it. Like our situation, I think a lot of -- lot of
22 the impacts on the roads and road safety that we're
23 going to have in the future, we're seeing it now as our
24 growing population. Like maybe in, you know, 10, 15
25 years, you know, we're going to be way up there.

1 Because we're starting businesses on the
2 reservation. And the roads were built back in the 40s,
3 and it just -- the infrastructure, they weren't built to
4 hold all the traffic that's going through now. It's
5 like we have to concentrate on just the infrastructure
6 of the roads, well, the one road that goes into the
7 reservation, because of the growing population.

8 LAURIE WATERS: So it sounds like we need
9 better connected land use and transportation planning to
10 deal with these issues all together.

11 VERNON VERA: Right. You know, and
12 because of the casinos on the reservation, that has a
13 lot to do with it. Our traffic has quadrupled in the
14 last, you know, ten years.

15 So -- but -- and then just with the funds
16 that the tribe gives to the county to maintain the road
17 because of the impacts, it's not enough.

18 LAURIE WATERS: Anybody else?

19 SHANA BRUM: You guys have the buses? Do
20 you guys have the buses that are going to the casino, do
21 they ride the buses? They do? Is that funded as well
22 as part of the transportation?

23 VERNON VERA: It's all under one umbrella.

24 LAURIE WATERS: Go ahead, Bruce.

25 BRUCE DE TERRA: Can I ask, how many of

1 you -- your MPO has a regional sales tax, a gas
2 tax? Anybody in the San Joaquin Valley?

3 LAURIE WATERS: Marta's raising her hand.

4 BRUCE DE TERRA: Yes?

5 MARTA FRAUSTO: I believe three in
6 District 6.

7 BRUCE DE TERRA: So half of the
8 District 6?

9 MARTA FRAUSTO: Well, there's five
10 counties, and I believe three.

11 BRUCE DE TERRA: Okay.

12 MARTA FRAUSTO: Kern, Tulare, and
13 Madera -- Fresno.

14 BRUCE DE TERRA: So those can be sources
15 of that kind of maintenance revenue, that they put that
16 into the voter-approved measure. You can use it for
17 those purposes of maintaining your roadways.

18 LAURIE WATERS: Shana brought up buses.
19 And that is something that has come up in the other
20 sessions in regards to rural areas and the buses, that
21 how important the transit system is in rural areas,
22 particularly if there's a lot of elderly people and
23 children that rely on some kind of public transportation
24 system. And it's often very inadequate in rural
25 areas.

1 So does anybody want to talk about what
2 kind of transit issues that you have in your area that
3 maybe could be addressed? Nobody?

4 Do you have any kind of bus systems,
5 private bus companies maybe, or area transit?

6 ROBERT GOMEZ: You know, on the 178 east
7 of Lake Isabella, Weldon, you know, these little areas
8 there, there's no transportation at all, none
9 whatsoever. And I think even going into Mojave on the
10 14 there's nothing there. So that might be an issue for
11 people, like you say, that use the bus and the elderly,
12 so on and so forth.

13 LAURIE WATERS: So just nothing long.

14 ROBERT GOMEZ: Everything comes west,
15 Lake Isabella to Bakersfield.

16 And one of the things that has come up
17 recently in some of our talks with other entities was
18 trying to find a way to get tribal members from
19 Lake Isabella up to Lone Pine or Bishop to the health
20 clinics. There's nothing there. And so, you know,
21 that's another issue to look at. From Bishop to --
22 yeah, from Ridgecrest to Bishop but not to Mojave.

23 LAURIE WATERS: So what do people do,
24 then?

25 ROBERT GOMEZ: Catch as catch can.

1 LAURIE WATERS: Anybody else want to talk
2 about the transit system or lack of in their areas?

3 FLORENCE DICK: Dunlap, you know, we're 50
4 miles east of Fresno off of 180. And as I indicated
5 prior, we're not a recognized tribe. We don't have any
6 transportation coming back and forth. Everybody's on
7 their own.

8 And buses do go up there, but they're
9 going up to the park, Kings Canyon-Sequoia National
10 Park, or they're going up to Hume Lake. But we do have
11 a CHR that comes up -- I'm sorry, a community health
12 representative that comes into our area from Central
13 Valley Indian Health, which is our Indian clinic in
14 Clovis, and she or he will sometimes come up there and
15 pick up people that don't have transportation to take
16 them to their medical appointments. But that's it. You
17 know -- and we're an integrated community.

18 BRUCE DE TERRA: Can I ask if you're
19 working to be become federally recognized?

20 FLORENCE DICK: Yes, we are. Been working
21 on it for a while.

22 BRUCE DE TERRA: How long does it
23 typically take? Decades?

24 LAURIE WATERS: As long as getting a rest
25 stop?

1 FLORENCE DICK: Yeah. It takes -- well,
2 it just depends. I mean, we could go into that, huh,
3 Kathy?

4 Kathy just got recognized. It took them a
5 long time. And, you know, we've been working on it
6 since 1984. So that's how long.

7 KATHY MONTES-MORGAN: As the newest
8 federally recognized tribe in California, it took 18
9 years. It was 16 years to the date that we submitted
10 our -- hand delivered our petition.

11 PAM KORTE: How many years again? I
12 didn't hear.

13 BRUCE DE TERRA: 18.

14 KATHY MONTES-MORGAN: 18 years.

15 BRUCE DE TERRA: Makes us feel better
16 about us taking 15 years to do something. Wow,
17 a bureaucracy that's even slower than us. Oh, see?
18 In trouble again. Right in the transcript.

19 LAURIE WATERS: Well, it's almost 2:20, so
20 I guess we can start wrapping up.

21 So anybody else have any last -- Shana,
22 did you want to --

23 SHANA BRUM: I just have one more question
24 just because they've been working a lot on the
25 high-speed rail. And you were talking about how they

1 were going to be changing to the rail system so that
2 they no longer produce greenhouse emissions. Will that
3 mean a change to the rail system?

4 Again, I'm with Mandy, you know, working
5 with cultural resources. So crowd disturbance is what I
6 get the most.

7 BRUCE DE TERRA: Okay. So some of the
8 issues with trying to convert the train system to a low-
9 polluting or non-polluting is the locomotive itself, how
10 to power it, where that energy source comes from. So in
11 some places where they have high density or they have a
12 dedicated line -- high-speed rail is a dedicated line --
13 they're going to electrify that.

14 So you still have the issue of, well,
15 okay, where do you generate that electricity? If you're
16 generating a cold-powered -- cold-fire power plant
17 somewhere in the west, we haven't reduced the GHG at
18 all. You just transferred it to somebody else. So they
19 then have to identify a clean energy source for that.
20 So that's one of the challenges for the electricity.
21 And then you have to have an electrical distribution
22 system that can actually handle doing that.

23 So they're looking at doing that in
24 Southern California, can they electrify some of the
25 system.

1 The other thing is to convert -- and
2 there's a lot of work going on -- converting the
3 locomotives to natural gas or to create hybrid
4 locomotives. There are examples of both already. But
5 it's putting that in wide-scale use that's very
6 difficult.

7 One of the characteristics of a
8 locomotive, it doesn't stay in California. It travels
9 around the United States. And some of them, you know,
10 coming into the United States are also continuing
11 through into Canada on the -- you see maps of some of
12 these engines and where they go over the course of the
13 year, it's just absolutely everywhere. So that's one of
14 the challenges.

15 So in terms of changing the system, what
16 you might see is a different sort of fueling
17 infrastructure that would come in, if it was
18 electrified.

19 SHANA BRUM: I'm currently -- like in this
20 area, we're dealing a lot with, you know, the solar
21 farms. And with their environmental process, a lot of
22 them, at least in Kings County, are falling under
23 mitigated negative declaration. And so, you know, we're
24 going, hey, you know, this is a sensitive area. And
25 really nothing's coming of it.

1 And so if we're going to change the
2 infrastructure of the freight and the train and
3 everything and we're going to have more solar farms
4 coming in, I mean, what effect -- or how much are you
5 guys going to take that into account when you redo all
6 that?

7 BRUCE DE TERRA: Right. That is one of
8 the huge questions about the whole thing: How do we
9 power it and how do we power it responsibly? I don't
10 have the answer to it, but I know there are an awful lot
11 of people looking at it. The Energy Commission is on
12 our advisory committee, and they're probably looking at
13 it the most closely.

14 I don't know who licenses. Does anybody
15 know who licenses the solar power plant? Is that the
16 Public Utilities Commission?

17 ROBERT GOMEZ: I thought it was the Energy
18 Commission.

19 BRUCE DE TERRA: I know they help fund
20 them, and they've done a lot of investment in
21 technology.

22 SHANA BRUM: They fund them. But at least
23 in this area, when they're passed, they go through --
24 like our lead agency on most of the solar farms in this
25 area are the county and -- rural counties.

1 BRUCE DE TERRA: I already got in trouble.

2 SHANA BRUM: Yeah. I stopped.

3 NICHOLAS COMPIN: This is Nick Compin.

4 The local process for approving that solar farm, the
5 initial process, there was one in the area that I live
6 in where they wanted to do that, and the folks that
7 lived there had to go to the local planning commission
8 and state the reasons why they didn't want it, and it
9 was not allowed because it was sensitive ag land,
10 et cetera. That doesn't go for everywhere, but that's
11 what -- what was done in that particular area, at a very
12 low level, not at a high level. I don't know what will
13 happen from -- you know, if there's a high level, we
14 need more of this. I don't know.

15 LAURIE WATERS: Does anyone have any last
16 comments?

17 ELAINE FINK: I have a question about the
18 high-speed railroad. And Mandy may be able to help me
19 with this.

20 So we had a meeting a couple of times with
21 the high-speed railroad representatives, and the tribe's
22 concern is the sites -- cultural sites along the way.
23 And I believe -- I'm not sure if Mandy was at the
24 meetings or not, but we were wondering if the tribes are
25 going to be involved with cultural monitoring during

1 that time, the length of if, and if they've incorporated
2 it in the plans, is there funding for it. I know
3 statewide they don't have to because of SB 18. But I
4 know federal does. So what's happening there?

5 LAURIE WATERS: So if there's federal
6 funding, they have to have tribal monitors? Is that
7 what it -- okay. Did I get that wrong?

8 Mandy, go ahead.

9 ELAINE FINK: I know the state crunch, you
10 said we have to follow federal guidelines.

11 BRUCE DE TERRA: It's federal.

12 MANDY MARINE: Section 106 is where the
13 tribes are incorporated into the 106 process of
14 consulting with the tribes. And I'm not involved with
15 the high-speed rails, but I can just comment on what I
16 know and where we fit in the world.

17 We do have a small group in our
18 District 6 office for the section of 99, which is part
19 of that realignment. But the broader sections of the
20 high-speed rail is handled by the high-speed rail
21 division of High-Speed Rail. Maybe you guys can help
22 more on that.

23 But the 106 process is where the tribes
24 are brought into the process. As far as the cultural
25 resources and the monitoring, the consultation is

1 creating the dialogue to come to decisions. And at this
2 point, from what I can see -- I have questions about the
3 high-speed rail. As a tribal person, I have questions
4 about the high-speed rail. I have questions about the
5 high-speed rail because I think the project is still
6 broad. It's still somewhat too broad to nail it down to
7 the specifics of ground disturbance.

8 And from what I can see of the comments
9 being general across the board for the project is that
10 until we know more, all we can do is recommend that
11 monitoring is a component of it because we don't know
12 the details of the ground disturbance yet. And so
13 that's kind of where we are as a tribe and where I'm
14 looking at it as an agency that is making the
15 recommendations. But it is just a recommendation. It's
16 not an absolute decision ventured into.

17 Some of the district tribes where we go on
18 about and make recommendation, we can do what we can.
19 You know, the idea of consultation is coming to a
20 decision. That doesn't necessarily mean that the
21 decision will be that monitors will be present. There
22 may be a bit of negotiating even down the road.

23 But I know there are a handful of the
24 tribes here in the valley who are actively seeking
25 direct lines of communication with the high-speed rail

1 staff, and there are archeologists assigned to
2 specifically work with the tribes. Two of them, in
3 fact, are actually tasked Caltrans archeologists and
4 people we work with in our district. So they have a
5 really -- they have a pretty good idea about the tribes
6 and broadness of how many tribes are here and what their
7 interests are. And their knowledge of the San Joaquin
8 Valley and varied sensitivity are pretty well-rounded as
9 far as I can see.

10 So it still seems like it's really early
11 even though it's moving fast. It seems like it's still
12 fairly early in the design details for, you know, any
13 absolutes on the monitoring or the funding and when and
14 where monitors will be on site, on the groundbreaking
15 construction.

16 That's all I can offer. That's just me,
17 and I'm not --

18 PAM KORTE: Lonora, you mentioned the
19 consultation processes interact with the agency. And I
20 know you and Laurie heard secretaries speak about
21 it. Is there anything in that that -- about tribal
22 issues -- about consulting like with the high-speed rail
23 project and how that's going to go?

24 LONORA GRAVES: No, there's not. There's
25 not.

1 PAM KORTE: I wonder if that should be
2 input, that that could be added that tribes could --
3 because you said it's still in draft form, and they're
4 looking for input.

5 LONORA GRAVES: It's in draft form, and I
6 think that the fact that the route that they took, the
7 California Transportation Agency policy would be an
8 umbrella under which the individual departments would
9 create their own policies. So it doesn't mention --

10 PAM KORTE: Any specifics, then.

11 LONORA GRAVES: -- any specifics about --
12 about that.

13 PAM KORTE: Does it say anything about
14 cultural resources? Did it get into that?

15 LONORA GRAVES: It definitely needs to
16 be -- it definitely needs comments, so take a look at
17 it.

18 PAM KORTE: We'll send a link in our
19 follow-up. Maybe we should do that.

20 ELAINE FINK: Okay. Just a note as far as
21 consultation. We have a protocol as far as North Fork
22 Rancheria as far as what "consultation" means. It means
23 directly meeting with the tribal council. I'm not sure
24 what the other tribes have. They set what they have in
25 place as far as that. So I just thought I'd throw it

1 out there.

2 LAURIE WATERS: Yeah. For any
3 consultation that we would do, we would follow
4 whatever -- whatever your particular tribe wants and
5 whatever it calls for.

6 ELAINE FINK: Right. And we don't call
7 consultation being in a big group, and we consult with
8 North Fork Rancheria when we have all the other input.

9 LAURIE WATERS: Right. We didn't consider
10 this as --

11 ELAINE FINK: No. I know that. I know
12 that. Some do. Believe me.

13 LAURIE WATERS: Oh, okay.

14 ELAINE FINK: Thank you.

15 LAURIE WATERS: So Pam is going to do our
16 closing.

17 And then, Ron, did you want to do a final
18 tribal --

19 RON ALEC: Yeah, I'll close them up.

20 LAURIE WATERS: Okay. Oh, okay.

21 PAM KORTE: So I just want to -- first, I
22 want to start off by thanking our hosts, Santa Rosa
23 Tachi Council tribal members. Wonderful facility.
24 Although, I was darn cold the whole time. I know we
25 tried to heat it up, but maybe it's because I'm past the

1 age of 50. So my internal temperature monitor isn't
2 what it used to be.

3 We had a very delicious lunch, and I want
4 to thank you all for that. And I really enjoyed it. I
5 wanted to thank Mike Cisco. Maybe you can take
6 thank yous back to him. I know he's not here. He did a
7 wonderful job with our welcome blessing and prayer at
8 lunch. And that kind of reflection we can use at some
9 of our meetings at work. I mean, it would help us to
10 have the right attitude.

11 And one of the things that he did, he give
12 us the gift of the white sage. And I wrote down what he
13 said because what I was thinking is that we gave out a
14 lot of these, and I think they're important, and I hope
15 you get some good information that you can use and take
16 back with you. But Mike said that with this, that if we
17 smell it, we can clear our thoughts and we can feel
18 better. And I don't think if you burn this you'll get
19 the same. So I want to thank Mike for sharing that.

20 I want to thank my staff who worked on the
21 meeting. Laurie is our lead on tribal issues, and she
22 was really key in setting up this meeting, along with
23 Kim from Alyssa's office. And Lonora was involved as
24 well. Bennie too. So I want to thank all the staff
25 that helped work on this.

1 I also want to thank the district staff
2 that were here. Marta was instrumental in getting the
3 word out and telling folks about coming to the meeting
4 and importance of the meeting. And thank you to you and
5 all the rest of the district staff that attended from
6 6 and Maria Rodriguez also from District 10.

7 I want to thank our presenters, which
8 started off with Lonora. And then Laurie provided a
9 presentation. Nick Compin and Bruce De Terra. I think
10 they did a very good job. So thank you for doing that.

11 And I want to thank Hector from our
12 consultant, the RPA, for helping with all the
13 coordination that needed to be done today and taking
14 notes of the input that we received today we want to
15 take back and work into our various planning documents.

16 There are some follow-up items that we
17 need to do. I think the most important one I want to
18 remind you all of is if you are interested in having any
19 formal consultation on the CTP, the California
20 Transportation Plan, or any of the modal plans, as Bruce
21 mentioned, or the Strategic Highway Safety Plan, we're
22 very open to that and very happy to continue that
23 discussion. Just, please, let your district contact
24 know.

25 Is that the way we want to do it?

1 LAURIE WATERS: Yeah. They go through
2 Marta.

3 PAM KORTE: Go through Marta on that.
4 And I wrote down a few things we need to
5 do. I think we need to send out that link to the draft
6 consultation policy so everyone has that, a link to
7 Bruce's great-planned webpage where he said you can make
8 comment and give any additional information.

9 Nick, is there anything on the Strategic
10 Highway Plan as far as on the web that we can direct
11 folks to, or is that in the works?

12 NICHOLAS COMPIN: I don't think so. The
13 website is pretty limited.

14 PAM KORTE: At this point?

15 NICHOLAS COMPIN: Announces what it is but
16 doesn't have a lot of --

17 PAM KORTE: Okay.

18 NICHOLAS COMPIN: But we can provide it.

19 PAM KORTE: Okay. Whatever we can do on
20 that, we'll send that out.

21 And, Laurie, anything else you can think
22 of we should do in terms of follow-up?

23 Lonora mentioned the notes that are coming
24 out of our meeting.

25 Thank you to our reporter for taking all

1 of our notes. And that will all come back out to
2 you. It will take a little bit of time. It's very
3 lengthy. We've got to go through and clean them up and
4 then send them out for everyone to look at, so -- can't
5 think of anything else.

6 BRUCE DE TERRA: Take out all those things
7 I said.

8 PAM KORTE: All the things Bruce said,
9 yeah, just ignore that.

10 Okay, Laurie.

11 FLORENCE DICK: This little Visa card, is
12 there an amount on it?

13 LAURIE WATERS: It's 25 -- 20.

14 FLORENCE DICK: So it is a valid card? So
15 we thought now they're advertising. We have to go buy
16 it.

17 LAURIE WATERS: We put those in there to
18 help with travel and get --

19 FLORENCE DICK: Oh, that's clever. We
20 thought it -- I told her it's probably 20 to 500, so
21 just hope you got a 500.

22 LAURIE WATERS: Unfortunately, they're all
23 20.

24 BRUCE DE TERRA: Are they accepted at
25 Caltrans rest stops?

1 FLORENCE DICK: Thank you Caltrans.
2 That's really swell.

3 LAURIE WATERS: Okay. So Ron.
4 (Closing blessing said.)

5
6 (Whereupon, the Listening Session
7 concluded at 2:37 p.m.)

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1 State of California,)
2 County of Fresno.) ss.

3

4 I, DEVRA L. JOY, a Certified Shorthand Reporter of
5 the State of California, having offices located in
6 Fresno, California, do hereby certify:

7 THAT said proceedings was reported in
8 shorthand by me at the time and place above stated, and
9 thereafter transcribed under my direction and control.

10 I FURTHER CERTIFY that I am not interested
11 in the outcome of said proceedings, nor connected with,
12 nor related to any of the parties in said proceedings.

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