



# 7

## Public Outreach

Planning for rail is much different than planning for street and highway systems. As the previous chapters have detailed, the State largely does not own the infrastructure; there are many public and private players involved in planning services and improvements on the infrastructure; and there are additional hurdles, including first-mile/last-mile connections, that create barriers to rail access.

Because of this, early, continuous, and meaningful engagement with rail stakeholders and the public was imperative to the creation and future success of the Rail Plan. This chapter summarizes public outreach for the Rail Plan, provides an overview of the methods and specific steps used to engage the general public and interested stakeholders, and describes outreach and consultation with Native American Tribes.

## 7.1 Public and Agency Participation Approach

The development of a visionary, integrated statewide rail network required equally robust and comprehensive outreach to ensure that the State's vision developed in a manner consistent with regional plans and priorities. In developing a new statewide vision for both passenger and freight rail, Caltrans engaged stakeholders and the public through early and thoughtful outreach to achieve a measure of consensus for a statewide rail network that not only integrated passenger rail for a seamless customer experience, but defined the State's goals for investing in freight rail infrastructure. The effort involved a complex passenger and freight rail planning process for the State to establish a Vision (detailed in Chapter 3) for a statewide passenger rail network that addresses multi-modal connections between rail, intercity bus, and transit service. The Rail Plan was closely coordinated with other statewide planning efforts, and incorporates several iterations of public and agency input and feedback.

To ensure a comprehensive outreach strategy, the study team developed a Public Involvement and Stakeholder Outreach Plan (PISOP) and a Native American Tribal Coordination and Outreach Plan (NATCOP). These documents outline the methods, goals, and objectives for outreach to stakeholders for the Rail Plan.



### 7.1.1 Public Involvement and Stakeholder Outreach Plan

The PISOP for the Rail Plan sets forth the public involvement strategies and tasks to support and further develop the plan. Caltrans designed the outreach tasks, outlined in the PISOP, to promote an ongoing discussion with the Rail Plan stakeholders, to allow Caltrans to proactively engage, listen to, and inform the stakeholders, and address their questions and concerns throughout the process.

The primary purpose of the PISOP was to obtain meaningful opinions, comments, and suggestions on the Rail Plan from interested and affected parties throughout the state. The PISOP aimed to establish ownership and support for rail transportation, consistent with the Caltrans commitment to public involvement and engagement, as stated in the 2013 Public Participation Plan. Public outreach focused on engaging key stakeholders and the California public to help shape the Rail Plan by providing input on issues, including the various types of rail service (intercity passenger rail, commuter rail, HSR, and freight rail), state policies, system operations, community impacts, environmental considerations, and funding. The public outreach process gathered and disseminated input on service for the existing and proposed intercity passenger rail corridors, and for HSR.

The goal was to conduct a transparent and inclusive planning process that was fully integrated and consistent with existing and ongoing Caltrans and statewide planning efforts, and that engaged stakeholders early in the process.

The goals for the public outreach program in support of the development of the Rail Plan are listed below:

- Ensure that the statewide rail community and interest groups understand Caltrans' role in state rail planning and its vision for the state and feel engaged in its development.
- Conduct a transparent, inclusive, and inviting outreach campaign that leads to the development of a comprehensive Rail Plan.
- Ensure that the messaging regarding the Rail Plan is consistent with the plans and programs of the CHSRA.
- Implement an outreach program whose messaging is consistent with other statewide planning documents.

The outreach program objectives are listed below.

- Increase awareness of the Rail Plan in Caltrans districts and improve public awareness through collaborative efforts that capitalize on existing communication programs.
- Provide easily understood, concise, and multi-lingual project information that fosters project education and garners public interest and input.
- Apply recognizable project branding, and foster relations with media venues that will serve as long-term public portals for obtaining statewide rail information.
- Ensure that environmental justice, Native American, and other disenfranchised groups are part of the public process.
- Create an opportunity for key stakeholders to provide valuable input that improves decision-making and leads to better project delivery.
- Improve statewide stakeholder communication and collaboration between the various rail corridors.
- Communicate Caltrans' key messages of safety, mobility, delivery, stewardship, service, and sustainability.
- Communicate how the State is responding to Senate Bill 391 legislation<sup>[236]</sup> and GHG targets and associated legislation.
- Develop and implement a communication framework that moves the Rail Plan project toward approval by necessary agencies with support from the general public.

### 7.1.2 Native American Tribal Consultation and Outreach Plan

The NATCOP sets forth strategies and tasks to ensure timely inclusion of Native Americans in the overall development process for the Rail Plan. The guiding approach was to ensure effective, transparent, and mutually informative Native American consultation, and to maintain consistency with existing, successful methods and outreach efforts implemented by Caltrans.

The outreach goals pursued by NATCOP in support of the development of the Rail Plan are listed below:

- Conduct early, timely, and comprehensive outreach and government-to-government consultation.
- Appoint three Native American representatives from different parts of the state to be members of the Rail Plan SAC.
- Ensure that Native Americans are aware of and understand Caltrans' role in state rail planning, and its vision for the state.
- Implement a complementary and coordinated outreach program with ongoing tribal, regional, statewide, and interstate planning efforts, to the extent feasible.

In addition to the outreach goals, NATCOP objectives included, but were not limited to, those listed below.

- Provide easily understood and concise project information that fosters project education and garners Native American input.
- Establish recognizable project branding and media venues that will serve as long-term portals for Native American groups to obtain statewide rail information.
- Ensure that Native Americans are part of the public process, while fostering ongoing government-to-government consultation.
- Create opportunities for interested Native Americans to provide valuable input that improves the decision-making and leads to better project delivery.

236 SB 391 requires Caltrans to update the CTP every 5 years to show how to achieve statewide GHG reduction consistent with Executive Order S-3-05.



### 7.1.3 Public Noticing and Commenting Process

To ensure a robust noticing program, the study team used both traditional and Internet-based noticing for the public meetings in support of the release of the Draft Rail Plan. Caltrans sent email notifications to the stakeholder list, and issued press releases at key milestones, including the launch of the planning process, the launch of the project website, and the start of the public review period of the Draft California State Rail Plan.

The comment process included a project email address ([RailPlan@dot.ca.gov](mailto:RailPlan@dot.ca.gov)) and Rail Plan website comment form ([www.californiastaterailplan.com](http://www.californiastaterailplan.com)). The Rail Plan survey (results in Appendix A.7), the online Interactive Map, and the public workshops held in fall 2017 provided opportunities for public comment.

### 7.1.4 California State Rail Plan Website

The California State Rail Plan website was launched in January 2016, to provide a central location for the public to find informational materials, notices regarding upcoming California State Rail Plan milestones, media links, and the early engagement survey, and to have an opportunity to submit comments. The website provides general information regarding the Rail Plan's purpose and process; contact information; and informational materials such as Native American listening session summaries, factsheets, and survey summary reports. The Rail Plan website can be accessed at [www.californiastaterailplan.com](http://www.californiastaterailplan.com).



### 7.1.5 Rail Plan Factsheet

Caltrans developed and distributed a factsheet (Exhibit 7.1) and presentation materials during development of the Rail Plan, to communicate key concepts and elements considered in the plan. Documents were published and made available on the Rail Plan website, at outreach events such as SAC meetings and public review draft meetings, and for presentations made by staff.



## CALIFORNIA STATE RAIL PLAN



**CONNECTING CALIFORNIA...BETTER**

Caltrans is beginning work on its new 2018 Rail Plan which will provide an exciting new framework for California's rail network and set the stage for new and better rail and community connections in the State for the next 20 years and beyond.

The creation of a railroad network in California in the 19th century connected us to the rest of the nation with what was then the highest-speed form of transportation. Continued rail investments in the 20th century helped California's rapid economic development. For the 21st century, California is again poised to put "high speed" back in rail, and achieve a modernized and integrated rail system to improve both freight and passenger transportation.

**Rail Can Provide SIGNIFICANT SOLUTIONS TO TODAY'S TRANSPORTATION CHALLENGES:**

- > Rail provides a safe, quality and efficient transportation choice for Californians who collectively take billions of trips to millions of destinations each year
- > Rail provides a cost-effective, and often best-value, investment in transportation infrastructure that minimizes impacts on our communities and supports economic growth.
- > Rail can alleviate significant levels of highway and air transportation congestion in our highly urbanized state. Especially considering that our population is expected to grow to nearly 50-million by 2040.
- > Rail, including electrified rail, is an effective way to help achieve the state's greenhouse gas emission targets and achieve other air quality benefits.

**WHAT IS THE 2018 CALIFORNIA STATE RAIL PLAN?**

The 2018 Rail Plan will present a vision and strategies for California's future passenger and freight rail network that will guide state investments supporting implementation of an integrated rail network. It also fulfills state and federal rail plan requirements. The Rail Plan is not being developed in a vacuum - it is an important element in the comprehensive examination of statewide transportation investment strategies tied to the 2040 California Transportation Plan which seeks to build on regional initiatives for curbing greenhouse gas emissions and climate change by coordinating statewide planning for all transportation modes, including air, roads and highways, local and regional public transit, and passenger and freight rail.

See the website [www.californiastaterailplan.com](http://www.californiastaterailplan.com) for more information.

**THE RAIL PLAN'S MISSION**

*The mission of the 2018 Rail Plan is to provide a safe, sustainable, integrated, and efficient California rail network that successfully moves people and goods while enhancing the State's economy and livability.*



**WHAT WILL BE DIFFERENT from the 2013 Rail Plan?**

The 2018 Rail Plan is more ambitious than previous Caltrans rail plans, as it will provide a vision for a more comprehensive integration of freight and passenger rail - with a focus on better timed connections and more transportation options. The 2018 Rail Plan will also address how rail can help achieve statewide greenhouse gas emissions mandates.

**PROJECT SCHEDULE**

<b>July 2015</b>	Preparation of the 2018 Rail Plan began
<b>Early 2016</b>	A public survey will be available online at the Rail Plan website for individuals to provide early input on rail issues and opportunities
<b>Spring 2017</b>	A draft of the Rail Plan will be available to the public for review and provide feedback during a public comment period
<b>Mid-2018</b>	The final Rail Plan will be released, including responses to public comments

**STAKEHOLDER ENGAGEMENT**

Caltrans convened a Stakeholder Advisory Committee in November 2015 as a technical working group to provide input and expertise in the development of the California State Rail Plan. The committee meets quarterly through August 2017, and includes passenger rail operators, planning agencies, freight rail interests, Tribal Nations, private railroads, ports, transit operators, and neighboring states. Advocacy groups representing environmental, disadvantaged community, livable community/active transportation and agricultural interests have also been invited to participate. A full roster of participating agencies is available on [www.californiastaterailplan.com/about](http://www.californiastaterailplan.com/about)

In addition, Caltrans developed a focused Native American outreach program for the 2018 Rail Plan which includes appointing three Native American tribal representatives to the Stakeholder Committee, tribal listening sessions early in the formal process, formal consultation options for the draft 2018 Rail Plan, and providing and obtaining regular updates from the Native American Advisory Council.

**CONTACT US**

E-mail: [Railplan@dot.ca.gov](mailto:Railplan@dot.ca.gov)  
 Website: [www.californiastaterailplan.com](http://www.californiastaterailplan.com)

**How you can GET INVOLVED**

**This Rail Plan planning process is being designed to allow for early and meaningful public participation throughout, with several options for input and feedback.**

- > Sign up to receive e-mail updates and notifications on the Rail Plan planning process
- > Provide comments through the website's online comment form
- > Participate in the online survey, which will be available in early 2016
- > Attend public meetings, and provide feedback on the Draft Plan during the Public Comment Period in March and April of 2017
- > Bookmark the website and check it often for updates

For more information on how to participate in the planning process, visit the project website at [www.californiastaterailplan.com](http://www.californiastaterailplan.com).

Exhibit 7.1: Factsheet

### 7.1.6 Early Engagement Survey

As part of the effort to develop the Rail Plan, Caltrans released a survey in January 2016 seeking public input early in the planning process. The survey was available through the Caltrans website and was distributed to an extensive mailing list for the Rail Plan, through organizations and rail providers represented on the California State Rail Plan SAC, press releases, and Amtrak and Caltrans social media sites. The survey received a total of 2,189 responses between January 27, 2016, and March 4, 2016.

The goal of this survey was to obtain input from a large range of current and potential rail riders in California to help guide the development of the Rail Plan, which will present a vision for California's future passenger and freight rail network; and to address strategies to achieve a modernized and integrated rail system.

The survey inquired about respondents' current use of California rail, their opinions on the current state of California rail, and their highest priorities for improving California rail in the future. Additional optional demographic questions helped garner general information on respondents' affiliations, age, gender, income, race, and contact information. Providing that information allowed them to enter them a raffle for a \$50 Amtrak gift card; five winners from across the state were randomly selected.



The top priorities and themes revealed in the survey responses are discussed below.

- Expanding coverage and increasing service for passenger rail were the top two priorities for improving passenger rail, and the top two factors preventing people from using rail regularly. Additional priorities included improving transfers, connections with local transit, reliability, and on-time-performance.
- The majority of respondents choose rail because they enjoy riding the train, and because the train is often cheaper than driving or flying.
- The respondents use or would like to use rail for a variety of different reasons, from leisure travel to commuting.
- The highest priority for safety improvements was to improve crossings with grade separations.

A detailed summary of the survey results (Exhibit 7.2) was posted to the Rail Plan website ([www.californiastaterailplan.com](http://www.californiastaterailplan.com)), and is included in Appendix A.

### 7.1.7 Interactive Map

An online Interactive Map (Exhibit 7.3) was developed by Caltrans to illustrate the existing statewide rail network, the 2040 rail vision, and the network integration of the Rail Plan. The Interactive Map is available online at [www.californiastaterailplan.com](http://www.californiastaterailplan.com), and can also be accessed directly at <http://csrp.civicsource.com/projects/2040/>. The Interactive Map is a tool to educate project stakeholders and garner public input. Users can zoom into specific areas of interest—such as statewide rail corridors, rail routes, transit stations, and cities—and provide geocoded comments, and share them via social media. Due to the strategic, programmatic nature of the Rail Plan, the interactive map does not depict detailed information regarding planned alignments for new rail facilities identified in the Rail Plan.



## Respondent Demographics

INTEREST / ASSOCIATION	RESPONSE %	AGE	RESPONSE %

California's freight rail system is privately operated and provides many of the tracks utilized by public passenger trains. What do you think California's highest priority should be to improve its freight rail system? (1,821 responses)

What are the most important improvements Caltrans should make to passenger train services in California? Please select your top 5. (1,940 responses)

## Detailed Responses

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



### Survey Overview

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

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

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

### Survey Results

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

2018 California Rail Plan Survey Summary Report April 2016

**Exhibit 7.2: 2018 California Rail Plan Survey Summary Report**

## 2018 California State Rail Plan

Project Overview | Help

**Explore the Map**

Select an option to view on the map:

- Intercity Passenger Rail Routes +
- High-Speed Rail +
- Urban Rail Transit Network +
- Freight Rail Network +

**Welcome to the interactive map for the California State Rail Plan**

This web-based tool provides an interface with the project map, allowing users to post comments and find useful information on the 2018 State Rail Plan.

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Explore sections of the map and click to learn more about the various rail networks and service providers.

Select a specific rail network to make a comment. Drag the orange marker to add a location to your comment.

Share your comments and map experience on Facebook, Twitter or other social media

**+ View Comments**

Click on the map to get started:

This tool allows users to explore various rail networks and service providers throughout California, and submit comments for consideration in the development of the California State Rail Plan.

**Exhibit 7.3: Online Interactive Map**



### 7.1.8 Network Integration Strategic Service Planning Engagement

Customized “term sheets” of regional and statewide service goals and delivery options were created to organize strategic planning in a network- and corridor-based approach. Term sheets are discrete descriptions of service goals and options for capital improvements in a given corridor that build toward the integrated statewide network defined in the 2040 Vision. Of particular importance, term sheets articulate geographically specific goals and delivery options as scalable, operator neutral, and necessarily integrated with local planning initiatives. In practice, term sheets are a useful tool for engaging stakeholders and refining implementation strategies in an iterative process. Chapter 4 provides a detailed description of the established service goals. Chapter 6 outlines delivery options and capital costs.

To engage passenger rail agencies and other stakeholders with the term sheets, Caltrans organized meetings across the state, based on relevant geography and expertise. Feedback from these discussions was integrated through an iterative process, and ultimately aggregated into refined service goals and related capital costing in the 2040 vision.

Caltrans conducted 29 NISSP agency meetings. A list of these meetings is presented in Appendix A.



Caltrans staff held numerous public workshop meetings throughout the state, including at San Bernardino Santa Fe Depot Metrolink Station.

## 7.2 Stakeholder Involvement in State Rail Plan Preparation

In the outreach process for the Rail Plan, the primary goals were to develop a plan integrated with other public-sector transportation plans, and to recognize and address the issues and concerns of key stakeholders. Accordingly, as part of the Rail Plan's development, the team consulted other statewide and regional planning documents. As noted in Chapter 1, these included federal and state plans, as well as regional plans generated by MPOs and RTPAs. Furthermore, as noted in this chapter, the outreach conducted for the Rail Plan included regional public transportation planners, freight and passenger rail operators, environmental and community advocates, and Native American representatives. Lastly, input on the Rail Plan has been sought from the neighboring states of Arizona, Oregon, and Nevada.

### 7.2.1 Stakeholder Advisory Committee

The SAC was convened by Caltrans in November 2015 as a technical working group to provide input and expertise in the development of the Rail Plan. The purpose of the SAC was to provide Caltrans with policy guidance and technical information on all aspects of the Rail Plan.

The Rail Plan SAC included representatives from diverse groups, including passenger rail operators, planning agencies, freight rail interests, Tribal Nations, private railroads, ports, transit operators, and neighboring states. Advocacy groups representing environmental, disadvantaged communities, livable community/active transportation, and agricultural interests also participated on the committee.

Caltrans met with the SAC periodically to provide updates on their progress in developing the Rail Plan, and to gather input from various agencies, organizations, and other stakeholders on the content of the Rail Plan. Notes summarizing topics discussed at the SAC meetings can be found in Appendix A.

This SAC roster consists of representatives from the agencies and organizations listed in the following sections:

### State and Federal Partner Agencies

- California Department of Transportation
- California State Transportation Agency
- California High-Speed Rail Authority
- Federal Railroad Administration
- California Transportation Commission
- California Air Resources Board
- California Public Utilities Commission
- California Governor's Office of Business and Economic Development

### Passenger Rail and Transit

- Amtrak
- Capitol Corridor Joint Powers Authority/  
Northern California Rail Partners
- San Joaquin Joint Powers Authority/Altamont  
Corridor Express
- Los Angeles-San Diego-San Luis Obispo Rail  
Corridor Agency Joint Powers Authority
- Los Angeles County Metropolitan  
Transportation Authority
- Caltrain
- Sonoma-Marín Area Rail Transit
- North County Transit District
- Southern California Regional Rail Authority
- California Transit Association

### Freight Rail

- Union Pacific Railroad
- BNSF Railway
- California Short Line Railroad Association
- Genesee & Wyoming Inc.
- California Association of Port Authorities/  
California Airports Council
- Pacific Merchant Shipping Association

### Regional Planning

- California Association of Councils of Governments
- Metropolitan Transportation Commission
- Southern California Association of Governments
- San Joaquin Valley Regional Policy Council
- Sacramento Area Council of Governments
- San Diego Association of Governments

### Advocates

- The Nature Conservancy
- California Farm Bureau Federation
- Local Government Commission

### California State Agencies and Neighboring States

- Arizona Department of Transportation
- Nevada Department of Transportation

### Tribal Representatives

- Northern California Tribal Chairmen's Association
- Central California Tribal Chairmen's Association
- Southern California Tribal Chairmen's Association

### Additional Network Integration Strategic Service Planning Agency Engagement

- Placer County Transportation Commission
- Alameda County Transportation Commission
- Santa Cruz County Regional Transportation Commission
- San Benito Council of Governments
- Transportation Agency for Monterey County
- San Luis Obispo Council of Governments
- Santa Barbara County Association of Governments
- San Bernardino County Transportation Authority
- Metrolink
- San Diego Metropolitan Transit System

In addition to serving as a body for providing input and expertise for the Rail Plan, the SAC also served as a channel for disseminating information to the public. The Rail Plan outreach team coordinated with the SAC to provide updates, surveys, and opportunities to comment on the Rail Plan, using each stakeholder's contact lists and constituencies. For example, the study team disseminated the early engagement online survey to all members of the SAC, who were then able to publicize the survey to their respective groups. This resulted in an overwhelmingly successful response, with the public survey garnering nearly 2,200 responses in just over a month.

### 7.2.2 Interstate Coordination

The railroad network and the flow of goods and passengers on trains routinely cross state boundaries, as well as international borders. Many freight and passenger rail corridors serve multiple western states and Mexico. For example, proposed HSR services would link Los Angeles with Las Vegas and Phoenix. Therefore, the Rail Plan should coordinate with neighboring states and Mexico, where applicable.

#### Arizona

CalSTA met with the Arizona Department of Transportation in Phoenix on June 21, 2016, for the purpose of discussing coordination between the states. Arizona is currently beginning the process of updating its 2011 State Rail Plan, in conformity with FRA guidance. Both California and Arizona discussed the potential study of HSR services between Los Angeles and Phoenix, and interim strategies to improve services while HSR was being studied. Arizona agreed to be a member of the California State Rail Plan SAC, and has been an active participant in the meetings through teleconferencing.



## Mexico

Caltrans and CalSTA have coordinated with SANDAG in an effort to examine better ways to improve public transportation and intercity passenger rail services to San Diego, with connections to the international border at Tijuana, as part of the network integration planning process. Caltrans and CalSTA met with SANDAG in San Diego on July 13, 2016, to discuss these network integration strategies. SANDAG is an active member of the SAC.

## Nevada

Caltrans and CalSTA have coordinated with the Nevada Department of Transportation and Nevada High-Speed Rail Commission on future HSR connections between California and Nevada. The Rail Plan supports the implementation of HSR between Los Angeles and Las Vegas. Caltrans is also coordinating with Nevada to provide intercity connections to Reno. Nevada agreed to be a member of the Rail Plan SAC, and has been an active participant in the meetings through teleconferencing.

## Oregon

Caltrans submitted the Draft 2018 California State Rail Plan to the Oregon Department of Transportation to provide the State of Oregon with an opportunity for review and comment.

### 7.2.3 Rail Partners Working Group

The ad hoc Rail Partners Working Group was formed to review technical approaches and methods for developing the NISSP. The ad hoc Rail Partners Working Group consisted of representatives from Caltrain, CCJPA, COASTER, LOSSAN JPA, Metrolink, SJJPA, SMART, NCTD (operator of COASTER and SPRINTER), and the CHSRA.

The ad hoc Rail Partners Working Group convened three times during the development of the Rail Plan. The first meeting was conducted on September 1, 2015. The purpose of this first meeting was to acquaint the ad hoc Rail Partners Working Group with the concepts and benefits of an integrated passenger rail network that focuses on the customer experience, and is oriented toward service enhancement and delivery; and to subsequently seek the group's comments and suggestions as

the network integration planning proceeded. Presentation materials included system connectivity maps and vision scenarios. The group was invited to provide feedback to inform the further refinement of integrated network planning scenarios.

The second meeting of the Rail Partners Working Group was a series of breakout sessions by geographic region, conducted in Northern and Southern California, and designed to concentrate on further refinement of the service delivery maps developed in response to comments from the initial introductory meeting. These meetings occurred in Sacramento and San Diego in January 2016.

The third meeting was held in Los Angeles in April 2016, timed to coincide with the California Rail Summit.<sup>237</sup> The purpose of this meeting was to present preliminary vision statements, supported by planning principles used to articulate the vision. Initial freight forecasts and a discussion of the market assessment tool were provided, in addition to rough estimates of potential changes in ridership. A case study from Toronto was presented by an invited speaker working on the GO Transit network integration with VIA Rail and the Toronto Transit Commission. The benefits of electrification and more frequent service were discussed. The ad hoc Rail Partners Working Group were concerned that the baseline ridership forecast was not in alignment with existing passenger counts.

The outcome of these meetings informed methods and analytical processes, and resulted in the development of a final passenger rail vision that included the integrated rail service scenarios that would be presented to the SAC.

<sup>237</sup> The California Rail Summit was a meeting of leaders in the rail industry, held to discuss the modernization and integration of passenger rail service in California.

### 7.2.4 Freight Railroad Coordination

Planning an integrated statewide rail network that allows for seamless travel of people and goods necessarily required a coordinated strategy between passenger and freight rail. At the beginning of the Rail Plan development, the team began formulating a strategic framework for new freight rail policies and programs, and worked with the Caltrans Office of Freight Planning to coordinate input for other Caltrans modal plans. The California SFAP, which is a multi-agency effort being undertaken in response to the Governor’s Executive Order B-32-15, July 2015, provided an early opportunity for the State to better define its policies for investing in rail freight infrastructure. Accordingly, Caltrans coordinated development of a rail freight policy framework for the SFAP that is carried forward into the Rail Plan.

The development of the Freight Vision (Chapter 5) was an integral part of the freight element for the final Rail Plan, and required additional external coordination. Throughout the development of the Rail Plan, Caltrans held meetings with Class I and short-line freight railroads to review the freight methodology, and request input on the development of the freight element. Fourteen meetings with various freight railroads were conducted in 2016; a complete list of these meetings is provided in Appendix A.

#### California Freight Advisory Committee

Caltrans, in collaboration with CalSTA, established the CFAC in response to guidance provided in the federal transportation legislation, MAP-21. Consistent with MAP-21’s guidance, the CFAC consists of “a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.”

### 7.2.5 Native American Stakeholder Involvement

The purpose of the Native American outreach and government-to-government consultation process was to ensure opportunities to meet with, brief, obtain comments from, and consult with Native Americans. This process required:

- integrating Native Americans in the public process;
- holding Native American-specific outreach meetings; and
- developing a clear process for government-to-government consultation.

The focus of the outreach to Native Americans and government-to-government consultation with Native Americans and tribal communities was on listening sessions and formal consultations.

The study team coordinated with Caltrans’ Native American Liaison Branch to identify existing Native American meetings, and to coordinate Native American outreach. The groups, meeting types, and logistics for both Native American outreach and government-to-government consultations included:

- the Native American Advisory Committee (NAAC) (Caltrans has committed to providing regular Rail Plan updates to the NAAC);
- the Northern California Tribal Chairmen’s Association;
- the Central California Tribal Chairmen’s Association;
- the Southern California Tribal Chairmen’s Association;
- SANDAG, Interagency Technical Working Group on Tribal Transportation Issues (SANDAG Tribal Working Group); and
- the Reservation Transportation Authority.

### Native American Advisory Committee

On August 12, 2015, Caltrans met with the NAAC to present a proposed timeline for Native American engagement for the Rail Plan. The sequence that was proposed is presented below.

- Initiate Native American engagement: August 2015 (with periodic updates).
- Convene the California State Rail Plan SAC: October 2015.
- Prepare Native American listening sessions and webinars: Spring 2016.
- Invite Native American Tribes to consult on the Rail Plan before draft development: 2016.
- Invite Native American Tribes to consult on the Draft California State Rail Plan: January 2017.
- Prepare the Draft 2018 California State Rail Plan: October 2017.
- Convene public workshops on the Draft 2018 California State Rail Plan: Fall 2017.
- Issue the Final 2018 California State Rail Plan: September 2018.

The study team also presented the following maps, which show where California tribal lands, the intercity and HSR networks, and the BNSF and UPRR operations routes intersect (Exhibit 7.4).

The NAAC noted that early engagement with the NAAC is positive, but offered further input on Native American engagement for the Rail Plan, indicating that the State should:

- provide regular updates on the development of the Rail Plan;
- effectively engage with tribes and offer government-to-government consultation before the release of the Draft 2018 California State Rail Plan;
- coordinate with the Northern, Central, and Southern California Tribal Chairman's Associations to fill the Native American positions on the SAC; and
- coordinate engagement efforts with scheduled tribal meetings.

### Native American Listening Sessions

The Rail Plan outreach team held three listening sessions in different regions of the state to establish meaningful dialogue with California Native American Tribes about the Rail Plan, and to identify the concerns and priorities of tribal communities. These listening sessions were held in Redding, San Diego, and Sacramento, California. The Sacramento listening session also provided the opportunity for Native American participants to join remotely by webinar during the listening session. The Caltrans Native American Liaison Branch liaisons also shared the materials from these listening sessions at meetings with tribes, including the SANDAG Tribal Working Group. These listening sessions were held in partnership with the CHSRA and the SFAP, in response to Native American requests for joint informational meetings for related Caltrans activities.

These listening sessions were an important component of early engagement. They were held in preparation for a first round of invitations for government-to-government consultation on the Rail Plan. The listening sessions fostered project understanding and informed Native American Tribes and individuals of opportunities for early engagement in the Rail Plan. They offered Native American Tribes an opportunity to showcase regional issues of concern involving the Rail Plan and rail systems. Tribal participants' feedback from these listening sessions is summarized below. Transcripts and detailed summaries of these sessions were made available on the California State Rail Plan website ([www.californiastaterailplan.com](http://www.californiastaterailplan.com)). A detailed summary of input provided at the Listening Sessions is provided in Appendix A.



### Native American Formal Consultation

Engaging Native American Tribes was an important part of achieving the Rail Plan's mission to provide a safe, sustainable, integrated, and efficient California rail network that successfully moves people and goods, while enhancing the state's economy and livability. Pursuant to a number of federal and state laws, Caltrans formal consultation provides prior notice to tribes of at least 45 days. Caltrans invited tribes to consult on the Rail Plan 60 days in advance of the release of the Draft Rail Plan for public review. Consultation was offered to approximately 113 tribes through a formal letter on January 1, 2017, and a subsequent follow-up formal letter on October 12, 2017. For a list of the tribes that received consultation, see Appendix A.

### Native American Outreach Effects

Several Native American Tribes responded to the Rail Planning team's outreach efforts, expressing concerns for cultural resources that may be affected as a result of rail project development. Although the Rail Plan itself is not a project for which effects to resources would occur, future rail development in the state will be guided by the Rail Plan's vision, values, and objectives. Given the tribes' concerns for potential effects to cultural resources, this plan seeks to emphasize the need for tribal coordination by future project proponents early in the project planning and development process. Such tribal outreach and coordination for any proposed rail development project is critical to the early identification of tribal heritage resources, and increases the likelihood that these resources will be avoided and/or given proper treatment and mitigation, as part of the project decision-making process.

Tribal outreach and consultation is required under state and federal law as part of the project environmental review process. Namely, under the California Environmental Quality Act, tribal consultation and recognition of tribal expertise for the protection of Tribal Cultural Resources is required in accordance with AB 52. Under the National Historic Preservation Act (36 CFR Part 800), agency officials must take into account the effects of their undertaking on historic properties (including tribal heritage resources). In addition, agency officials

must make a reasonable and good faith effort to identify any Native American Tribes that might attach religious and cultural significance to historic properties in the area of potential effects, and invite them to consult on the project. The goal of the consultation under the National Historic Preservation Act is to identify historic properties potentially affected by the undertaking; assess the undertaking's effects; and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. Future project proponents receiving state or federal funds or assistance would be subject to these state and federal laws pertaining to tribal consultation and historic preservation.

### 7.2.6 Rail Plan Public Workshops

The Draft 2018 California State Rail Plan was released on October 11, 2017, and commenced a 60-day public review period. During that time, Caltrans held seven public workshops throughout the state to disseminate information and engage the public.

The seven public workshops were held in Sacramento, Oakland, Fresno, San Luis Obispo, San Bernardino, Los Angeles, and San Diego, and more than 350 people attended the public workshops. In addition, Caltrans hosted a statewide webinar to allow for further participation, and more than 200 people took part in the online presentation.

During the public comment period, the public had the opportunity to make comments in person, online, or via email. In total, Caltrans received 626 public comments on the Draft 2018 State Rail Plan. Between the end of the comment period on December 11, 2017, and the release of the final Rail Plan, Caltrans worked to read, organize, and respond to all of the public comments received.



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