

PG&E DIABLO CANYON DECOMMISSIONING ENGAGEMENT PANEL

PUBLIC MEETING

COUNTY GOVERNMENT CENTER

BOARD OF SUPERVISOR'S ROOM

1055 MONTEREY STREET

SAN LUIS OBISPO, CALIFORNIA

WEDNESDAY, JUNE 24, 2020

6:02 P.M. - 9:31 P.M.

**CERTIFIED
TRANSCRIPT**

REPORTED BY MELISSA PLOOY, CSR #13068

1 MR. ANDERS: I'm Chuck, the facilitator of the
2 engagement panel, and this meeting is our second meeting
3 in 2020 and it is focusing on the transportation of
4 non-radioactive materials and low level radioactive
5 waste. We're doing a Zoom meeting today. I hope
6 everyone is patient with us. This is the first meeting
7 using Zoom that we have tried and we're using Zoom in
8 order to make sure that the public and anyone who would
9 like to offer live public testimony has the opportunity
10 to do so. The panel will hear your voice. Your
11 testimony is being taken in a transcript and will also
12 be available on video. So it's an effort to make this
13 meeting as open to the public and provide the
14 opportunity to receive your input. So hopefully if
15 anybody is having problems or anything, please use the
16 chat feature to let us know if you're having problems or
17 have any questions.

18 With that, I want to begin the meeting. With
19 those people who are speaking, we have a combination of
20 panel members that are here in the board of supervisors
21 chamber, which is the normal meeting place. To comply
22 with the county guidelines, we can only have ten people
23 in this chamber and we also have other panel members
24 that are participating remotely. So it's a combination
25 of people, panel members and PG&E support staff in

1 person and also panel members participating remotely.
2 All of our other speakers are participating remotely.
3 So we appreciate everybody's efforts with this format.

4 To begin the meeting, I want to turn it over to
5 Nancy O'Malley, Dr. Nancy O'Malley, who has been
6 invaluable in helping the panel scope out the hurdles
7 that we have to comply with with regard to the COVID-19
8 guidelines and also just plain common sense to keep the
9 panel safe and the public safe to minimize any
10 exposures.

11 Nancy, you want to open up the safety briefing
12 for us?

13 DR. O'MALLEY: I just want to state --

14 MR. ANDERS: No need to turn on your mic. It
15 will pick it right up.

16 DR. O'MALLEY: Oh, okay. I just want to say a
17 special welcome to everyone for being here and
18 especially to the public for coming and listening in on
19 Zoom or if you're hearing our recorded message later and
20 of course a special welcome to Dr. Garrick and Dr. Roy.
21 Thank you for your report and for being with us here
22 tonight.

23 We have a full agenda. I just want to go over,
24 really, the main purpose of the meeting, which is to
25 understand the impacts and risks of transportation of

1 the non-radiological material or low level radiological
2 material that will be transported with the
3 decommissioning. So just to remind you that tonight
4 we're not going over the spent nuclear fuel and
5 transportation of that. That will be done at our next
6 meeting in the fall.

7 The other goals of this meeting is to receive
8 an update from PG&E. They will be addressing the
9 bankruptcy and many other issues and issues related to
10 decommissioning. We'll also be reviewing and discussing
11 the results of the transportation risk analysis
12 conducted by the B. John Garrick Institute For Risk
13 Sciences at UCLA. They'll be making a representation on
14 their report. We're looking forward to that. We'll
15 also be reviewing the current panel activities and the
16 application process for the engagement panel membership.
17 As some of you may know, we're trying to recruit some
18 new members that might be interested, anyone from the
19 community, and, also, lastly, we're going to have a time
20 for public participation and we want to hear from the
21 public and find out what your concerns are and any
22 issues that you would like to see addressed.

23 So we look forward to our full agenda today,
24 and with that, I'll hand this over to Chuck.

25 MR. ANDERS: Thank you, Nancy.

1 Next item is to review the meeting agenda, if
2 you can go to the next slide presentation. I'll just go
3 ahead and just summarize it very quickly as that's being
4 brought up.

5 We are -- we're going to initially hear from
6 Sherri Danoff, who is going to provide to the panel
7 members, and Sherri has been the chair of the
8 transportation working committee and overview of
9 transportation concerns associated with decommissioning.
10 Linda Seeley is going to talk a little bit about NRC
11 radioactive levels. We're tonight talking about low
12 level radioactive materials waste and in September we'll
13 be talking about high level radioactive waste and the
14 difference between them.

15 We're fortunate to have a presentation from
16 Dr. John Garrick and Dr. Chandra Roy with the UCLA
17 Institute For Risk Sciences, which we did a study on the
18 risks associated with transporting materials associated
19 with decommissioning. We're also going to hear tonight
20 from county planning and county public works, Caltrans
21 and CHP with regard to issues associated with local
22 roads and concerns regarding transportation. PG&E will
23 provide an update on a number of topics and then we'll
24 have the opportunity for public comment, looking forward
25 to hearing comments and concerns from the public, and

1 that's pretty much going to take -- take up most of the
2 evening tonight.

3 So going forward, let's go to our next agenda
4 item, and Sherri Danoff, the chair of our transportation
5 committee. Members of the committee are Linda Seeley,
6 Kara Woodruff, Nancy O'Malley and they've really been
7 invaluable and done a ton of work with the issue of
8 transportation of decommissioning materials. So Sherri.

9 MS. DANOFF: Okay. Good evening. I want to
10 emphasize again that the decommissioning panel
11 anticipates holding a meeting in September to focus on
12 on-site storage of spent fuel and eventual
13 transportation from Diablo to a federal repository.
14 Presentations tonight focus on transporting
15 non-radioactive and low level radioactive waste from the
16 power plant. Note that assuming retention of the
17 breakwater, approximately half the waste material
18 proposed for removal has no radioactive or other
19 contamination and could remain on site in some manner
20 after the power plant is decommissioned. If no solid
21 repurposing proposal comes forward for uncontaminated
22 facilities, one alternative to transporting demolished
23 waste from Diablo may be for the waste to form a
24 contoured hill. An additional alternative to
25 transportation could be leaving uncontaminated buildings

1 standing.

2 To begin tonight's presentation, a
3 decommissioning panel member will briefly describe
4 categories of low level radioactive waste followed by
5 PG&E presenting its proposal for transporting
6 decommissioning waste from Diablo to disposal locations,
7 then a presentation from the Garrick Institute For Risk
8 Sciences at UCLA will address its comparative risk
9 assessment for transporting decommissioning waste
10 materials by truck, train and barge. The chart that you
11 see on your screen combines two tables from the risk
12 assessment. The rows in gray show what is excluded and
13 assumptions for numbers of one-way trips to transport
14 non- and low level radioactive waste material.

15 Following the Garrick presentation, a
16 decommissioning panel member will provide a panel
17 summary of the risk assessment. Transporting
18 decommissioning waste materials involves potential
19 transportation impacts to local community in addition to
20 radiological risks such as traffic noise and emission
21 fumes from 70,000 two-way truck trips over 10 years or
22 alternatively marine impacts of 180 two-way barge trips.
23 These potential impacts are anticipated to be addressed
24 by the presentations from county and state agencies.

25 In addition to agencies presenting tonight,

1 other agencies have transportation rules. These include
2 the Department of Transportation at federal level, which
3 has safety thresholds for land transportation, and also
4 the Navy and our Coast Guard with oversight over
5 barging. The U.S. Nuclear Regulatory Commission has
6 regulatory rules over transportation, as well. Thank
7 you.

8 MR. ANDERS: Thank you, Sherri. Next item is
9 to discuss -- Linda. Linda Seeley is going to give us
10 an overview of low level -- the difference between NRC
11 radioactivity levels. Linda.

12 Will people that are participating remotely, it
13 may take a couple, three seconds to actually hit your
14 voice. Make sure you're not muted and you can hear us.
15 So we'll take a couple three seconds and kind of wait
16 for folks to jump on. Linda, go ahead.

17 MS. SEELEY: Okay. Can you put up my slides?
18 Here we go. Low level -- it's interesting about low
19 level waste. Low level waste is considered anything
20 that's not spent fuel rods and so the -- as the slide
21 says, it says it's all of the commercial nuclear waste
22 except for the irradiated fuel. That means waste goes
23 from very small levels to very toxic levels and they're
24 classified as Levels A, B and C, C being the highest
25 and, of course, A, B lowest. The waste is taken to

1 various approved disposal sites, but we'll see in
2 following slides in the Garrick report the types of
3 containers that they're put in.

4 Can you go to the next slide? A low level
5 waste is defined by exclusion. It doesn't fit into the
6 definition of high level waste, spent nuclear fuel or
7 transuranic wastes. Transuranic wastes are the very
8 heavy substances that are created by nuclear reactions.
9 So it's a definition by exclusion of what it's not, not
10 what it is.

11 So for the public, this is rather confusing
12 because it's such an opaque matter. We don't -- when
13 you hear the term low level waste, you usually think,
14 well, couldn't be that bad if it's low level, but what I
15 want to emphasize is, yes, indeed, it is very toxic.

16 Okay. Next slide. And these among some of the
17 things that are classified as low level waste, we have
18 tritium, which is H3 with a hazardous life of 120 to 240
19 years; strontium-90 with a hazardous life of 280 to 560
20 years; nickel-59, which has a hazardous life of 760,000
21 to 1,520,000 years; iodine-131, which has a hazardous
22 life of 80 to 160 days; and iodine-129, which is
23 essentially forever.

24 And then people -- often, people say, well,
25 look, they're using a lot of radiation in medical

1 treatment and they mix the waste together in these
2 disposal sites, but common medical wastes include things
3 that have half lives of 2.5 to 5 days, one to two months
4 and 80 to 160 days, among other -- the half lives of
5 medical radiation are much, much, much shorter.

6 I wanted to also add that there was a fire on
7 June 4th in the Chicago area of a rail car that was
8 shipping low level waste. The shipping manifest listed
9 the contents as solid oxides with cobalt-60,
10 caesium-134, caesium-137, uranium-234 and 235 and 238
11 and the kind of rail car it was was a gondola rail car,
12 which is what you'll see in the following slides, too.

13 So this is, I guess, my -- I feel like my job
14 here is to point out to our listening and watching
15 audience that we are dealing with something that is
16 quite hazardous, and as was mentioned before, we'll be
17 talking about high level waste in September, on
18 September 9.

19 Okay. I'm finished. Thank you, Tom -- I mean
20 Chuck.

21 MR. ANDERS: Okay. Thank you, Linda.

22 So now we're moving on to the UCLA risk
23 assessment that was conducted and -- the next item is
24 the discussion of proposed modes, routes and volumes in
25 the NDCTP. I'm getting ahead of myself. And so this is

1 what the current process that was submitted to the CPUC
2 includes as far as anticipated routes and volumes
3 resulting from decommissioning. Trevor Rebel with PG&E
4 is going to provide this presentation. Trevor.

5 MR. JONES: Thanks, Chuck. We're going to
6 discuss the first slide. So if you go to the next
7 slide, please, Chuck. This is Tom Jones with PG&E.
8 Chuck had mentioned -- the other slide. Chuck had
9 mentioned this information that Trevor is going to go
10 over is from the NDCTP, but a lot of the items you see
11 are industry standard for shipping. What I wanted to
12 bring to the panel's attention and the public's
13 attention tonight is the reason we have our guests from
14 the B. John Garrick Institute here is because of the
15 panel's efforts. When we began this endeavor, you asked
16 repeatedly why wasn't it given a waiting. That's now
17 the case. And now in 2021, NDCTP will have equal
18 waiting in that submission through all other forms of
19 transportation. Barging can't get it all there, train
20 can't get it all there. There's always going to be some
21 mode to handle at least one transportation.

22 With that, with beyond our regulator
23 consultations, including the California Coastal
24 Commission, we've done barging in the past you'll see in
25 a minute, but we've done temporary barging for limited

1 shipments. So when we're talking about the weights and
2 volumes involved, this would require some additional
3 infrastructure that we're beginning to evaluate. It
4 also changes with weather because the ocean swells,
5 things like that can change our timing. So you can see
6 the list up there, but those are the steps we're taking
7 now to help fully inform a barging evaluation in 2021.
8 With that, I'll hand it back to Trevor.

9 MR. REBEL: Thank you. Next slide, please.
10 We're going to talk about two different kinds of wastes
11 in my presentation, both clean waste and radioactive
12 waste. Clean waste for purposes of this are anything
13 that's not radioactive that will include metals for
14 recycling, concrete and asphalt for recycling, general
15 construction for rebuilding your house and other
16 regulated waste, which are house's waste like oils,
17 asbestos siding, any lead paint that we need to take off
18 and remove.

19 Next slide. As Ms. Seeley mentioned,
20 radioactive waste is classified as A, B, C, greater than
21 Class C waste and the only high level waste we have on
22 our site is spent nuclear fuel, then there's a third
23 category called the LARW, or low activity radioactive
24 waste, and that is radioactive waste that is so low in
25 classification, minimal detectable activity, it's

1 handled as part of a separate process, and then the mix
2 we're talking about, we call it a mix, will be fully
3 informed when we do site characterization in 2025 and
4 that will tell us how much of each of those waste
5 classes we have.

6 Next slide, please. Next series of slides are
7 the types of containers being considered and evaluated
8 at this time. First one is called an industrial package
9 1. It's a -- basically, a heavy-duty bag will be placed
10 inside an intermodal container you can see there.

11 Next slide, please. This is another view of an
12 intermodal container and it can be shipped on a truck,
13 on a barge or be directly placed on a train.

14 Next slide. Here's an example of gondola rail
15 car or ways from industrial package-type bags can be
16 placed on the rail car and transported to the ultimate
17 destination.

18 Next slide. Here's a Class A or alpha waste
19 package that would have, for example, radioactive
20 filters for disposition at an appropriate facility.

21 Next slide. Here's a type B/C waste package.
22 Of note here is the barbell-type things on the top and
23 bottom just for extra protection during transportation.

24 Next slide. We're not discussing this in detail
25 tonight, but this is a project in the works with DOE for

1 transporting spent nuclear and greater than Class C
2 waste.

3 Next slide. This is an important slide. This
4 is how much material is being removed from the site.
5 I'd like to draw your attention to the big green box.
6 That's the amount of tonnage if the breakwater will have
7 to be removed, and as the funnel goes down, the majority
8 of the waste is non-radioactive and then we get into
9 lower quantities or low radioactive waste, Class A
10 waste, and that little tiny triangle at the bottom is
11 bravo/charlie waste.

12 Next slide. The -- may be difficult to read
13 for some, but this is the truck trips and waste removal
14 over time. It starts in 2027 with just over 5,000
15 trucks or 5 trucks per day, but 2035 is 34 trucks per
16 day. The bifurcated slide chevrons down below is the
17 with and without breakwater removal. Without breakwater
18 removal, you're down to 6,000 trucks or 9 trucks per
19 day. With breakwater removal, obviously significant,
20 40,000 trucks if we have to take that breakwater out of
21 the facility. And then lastly, 2067 time frame, 1,300
22 trucks for -- this will be removal of the ISFSI
23 materials and restoring the site to normal.

24 Next slide.

25 MR. JONES: Before we leave that slide, just to

1 emphasize with the panel, that's not a fixed rate per
2 day. That's an annualized average based on information
3 we have today. In any type of shipping evolution, there
4 will be peaks and valleys, but this is an aggregation of
5 the time we intend to work and the volumes we'll be able
6 to carry. So we won't intend to ship on a Saturday
7 because our schedule right now for boats is 4-10s,
8 right, Monday through Thursday, but this is an average
9 of the workload, but if there's an evolution, there
10 might be 30 in a day or barge in a day and then nothing
11 the next day. So keep that in mind.

12 MS. WOODRUFF: Trevor, can I ask you a quick
13 question?

14 MR. REBEL: Yes.

15 MS. WOODRUFF: On that upside down pyramid, it
16 looks like the clean waste is about 60 percent assuming
17 that you're taking the breakwater and the radioactive.
18 Is that about right, do you think?

19 MR. REBEL: I haven't done the math yet, but I
20 don't do math.

21 MS. WOODRUFF: Something around there?

22 MR. REBEL: Yes.

23 MS. WOODRUFF: Okay.

24 MR. REBEL: We've been thinking all along
25 breakwater removal basically doubles your waste volume

1 and mass.

2 MS. WOODRUFF: So if you take away the
3 breakwater, most of what you're removing has some
4 radioactivity?

5 MR. REBEL: About 60 percent of it, yes.

6 Move to the barge slide, please. This is an
7 example of -- the last time we barged at Diablo Canyon,
8 we were bringing in the replacement steam generators in
9 2007. So this is bringing materials into the site
10 proving that it could be done. We've done it quite
11 successfully.

12 Next slide. This is an example of where the
13 clean materials are going. This assumes the barging
14 would be used hypothetically going to Long Beach and
15 then from Long Beach to a rail or a truck to several
16 other locations, La Paz, Arizona, Beatty, Nevada, Las
17 Vegas and Salt Lake City. By California law, all
18 materials must be removed from California.

19 Next slide. This is the case of barging, not a
20 combination of truck and rail.

21 Next slide. These are radioactive wastes.
22 Both the -- this is the barging case going to either
23 Long Beach or Portland, Oregon and then truck and rail
24 to their final locations.

25 MR. JONES: Can you interpret the colors for

1 the public, the different routes?

2 MR. REBEL: Yes. So, for example, the orange,
3 slash, red near the bottom of the slide, that's for
4 Class B/C waste and that's going to a facility in what
5 they call WCS, Texas. The blue line would be Class A,
6 or alpha waste, going to Clive, Utah and the LARW right
7 now is going to USC Ecology in Idaho.

8 Next slide, please. This is the case if
9 barging were not to be used for the low level
10 radioactive materials going out.

11 Next slide. This is -- we'll provide this via
12 the website. This is some of the regulations that
13 govern the waste transfer.

14 Next slide. Any additional questions?

15 MR. ANDERS: Any questions?

16 MR. BROWN: Could we go back to the slide with
17 the triangle with the various categories?

18 MR. REBEL: Sure.

19 MR. BROWN: Okay. Linda gave a summary of some
20 of the hazard associated with low level waste. The gray
21 one here, 205,000 tons of non-radioactive waste, is that
22 truly non-radioactive or --

23 MR. REBEL: Truly non-radioactive waste.

24 MR. BROWN: So the ones that Linda was current
25 about in her talk would be the dark blue one and light

1 blue one?

2 MR. REBEL: The two bottom ones.

3 MR. BROWN: Two bottom ones. Okay. Yeah.

4 DR. O'MALLEY: I have a question. So my
5 question is regarding -- can you go back to that picture
6 of the Class B/C waste package?

7 So can you tell us more about that? We're most
8 concerned about the Class C waste and the greater than
9 Class C. My understanding is that the greater than
10 Class C is going to be stored like the spent nuclear
11 fuel --

12 MR. REBEL: That is correct.

13 DR. O'MALLEY: -- right, on site?

14 MR. LLOYD: I'm sorry. What slide was it?

15 DR. O'MALLEY: It's the Class B/C waste
16 package.

17 MR. ANDERS: If I can make a quick comment.
18 Our person that's doing the transcribing or transcript
19 needs anyone who speaks to identify themselves before
20 you speak, please, because she can't see who is speaking
21 or anything like that. So please state who you are
22 before you speak.

23 DR. O'MALLEY: Okay. So Dr. Nancy O'Malley.
24 Okay. So I have a question about the Class B/C waste
25 package. Can you tell us a little bit about this

1 package? You know, we know about the casks and all that
2 goes into designing those, right, to keep a barrier and
3 to keep people safe. Can you tell us more about these?

4 MR. REBEL: Yeah. So Class B/C waste package
5 is DOT-approved package. There are several in the
6 United States usually owned by a vendor. We have a
7 pedigree with them, they're tested and it will
8 receive -- if a waste is classified as a B/C waste, for
9 example, a common B/C waste is resin waste. That resin
10 waste will be solidified, placed in a canister and then
11 that canister will be placed inside that sleeve of this
12 waste-carrying device and then the dumbbells, if you
13 will, on the top and bottom are impacted if there were
14 to be an accident on the road. That's how the package
15 is transported to, in this case, WCS, Texas.

16 DR. O'MALLEY: And so -- Nancy O'Malley here
17 again -- that sleeve, what is that made of? Is it
18 concrete with steel reinforcement? What is that? What
19 is the shielding?

20 MR. REBEL: I don't know what the shielding is
21 on that. I can find out for you.

22 MR. ANDERS: Any other thoughts or questions?

23 Trevor, we did have one online question about
24 the train type that you said would not be discussed
25 tonight and that is a train type that was handling high

1 level radioactive waste or spent nuclear fuel, if I'm
2 correct.

3 MR. REBEL: That is correct.

4 MR. ANDERS: And we will discuss that on
5 September 9th when the panel will be discussing and
6 continuing its discussion with regard to spent nuclear
7 fuel management and that topic will include
8 transportation. So that type of train type will be
9 discussed on September 9th, which is the next scheduled
10 panel meeting after this.

11 Panel members, any other comments or questions
12 of PG&E? Okay. Now can I go on to UCLA?

13 MR. LLOYD: You may, yes.

14 MR. ANDERS: All right. Okay. So our next
15 topic, I want to introduce Dr. B. John Garrick with the
16 John Garrick Institute For Risk Sciences at UCLA.

17 And in previous discussion, the panel raised
18 the question of what about barging, is barging a viable
19 alternative and what are the risks associated with
20 transportation of materials and radioactive wastes on
21 the highway system, on the rail system versus barging
22 and PG&E responded by contracting with UCLA to conduct a
23 risk assessment of transportation of materials as a
24 result of decommissioning and this is the result of that
25 study. I want to point out that study is available on

1 the panel's website and you can view the study.

2 In addition to the study, the panel and the
3 transportation committee did a quick summary,
4 CliffsNotes is a better term, to interpret a highly
5 technical report in a way that these are the takeaways
6 that the panel took from this report and provide that to
7 the public for a popular summary of the technical
8 report.

9 So with that preface, I want to introduce
10 Dr. John Garrick, who, along with his staff and
11 Dr. Chandra Roy, conducted the study.

12 John, it's all yours.

13 DR. GARRICK: All right. My name is John
14 Garrick. Can you hear me?

15 MR. ANDERS: Yes, we can.

16 DR. GARRICK: Okay. Well, prior to the actual
17 presentation, I wanted to make a couple of comments.
18 The actual presentation will be made by Dr. Chandra, who
19 is actually the principal analyst for this study.

20 My first comment is this study was a
21 collaboration effort between the Garrick Institute, UCLA
22 Institute For Risk Sciences and the Diablo Canyon Power
23 Plant, and while there was collaboration on the goals of
24 the study and the source material, it was very much
25 independent with respect to the analyses that were

1 performed and that's an important point.

2 My second point is we made extensive use of
3 U.S. Nuclear Regulatory Commission and industry analyses
4 judged to be applicable to Diablo Canyon Power Plant
5 conditions. In other words, we tried to avoid redoing
6 work that had already been done and passed the test of
7 best practices and regulatory compliance. This is
8 primarily reflected in using the US NRC's software
9 called RADTRAN for which much -- that was the basis for
10 much of the computational work.

11 To be sure, the risks associated with truck and
12 rail modes of transportation, they're well-supported by
13 a strong experienced base. One important exception and
14 very important to this study was the analysis necessary
15 for the consideration of using barges to ship both clean
16 and radioactive waste. It was actually barge load
17 capacity and minimum interaction with beach communities
18 that were major factors in contributing to the risk
19 benefit of this particular option, but we wanted to
20 verify that.

21 In the use of barges, while not particularly
22 new in newer applications, the experience was limited
23 and particularly the experience with doing
24 quantitative-type risk assessments was limited and so in
25 that case and in the case of the barge risk assessment,

1 we have to do a considerable amount of modeling.

2 Now, my final point before Dr. Roy takes the
3 virtual podium is on the competence of the team. I was
4 asked to say a word about that. I believe the panel and
5 possibly the public participants have been provided
6 sharp vials on the presenters and the presenters,
7 Dr. Roy and myself, have Ph.D.s from the University of
8 California, Chandra from the Santa Barbara campus and
9 UCLA was kind enough to grant me mine.

10 The point here that's most important, though,
11 other than the degrees is that the presenters have had
12 the opportunity of not only participating extensively in
13 the application of the contemporary risk sciences to
14 numerous and complex hazardous industries, including the
15 space shuttle, but being in that cadre of professionals
16 having a lot to do with the actual development of the
17 technology and of this discipline, but really in the
18 end, it's results that count. It's judged by those for
19 whom we do our work, which in the most fundamental way
20 is the public. So you'll be the real -- the public will
21 be the real judge of our confidence, and with this, I'll
22 now turn it over to Chandra to present the slides.
23 Thank you. Chandra.

24 MR. ANDERS: Chandra, we're not hearing you.
25 So maybe you're on mute.

1 MR. ROY: Yeah. I was muted by the host. So I
2 think that's -- can you hear me now?

3 MR. ANDERS: Yes, we can.

4 MR. ROY: So my name is Chandra Roy and I will
5 present the study that we performed to evaluate the
6 risks of transportation of decommissioning wastes from
7 DCPD to various locations out of state.

8 Could you please advance the slide once? So
9 Trevor has given you an overview of the variety of waste
10 types, both clean and radioactive, the large quantities
11 involved and the different types of packaging that will
12 be required. So these immediate risks using consistent
13 framework that would permit us to compare the plan
14 alternatives. This framework is consistent with the
15 previous work done by the US NRC for similar operations.

16 So the NDCTP considers land-only transportation
17 using truck as, actually, the previous NDCTP. As Tom
18 told you, the next version will have barging as an
19 option, but the addition of barging and the need to
20 compare land-only and barging plus trucking and rail
21 caused -- required us to put together a consistent
22 framework.

23 So in addition to comparing the land-only
24 option and barging of the NDCTP, we also did two other
25 comparisons. The first was a comparison of the risks on

1 the southern route from DCPD to Pismo Beach rail yard,
2 Avila Beach and we compared that to using the northern
3 route that goes out from DCPD to the Montano De Oro
4 State Park. Another comparison we did which has been
5 talked about by Trevor and Thomas, what would be the
6 risk benefits of repurposing the breakwater.

7 Next slide, please. So this table has been
8 shown to you before and, also, Trevor talked about this.
9 The couple of things on this slide that are interesting,
10 one is the tens of thousands of truckloads that we have
11 to deal with and, also, there are a couple of items that
12 do not stop in Pismo Beach rail yard. These are the
13 clean non-detect that goes to Las Vegas, Nevada and also
14 the other regulated waste that contain asbestos and lead
15 paint, PCBs and so on and so forth. That is also
16 trucked directly from DCPD to Nevada. That doesn't stop
17 in Pismo Beach rail yard. All the other materials, they
18 are trucked from DCPD to Pismo Beach rail yard and then
19 they are transported by rail.

20 Next slide, please. This is a table that
21 contains the same information for the radioactive
22 wastes, and when it comes to barging, all the materials
23 that are going towards the south, the first stop for the
24 barge is Long Beach Port, and for the ARW, which is
25 shipped to -- which is planned to be shipped to Idaho,

1 that is the barge that goes up the coast up the Columbia
2 River and then it stops in Portland, Oregon.

3 Next slide, please. To perform a risk
4 assessment, we effectively have to answer three
5 questions. The first question is what can go wrong with
6 the system, and by system in this case, what we mean is
7 the system that encompasses the transportation of the
8 clean and radioactive wastes and the transportation
9 modes. The second question we ask after we have
10 answered the question what can go wrong is if something
11 does go wrong, how likely is it to happen, and the third
12 question is, again, in this scenario of something going
13 wrong, what are the consequences? So the risk
14 assessment is a combination of this information in a
15 framework.

16 Next, please. So the answer to the question
17 what can go wrong, we are looking at, actually, three
18 kinds of risks and hazards and it turns out that one of
19 them, nothing has to go wrong. So if you look at the
20 oval on the top right, I don't know how visible that is,
21 that is called non-incident radiological risks and this
22 is something that cannot be avoided, probability of one.
23 As a truck that is carrying radioactive wastes travels
24 on the road, the people in the vicinity will either
25 be -- you know, the cars on the road or they be

1 bystanders or people living off the road, they will be
2 exposed to some radiation and so that is one kind of
3 hazard we're talking about. That applies only to
4 radioactive wastes.

5 The second one that we are going to talk about
6 is the conventional transportation risks and these apply
7 both to clean and to radioactive wastes. This is the
8 risk of a traffic accident or a collision between a
9 barge and some fixed -- a fixed object or train falling
10 off a bridge or whatever and we're talking about the
11 fatality risks associated with those accidents.

12 The third is the scenario of where we have
13 radioactive wastes in the transportation package and
14 there's an accident and the package fails, it breaks,
15 loses containment and the materials are released and
16 then they can be transported by wind or water and impact
17 people who are in the vicinity. So those are the three
18 kinds of hazards and risks that we are evaluating in
19 this type.

20 Next slide, please. So I want to be clear what
21 the boundaries of the study are. We are looking at
22 transportation risks only. So this is the risk that is
23 approved when the material is moving. So when it leaves
24 Diablo Canyon and arrives at the next stop, whether it
25 be Pismo Beach rail yard or Long Beach Port, we do not

1 look at the loading and loading transfer operation, we
2 are only looking at the transportation risks and there
3 are two reasons for doing this. One is in order to
4 estimate the risks of the excluded operations, one would
5 have to have detailed procedures and it's too early to
6 have those and the second reason is that those risks are
7 primarily occupational in nature, and even though we
8 have not split out occupational and public risks
9 throughout the study, our focus has been on the public
10 risks.

11 Another kind of risk that we have excluded is
12 security and terrorism risk and the reason for excluding
13 these risks is that they are -- it is not possible to
14 deal with them in an unclassified context. Either are
15 work would be classified or even more likely the inputs
16 that are required to do this well are classified.

17 We did look at relevant tsunamis and
18 earthquakes and we studied them and we studied how they
19 impact transportation systems and we concluded that
20 there is no separate modeling required, that these risks
21 are inherently included in the data that we are using in
22 our calculations.

23 Okay. Next, please. Yes. This is actually a
24 table just off the accident data that we have used in
25 this study and this all comes from databases that are

1 either maintained by or for the federal government. We
2 have used several years worth of data and this is a lot
3 of data, it's high quality data. The important thing to
4 note here is that on a per mile basis, the fatality
5 accident rate of trucks is the lowest; however, when you
6 take into account the fact that a barge can carry 200
7 trucks worth of stuff and a train can carry either 150
8 or 180 trucks worth of stuff, it turns out that barging
9 is the safest mode of transportation of fatalities, next
10 comes rail and the last is truck and barge outdoes
11 trucking by a factor of about a hundred.

12 Next slide, please. So I will first talk about
13 the conventional transportation risks, and just a matter
14 of convenience, these risks are relevant to all of the
15 wastes, not only the radioactive. They're also relevant
16 to the clean wastes and the second is that after the
17 calculations were realized, that this is the dominant
18 risk. So I'm going to talk about it first.

19 We estimated these risks not with any detail to
20 modeling, but from the high quality data that I talked
21 to you about and what we did was to get the route
22 lengths, the number of trips and then all you need to do
23 is multiply that with the frequency data and you get the
24 risks in terms of expected fatalities.

25 So next slide, please. So this is -- this is

1 the slide where we -- sorry. Once again, please. Okay.
2 Yes. So on this table -- there are several things that
3 I would like to point out from these two tables. This
4 is the summary table for conventional transportation
5 risk results. The first is that we are providing the
6 results and expected fatalities and this is a
7 probability weighted number of fatalities. So this is
8 kind of easy to understand for the small numbers, which
9 are in the bottom table, which are relevant to the local
10 roads, for the roads between DCPD and Pismo Beach rail
11 yard. So if you look at the number 1032 and you use
12 distribution approximation which is relevant, then that
13 really means that there's a 3.2 percent probability of a
14 single fatality, a 96.8 percent probability of no
15 fatalities and there's a very small, not zero,
16 probability that there will be more than one fatality.
17 So that works for the small numbers. For the bigger
18 numbers like the 1.252 in the upper table, there is a
19 probability that there will be two fatalities, three
20 fatalities, so on and so forth. So multiple fatalities
21 are possible; however, the highest probability is that
22 for one fatality.

23 So the things that I would like to point out in
24 terms of our comparisons, the first is that the southern
25 route has lower risks than the northern route and this

1 falls directly from the fact that the northern route is
2 longer, almost double the length. So the risks are
3 always double.

4 The second thing I would like to point out is
5 repurposing the breakwater results in about 25 to 20 --
6 something like 28 percent degrees in the fatality risks.
7 Now, you may remember that we had pointed out that the
8 breakwater presents about half the tonnage, but in terms
9 of total miles, it is not half of the total truck
10 miles -- or truck and train miles. So the reduction is
11 not a 50 percent, but something less than that.

12 The third thing I would like to point out is
13 that barging -- barging results in significantly lower
14 fatality risks and there's something that is not on this
15 table which comes from the details of the report is that
16 most of the improvement for barging comes from barging
17 the rail yard up the coast north to Oregon and then
18 trucking it to Idaho. The barging to Long Beach Port
19 for all the low level wastes is lower risks, but not by
20 a whole lot.

21 Next slide, please. Yes. So the
22 interesting -- the important thing is that all those
23 fatality risks, we must remember that they are shared
24 along the route. So when we talk about the risks on the
25 road between DCPD and Pismo Beach rail yard, we are

1 talking about basically a diffused risk along the entire
2 16 miles. And the other thing is that this is
3 cumulative for all of the transportation over multiple
4 decades. This is not on a per year or per trip basis.
5 This is accumulated total fatality rates.

6 It turns out that, actually, during the
7 decommissioning, the total amount of traffic to DCPD
8 will be reduced, but that is not part of our
9 calculations. We have not -- we have not estimated any
10 reduction in risks because of reduced traffic.

11 Next, please. We did a comparison between the
12 southern and the northern routes. I would like to point
13 out that the northern route does not seem to be usable
14 for heavy traffic at the moment; however, we have used
15 the same national average fatality rates for the
16 northern and the southern routes, which effectively
17 implies that the northern route will have to be improved
18 to the point where it is suitable for heavy traffic.

19 Next slide, please. So this is now -- we are
20 done discussing the conventional transportation risks
21 and now we are starting to talk about the risks that
22 only are relevant for the radioactive materials. So the
23 first thing I would like to say is that the exact
24 composition and source strength of the radioactive waste
25 is not known at this time. So for the classification of

1 the wastes, you've already been told, as well as the
2 packaging, different wastes have different packaging
3 requirements. Those are regulated by the US NRC and the
4 Department of Transportation. So for the sake of this
5 study, we have made the conservative assumption that
6 each class of waste has the highest level of activity
7 that is permitted for that waste class and we have also
8 assumed that the composition of the waste is similar to
9 operational wastes currently handled at DCPD. These
10 assumptions need to be validated after shutdown and
11 sampling and so on and so forth.

12 Next, please. The calculations for the
13 incident-free radiological risk are called RADTRAN that
14 Dr. Garrick mentioned. This is a code that has been
15 used -- a computer program that has been used for many
16 years and is currently distributed by the US NRC. Using
17 this program, we are able to calculate collective doses
18 to the public on the road, off the road and to various
19 categories of crew and we are also able to calculate the
20 dose to an individual, a particular individual, the
21 maximally exposed individual and that is defined on the
22 next slide, I believe. Would you please take me to the
23 next slide?

24 Yes. So the maximally exposed individual is a
25 person who standing 100 feet from the back edge of the

1 truck or the train as it passes by slowly at a speed of
2 15 miles an hour and the units of those are in millirem
3 and this is the conventional -- the customary unit for
4 dose used in the United States.

5 To put this in context to what is a millirem,
6 so it turns out that, on average, Americans receive a
7 radiation dose of about 620 millirems in a year and half
8 of that comes from natural sources and the other half
9 from artificial sources, the bulk of the artificial
10 sources being medical procedures and so on. So one
11 millirem dose is equal to a little bit more than one
12 day's worth of natural.

13 Next slide, please. So the calculations -- the
14 results produced by RADTRAN are for collective dose and
15 the inputs that determine what the collective dose is is
16 the population density around the road, the speed at
17 which the trains move in that area, the density of
18 traffic and all of this data comes basically from
19 databases, either census or the WebTRAGIS GIS.

20 The collective dose is then converted to a
21 human health risk metric, which is the latent fatality
22 using, again, a naturally accepted no threshold
23 relationship. I have provided two numbers here for what
24 a person rem of collective dose translates into in terms
25 of latent fatalities. The numbers are different because

1 crew are assumed to be able-bodied persons; whereas, the
2 public can include not only elders, but children and
3 people with compromised health.

4 Next slide, please. So this is the slide which
5 contains all of the results from the incident-free
6 radiological risk calculations. The graph on the left
7 is for occupational risks. This is the risks to the
8 members of the crew. The graph on the right shows risks
9 to public. I would like to point out a few things from
10 this slide. The one is that the risks to the public are
11 low. They are lower than for conventional
12 transportation risks. Second, the risks for the
13 southern route are lower than that for the northern
14 route, but the overall differences are very small. If
15 we add the occupational and public risks, barging has
16 significantly lower risks of incident-free radiological
17 exposure and this is obviously the -- these risks are
18 borne by all of the people who are either driving along
19 the -- driving on the same road or traveling along the
20 railroad or who live on each side of the road of the
21 railroad.

22 So then the question is how can we -- what do
23 we know about an individual who is exposed to these
24 risks, and so in the table below, dose to the MEI per
25 trip is provided and it turns out that the maximally

1 exposed individual in a single trip is exposed to such a
2 low level of radiation that if there was a person who
3 was actually exposed to each and every truck carrying
4 radioactive materials out of DCPP, then they would be
5 exposed to a total of 12 millirems or about 14 days of
6 natural background radiation.

7 Next slide, please. Okay. So I have finished
8 with the second kind of hazard risk, now I will start on
9 the third one and this is what happens if there is an
10 accident that causes a failure of the packaging, the
11 radioactive materials are released and then the wind or
12 water carry them and cause impact to the public. So
13 here we have -- we have to separate the land-based
14 transportation and the barging because they are
15 significantly different in this context.

16 So when it comes to release risks on land, one
17 of the fundamental assumptions in the RADTRAN
18 calculations is that within 24 hours, we either clean up
19 the spill or we will evacuate the public if it is
20 necessary to do so to protect their health; whereas, on
21 water, if we lose the load, if we lose some radioactive
22 materials, it is not certain that we will be able to
23 retrieve it and that is an analysis that we did for this
24 one.

25 So let me talk about accidental releases on

1 land first. So for a truck, we have assumed that any
2 accident results in a loss of containment. This is
3 obviously quite conservative, but the packaging
4 materials, the intermodal containers and the IP-1 bags
5 that Trevor showed you don't have any performance
6 requirements and we don't have any historical data for
7 how well they survive traffic accidents. So it can be
8 assumed that if a truck is involved in an accident with
9 an intermodal container or an IP-1 bag, then there will
10 be loss of containment, but for the Class B and C cask,
11 that cask is more robust. You saw what it looks like.
12 It has the transportation overpack and that we have
13 assumed will lose containment only for severe accidents.
14 All this work is based on other work done by the NRC and
15 UREG 2125. The probability of a loss of containment is
16 just over one percent.

17 And then we also looked at loss of shielding
18 accidents for the Class B and C and this was a question
19 asked earlier. There is lead shielding in the Class B/C
20 casks. So it is possible that the cask survives and
21 does not dispose the contents, but the lead shielding
22 inside is damaged and so the radiation level rises above
23 the regulated maximum. That has also been considered.

24 Next slide, please. The discussion for rail is
25 similar, except that for the flatbed railcars where we

1 have intermodal containers, again we assume that every
2 accident results in a loss of containment, but for the
3 bags being carried in the gondola cars, we have assumed
4 that unless there is a derailment, loss of containment
5 is not possible. So only derailment accidents result in
6 a loss of containment and the probability for that is
7 about three quarters. For the Class B/C casks, the same
8 as for truck. We have a high severity in accidents that
9 could cause loss of containment, loss of shielding and
10 that work all comes from UREG 2125.

11 Next slide, please. So the calculations per
12 accidental release risks on land were all done with
13 RADTRAN. RADTRAN is able to calculate atmospheric
14 dispersion and then human health effects from five
15 pathways, which are inhalation, cloud shine,
16 resuspension, ground shine and ingestion. They use a
17 national average class and wind speed and, also, they
18 define hypothetical maximally exposed individual as
19 someone standing about 120 feet from the package.
20 RADTRAN also produces collective dose risk, which is
21 dose multiplied by the probability of the event.

22 Next slide, please. So the risks due to
23 accidental releases of radioactive wastes to the
24 maximally exposed individual are shown here and they
25 are, except for the B and C, for the Class A and the

1 LARW, we are talking about small fractions of a millirem
2 and I pointed out before that one millirem is a day's
3 worth of natural background radiation. If you then end
4 up multiplying the collective dose risk with the
5 probability, which happens to be low for these events,
6 the collective dose risks are very, very low and we do
7 not -- we have not done any comparisons because they're
8 negligible in comparison with the conventional
9 transportation risks and the incident-free
10 transportation risks.

11 Next slide, please. Okay. So now we've come
12 to the more difficult part, which is what happens if
13 there's an accident on a barge and we lose the
14 containers of the barge into the water. The first thing
15 we have to do was model the chances of being able to
16 retrieve the package and this work was done with
17 interviews with multiple salvage experts and redeveloped
18 entries which can be used to estimate the probability
19 for retrieving the package and this depends on the type
20 of packaging and the water depth.

21 For the dispersion modeling, again, there is
22 not a whole lot of background work being done in terms
23 of aqueous dispersion of wastes or even spent fuel, but
24 we do have conservative models that were developed by
25 the International Atomic Energy Agency to guide the

1 intentional disposal of radioactive materials on the
2 continental shelf. So these methods are intentionally
3 conservative and, for example, for the LARW and Class A,
4 they recommend that we assume that all of the materials
5 have dispersed within one year. For Class B and C
6 casks, we have assumed a leak crate that comes from the
7 design in the safety accident reports for those casks
8 for the hypothetical accident conditions.

9 Next slide, please. So the results of this.
10 For the coastal routes, the dose to the maximally
11 exposed individual depends on distance from the shore
12 and depth of water, and for the majority of the route,
13 these are very, very small values. Even close to the
14 coast, these are much smaller than background radiation
15 levels. On the Columbia River, on the other hand, if we
16 assume high source strengths, then the maximally exposed
17 individual dose exceeds the limit for public exposure,
18 but is still less than the background radiation.

19 Next, please. So this is now a recap of pretty
20 much all that I have told you this far. We have looked
21 at three kinds of health risks. First we will talk
22 about the one that cannot be avoided. This is the
23 incident-free radiological risks. These are the
24 intermediate risks. The doses to the maximally exposed
25 individual are low. Collective risks to the public are

1 also low. The southern route is better than the
2 northern route, but not by much, and the barging is the
3 lowest if you count both public and crew risks.

4 Next slide, please. The second one is the
5 conventional transportation risks and this is the
6 dominant risk; however, there's always a possibility --
7 there's a small probability that we do not have any
8 fatalities even through the whole campaign and, again,
9 for this, the southern route has lower risks, but the
10 absolute difference is not large in comparison with the
11 overall risks. The risks are lowest for barging, but,
12 again, for barging, if we have to pick and choose, the
13 maximum bang for the buck comes from barging the LARW.
14 There is significant risk benefit to repurposing the
15 breakwater, and the last bullet we will talk about in
16 September.

17 The next thing is the radiological risks from
18 accidental releases and loss of containment and
19 shielding and this is the lowest level of risk. The
20 dose to the individual is low, the collective doses are
21 low and we have actually not done a comparative because
22 comparing small numbers is not meaningful.

23 Next slide, please. So the recommendations for
24 risk mitigation, I will talk about the first two.
25 Again, repurposing the breakwater gives us a benefit and

1 barging wastes gives us a benefit, and if we are unable
2 to barge everything, then barging LARW gives us the
3 maximum benefit, and the last bullet, I will talk about
4 in September.

5 Next, please. So those are the study details
6 and results. Here is -- here are things that we need to
7 know and we need to take note of. We don't know the
8 source strengths, we don't know the compositions. We
9 have made conservative assumptions. We believe our
10 comparative analysis is robust, but a lot of this work
11 will need to be looked at again after site transition.
12 We have not looked at the storage handling, loading and
13 unloading risks and these need to be looked at later.
14 There are a couple of materials I told you that are
15 direct-trucked. If we barge those same materials, then
16 we are not doing an apples to apples comparison because
17 when you barge, you necessarily have an intermediate
18 stop. We have obviously assumed a certain configuration
19 of the trains in terms of number of packages per railcar
20 and number of railcars per train and should that not be
21 the case, the results will be different.

22 Next slide, please. So there are some
23 recommendations in the report for the barge
24 transportation option. One is there are pinger
25 detectors for the casks that will improve retrievability

1 because they would make location easier. The
2 transportation on a barge in IP-1 bags of the Columbia
3 River is a little bit iffy and something should be done
4 to mitigate the risks of that.

5 And the other part, which I didn't mention
6 before at all, is when we barge radioactive materials,
7 for the accidental cases, we're actually transferring
8 some risk from human beings to the environment and,
9 also, all of our calculations depend on the routes we
10 have selected, and if these routes turn out to be
11 different from the ones we have selected based on local
12 agency requirements and requests, then the risks will be
13 different from what we've calculated. I think that
14 should be it.

15 MR. ANDERS: Thank you very much. Very
16 comprehensive study.

17 Before we open it up for questions, we want to
18 hear from Kara Woodruff. As I mentioned earlier, the
19 panel, after reviewing the report, put together their
20 observations and conclusions and also presented some
21 information in a way that they -- the issues and topics
22 that they felt were important to the community and the
23 community would like to hear about and know.

24 So, Kara, would you share with us the overview
25 of the panel's review?

1 MS. WOODRUFF: Sure. Thank you, Chuck, and
2 thank you, Dr. Roy and Dr. Garrick.

3 I just want to back up a little bit and remind
4 everybody that the power plant at Diablo Canyon will be
5 closing in about five years. So these issues are very
6 real.

7 We know from discussions tonight that the
8 decommissioning is involved in shutting down and
9 demolition of many, many structures and facilities on
10 the site, and as we learned from today, as much as 1.7
11 billion tons of material being removed from the site and
12 we expect those materials decommissioning will have to
13 be transported away from the site. There's been
14 discussion of perhaps repurposing of the facility's
15 structures. So maybe it won't be the entire billion
16 tons, but in any event, we're talking about a lot of
17 material and we estimate that as many as 35,000
18 truckloads or 70,000 roundtrips could be leaving Diablo
19 Canyon and driving through communities over many years,
20 perhaps even decades. It's a pretty big project.
21 Obviously, that can result in impacts to neighboring
22 communities, including degradation of air quality and
23 many produce traffic and noise, as well.

24 Next slide. The second slide. Next slide.

25 MR. ANDERS: Kara, what slide are you on?

1 MS. WOODRUFF: I think we're on -- it's 58.

2 So because we have these concerns about the
3 impacts to the local community, the panel requested that
4 PG&E consider alternative transportation routes and
5 methods, including track rail and barge, which have been
6 considered. As we said before, in 2018 NDCTP, there was
7 no mention of the barge option and it looks like the
8 next submittal is barge.

9 In responsive to the requests by the panel,
10 PG&E collaborated with the John Garrick Institute, what
11 you heard tonight, took analysis of risks associated
12 with trucking the demolition materials versus rail and
13 barging. They completed the report and discussed it
14 today and they offered it to the panel to take a look
15 at. We call it the UCLA transportation risk analysis
16 and the report is very thorough. It's a lot of
17 information and the audience is really intended for
18 pretty sophisticated readers, PG&E engineers,
19 physicists, regulators perhaps, but we feel as a panel
20 we needed to create an executive summary to facilitate a
21 public discussion of these critical issues involving
22 transportation of materials.

23 As you called it earlier, Chuck, it's kind of
24 like CliffsNotes, but the problem with CliffNotes, any
25 English teacher would never want her students to read it

1 because it doesn't do justice to the real novel and I
2 think that's certainly the case here, and listening to
3 the presentation tonight, there's a lot of subtleties in
4 the Garrick report that are not reflected in this panel
5 report. So if you really want to know the study, then
6 read the study itself. If you just want a quick
7 understanding of some of the major components, then I
8 encourage you to look at the panel report, but the real
9 information is contained in the Garrick report. So if
10 there's any differences between the Garrick report and
11 the panel report, please refer to the Garrick report.
12 Incidentally, both reports are available online at
13 DiabloCanyonPanel.org.

14 So UCLA transportation risk analysis considered
15 essentially three alternative methods to remove the
16 radioactive materials from the Diablo plant to the final
17 destination. And as a side note, as Trevor discussed,
18 the final destination depends on the nature of the
19 materials being removed. The final destinations include
20 sites in Arizona, Utah, Nevada, Idaho and/or Texas and
21 you'll see that California is not on that list. None of
22 these materials will end up in this state.

23 So the first alternative was the southern truck
24 route. So the next slide. One more. There we go. So
25 this is the first alternative, the southern truck route,

1 and the idea is that trucks would remove materials from
2 the plant, drive to the south through Avila Beach to the
3 Pismo Beach rail yard and then further transportation by
4 rail back to the final destination. That's alternative
5 one.

6 Next slide. Alternative two is the northern
7 truck route. In this case, the truck would move
8 materials from the plant, it would go through the north
9 land to the Diablo Canyon lands through Montana de Oro
10 State Park and then Los Osos, all the way down to the
11 Pismo Beach rail yard again for further transportation
12 by rail or truck to the final destination.

13 Next slide. And then the third is this barge
14 route. It would be a consideration. So this route
15 would barge materials from the coastline adjacent to the
16 plant site and either be barged to Long Beach,
17 California or Boardman, Oregon, which is on the Columbia
18 River, and then at that point, it would be moved by rail
19 or truck to the final destination.

20 Next slide. The Garrick Institute study also
21 looked at the breakwater. They considered the risk
22 associated with removing the breakwater versus leaving
23 it in place. Maybe it's repurposed, maybe it's not, but
24 it's either keep it or leave it, and incidentally, as we
25 saw on Trevor's slide, of that 1.7 million dollars of

1 decommissioned debris, 700,000 million tons are just the
2 breakwater alone. It's a huge project to decommission.

3 Next slide. So some of this slide was already
4 discussed by Dr. Roy, but just to summarize, the
5 analysis looked at conventional transportation risks and
6 that's just an accident like a train running into a car,
7 et cetera, injuries, fatalities, and they also
8 considered risks related to radiological releases for
9 non-incident and accidental releases.

10 Next slide. Here is a very broad-brush stroke
11 of the conclusions of the UCLA study. So number one, on
12 the basis of conventional transportation risks, barging
13 has the lowest risk compared to trucking and rail
14 transport. Number two, on the basis of conventional
15 transportation risks, including travel distance, the
16 southern truck route through Avila Beach has lower risk
17 than the northern truck route, which will go through
18 Montana de Oro; although, the difference in those two
19 routes is pretty small.

20 Next slide. The third conclusion on the basis
21 of conventional transportation risks, real transport is
22 less risky than trucking and then it describes a little
23 bit rail transport fatality risks are higher, but a
24 train can carry 150 to 180 times the material of a
25 truck. So there are fewer miles traveled and therefore

1 less risks.

2 Number four, on the basis of human health and
3 safety risks from potential radioactive releases,
4 transportation on land and in coastal waters was deemed
5 to be so low as to be inconsequential in the selection
6 of one transportation option over another.

7 Next slide. I think this number five is pretty
8 interesting. Leaving the breakwater in place, which
9 reduces the amount of waste by about half, results in
10 almost a 50 percent decrease in risk, and then, finally,
11 the combination of using barge transport for the first
12 leg of the route and keeping the breakwater lowers the
13 fatality risks by more than 40 percent with the
14 corresponding reduction in injury risk by 32 percent
15 lower and the accident risk over 9 percent lower.

16 So I think that in some ways if I were to
17 summarize conclusions, the big surprise that came out of
18 this study, number one, is that barging is an
19 interesting option that probably hadn't been considered
20 before. It does have some advantages in terms of lower
21 risks and efficiencies. Number two, leaving the
22 breakwater in place does result in significantly
23 decreased risks, and then if you combine barging and
24 leaving breakwater, you have further risk reductions. I
25 think those are all pretty interesting things we hadn't

1 heard about before.

2 Next slide. So a lot of the limitations were
3 already discussed by Dr. Roy and we just mentioned it
4 here, but I do think something to consider is although
5 this risk analysis provides us with some conclusions,
6 it's limited because obviously these decisions about how
7 debris is moved from the plant are going to depend on
8 costs. Should the ratepayers, taxpayers and maybe the
9 shareholders will have an opinion about this and this
10 study doesn't take into consideration the costs
11 associated with the different options, and also in
12 proceeding with decommissioning, obviously PG&E has to
13 obtain permits from a whole host of state and federal
14 and local agencies, and from those regulatory processes,
15 impact reports, et cetera, are going to really aid in
16 how options are selected. It's not just about risks,
17 it's not just about costs, it's also what the regulators
18 have to say. So this whole study is very interesting,
19 but it's certainly not dispositive.

20 And then, finally, we didn't really talk too
21 much in this report about spent nuclear fuel and storage
22 and ultimate possible transportation, but we'll cover
23 that next time.

24 And I think that concludes the panel summary,
25 if anybody has any questions. Thank you.

1 MR. ANDERS: Thank you, Kara. Next slide,
2 please. So now we have an opportunity for some
3 questions from the panel, comments from the panel to
4 either Dr. Garrick, Dr. Roy or Kara or the
5 transportation committee who put the summary together
6 for the panel. Any comments or questions? Yes, Lauren.

7 MR. BROWN: I have a couple of questions.
8 There was quite a bit of attention paid to the risks in
9 our immediate community doing truck transportation
10 either through Avila or through Los Osos to the Pismo
11 railway. Was there also attention paid to community
12 risks at the end point, like barging going to Long Beach
13 or Boardman, Oregon? That's another point where
14 community exists and there could also be exposure to
15 those communities.

16 Dr. Roy, did your study delve into that at all?

17 DR. ROY: Yes. All of the exposed populations,
18 whether it be for incident-free radiation risks or
19 accidental release risks, all of those are included. So
20 there is a population -- so the information comes from
21 the census data and the calculation is done for
22 basically 800 meters on either side of the railroad or
23 the road, the exposed populations, what is the impact on
24 them is calculated. Of course, we don't break it out.
25 That is all one big lump for all of the people. So the

1 only reason I've broken out this route segment between
2 DCPD and Pismo Beach rail yard is that was one of the
3 specific requirements for our study.

4 MR. BROWN: Okay. Thank you.

5 DR. GARRICK: Yeah. Let me elaborate on that a
6 little bit because that question is really an important
7 one when we start considering the handling activities
8 because the handling activities at the end points and
9 the starting points are a little different and they are
10 in different locations with different population
11 densities, different operations and so on and so forth.

12 So it is a relevant question that will become
13 elevated in importance when we come to getting the
14 procedures and the protocols for handling and take that
15 into consideration. So it's a good question.

16 MR. BROWN: And then I have a second question.
17 This is Lauren Brown, by the way. I forgot to mention
18 that. This is a question for Tom. The route going
19 through Los Osos depends on the improvements in the road
20 going to the north of the plant. What's the status of
21 that?

22 MR. JONES: The road -- I'll bifurcate your
23 answer. The transportation route in this study when
24 Dr. Roy talked about improvements, those improvements
25 are far beyond the ones that are underway today. So

1 that would include road tightening in the state park and
2 county alignments that are outside of PG&E's control.
3 Those are up to the same standard as the southern route.
4 That was his assumption. What we're doing right now is
5 improving the access of PG&E-controlled property from
6 the power plant north. So that is underway. We started
7 work last week and we have -- we'll have pavement on
8 percentage slopes greater than 11 percent and improved
9 road in width. There are some areas as a condition of
10 that permit than a narrower than standard road will
11 because of some sensitive sites adjacent to the
12 alignment. So to avoid those impacts, we worked with
13 the county planning department, community stakeholders
14 and Cal Fire, slash, San Luis County Fire to make sure
15 it's functional for emergency ingress and egress, but it
16 does not fall below the standard.

17 MR. BROWN: Okay. Thanks.

18 MR. ANDERS: Thank you. Sherri, did you have a
19 comment or question?

20 MS. DANOFF: Yes, I do; although, I think it
21 could wait until after the presentation by the local
22 state agencies. So thank you.

23 MR. ANDERS: Any other questions. Go ahead.

24 DR. O'MALLEY: Dr. Nancy O'Malley here. Thank
25 you for your presentation.

1 Some conclusions I see is there's more and more
2 evidence for retaining the breakwater, 28 percent
3 decrease in fatality and half the tonnage. So one half
4 less tonnage to transport, that, to me, is very
5 significant. So I think the study is very helpful and
6 consolidating our thoughts on retaining the breakwater.

7 And then barging, so it sounds like one truck
8 is equivalent -- or 200 trucks is equivalent of one
9 barge, but you mentioned you had to use more modeling
10 with barging, that there isn't quite as much data there
11 and as much experience with barging and it looks like
12 the safety information you used -- or the data you used
13 was from 1994 to 2000, but is the barging actually
14 becoming more safe in that so it may actually be better
15 than this and is the technology improving? I know we
16 talked about that a little bit.

17 DR. ROY: This is Chandra Roy. So the barging
18 industry has made tremendous improvements in its
19 fatality record of late and it's kind of sad that I
20 wasn't able to use more recent data and that is for
21 consistency with other data that I was using in the
22 analysis, so on and so forth. If you asked only about
23 the fatality risks or conventional transportation risks,
24 I could use more recent data and that would actually
25 show that barging is even better than what it was showed

1 to be.

2 DR. O'MALLEY: Okay. Even better.

3 DR. ROY: The modeling that we had to do was
4 for dispersion in water and so on and so forth, that has
5 not been extensively studied in the past.

6 DR. O'MALLEY: Okay. And if we weren't able to
7 barge everything and we were just able to do some
8 limited barging maybe because of costs, we don't know
9 what the costs are, you recommended that we barge just
10 the LARW, that that would have the largest benefits,
11 but, yet, you also mentioned that there's also more risk
12 to mitigate there because you're using a river? Can you
13 touch on that? I wasn't really clear on...

14 DR. ROY: Several things we can do and we have
15 not compared them. So I cannot tell you how that would
16 alter -- how much risk benefit would go away. So one
17 possibility is just go up the coastal route to Oregon
18 and then truck it from there instead of barging up the
19 Columbia River. It's the river transportation that is
20 bothering us because the river is like a piece of pie.
21 Once you drop a radioactive load in the river, everybody
22 downstream of that point is affected, which is not the
23 case with the coastal waters.

24 DR. O'MALLEY: Okay.

25 DR. ROY: So we are recommending several

1 things. One is just go up to Oregon and then truck it
2 from there, use more robust packaging because we assume
3 that we are going to be using these IP-1 bags and we are
4 assuming that the IP-1 bag dropped in the water is not
5 going to survive, and so if we are able to change those
6 assumptions because we are using better packaging, then
7 those risks will go down tremendously.

8 DR. O'MALLEY: Okay.

9 DR. GARRICK. I'd like to make a comment on the
10 experience issue again. There is quite a bit of
11 experience with barge. Part of our issue here is where
12 the experience is particularly lacking in doing the kind
13 of analysis we're talking about here; namely,
14 quantitative risk analyses or probabilistic risk
15 analysis. There's been very little of that type of
16 analysis performed on barge transportation; whereas, for
17 all the other transportation modes, there's been
18 considerably more.

19 So the experience factor relates not only to
20 the actual experience of barge operations, but the
21 experience and methodology for assessing such risks.
22 They are considerably behind the curve with respect to
23 barge mode over the other modes of rail and truck, but
24 that can be overcome pretty easily. It's not a factor
25 that can't be dealt with in a more rigorous way.

1 MR. ANDERS: Okay. Just a quick question
2 before Sherri has another question, but I want to check
3 in with our online panelists.

4 Dena, Linda, David and Scott, do you have any
5 questions?

6 MS. BELLMAN: I do.

7 MS. SEELEY: And I do, too. You go first,
8 though, Dena.

9 MR. ANDERS: Okay. Dena and then Linda.

10 MS. BELLMAN: Okay. So first I want to say to
11 the folks at the Garrick Institute, thank you so much
12 for this presentation. I really appreciated the nuanced
13 way that you delivered a lot of the information and your
14 understanding and qualification of the assumptions. I
15 think that's all really relevant to us and I look
16 forward to you guys being a part of the future as we
17 learn more and develop more of this. So I'm glad you're
18 going to be with us in September, as well. So thank
19 you.

20 And also to our -- the panel transportation
21 subcommittee, you guys did so much work and I'm so
22 thankful that, you know, everything you delivered was
23 really well-informed and thank you for doing that.

24 I think my question really has to do with the
25 northern route and Montana de Oro. I know, that's a

1 surprise, but I just want to make sure we're -- at some
2 point, whether the county will probably discuss it or if
3 PG&E's going to touch on it. We have not only impacts
4 to the people and the risk to people, but improving that
5 road to the extent that would be needed is a major
6 undertaking for sure and it really is not in a state
7 where it could handle this at this point. So I think
8 there are a lot of environmental impacts that people
9 will be concerned about as we look at potentially
10 improving that road for this possibility and so I think
11 that will be something that the public and I know myself
12 are very interested in if we're doing any analysis on
13 those potential impacts for those improvements to really
14 use that as a qualified potential route. That was my
15 biggest question. We may be able to dig into that
16 later.

17 DR. ROY: This is Chandra. I don't have an
18 answer for your question. It's something we haven't
19 looked at. It's something that doesn't fit in our
20 framework because we're looking at fatalities only. So
21 the environmental impacts we're not going to find in
22 this study. So it is outside what we have considered to
23 be the scope of this study to this point.

24 MS. BELLMAN: Right. I understand that. It
25 wasn't specifically directed at you, but I'm kind of

1 hoping the county and/or PG&E will touch on that as we
2 go into the next steps. Thank you.

3 MR. ANDERS: We've got a couple responses.
4 Sherri and then Tom.

5 MS. DANOFF: I have a comment for Dena, that I
6 hope you'll stick around because after the presentations
7 by the local state agencies, I'd like to ask you about
8 permitting that would be required to use Montana de Oro.

9 MS. BELLMAN: Sure.

10 MS. DANOFF: Okay. Thank you.

11 MR. ANDERS: Tom, you had a comment.

12 MR. JONES: Yeah. It's my understanding that
13 the transportation routes, and I think Mr. Keith will
14 speak to this more expansively when we capture the
15 alternative analysis in the environmental impact report,
16 the impacts to that roadway would also be considered in
17 our project to bring it up to standard when we look at
18 that from the financial impacts, as well, and those
19 would be quite considerable and it requires a fair
20 amount of work.

21 The last point is, I think we will speak to
22 this later, the roadway is mostly owned by the county
23 and a segment by parks and it's subject to a right of
24 entry permit with State Parks and then the county would
25 have its own.

1 MR. ANDERS: Thank you. Thank you, Dena.

2 Next question is -- all right. Next, Linda,
3 you had a question.

4 MS. SEELEY: Yeah. Mine was similar to Dena's,
5 except I wanted to see if you thought of kind of
6 splitting it up. Instead of doing all barge, all
7 southern route, all northern route, to do some of -- you
8 know, to do it in three different ways, but it feels
9 like the northern road is -- would be very problematic,
10 it really does, but say splitting up between barging and
11 trucking and analyzing that.

12 MR. ANDERS: Thank you. Sherri, you said you
13 had a comment.

14 MS. DANOFF: No. That's it.

15 MR. ANDERS: David. David, go ahead.

16 MR. BALDWIN: I wanted to echo Dena Bellman's
17 comments about the report. Yeah, it's really
18 fascinating to hear it all put together and it's really
19 well-done. I appreciate the work that was put into it.

20 I have to mention that I'm actually sitting
21 here on the south shore of the Columbia River in Oregon
22 right now. So it's funny to hear it discussed while I'm
23 looking out the window at the water.

24 My question was just, Tom, you kind of touched
25 on the financial impacts of the northern route, which

1 that makes sense to me that that would be a big
2 undertaking. I'm not sure how that would make sense or
3 why it would, but I was more interested also in have you
4 looked at the costs or -- there seems to be from the
5 report some benefits presented by bargaining. So do you
6 think -- do you know yet? Do you have any preliminary,
7 I guess, analysis of bargaining and if that will be
8 problematic from a cost standpoint?

9 MR. JONES: We're running those numbers. We're
10 about to enter into contract for that analysis with some
11 subject matter experts on bargaining. That contract isn't
12 executed yet. So it's not public at this time. I'll
13 update the panel about who that is in short order, but,
14 yes, that's part of the scope of additional bargaining
15 analysis between now and the 2021 NDCTP.

16 MR. ANDERS: Nancy, and then we need to take a
17 quick break.

18 DR. O'MALLEY: Dr. O'Malley here. So you just
19 talked about the trade-off between human risks and the
20 environmental risks at the end of your report. Do you
21 have any recommendations there of who should do that
22 type of analysis, that type of a risk assessment, and
23 will that be part, Tom, of your upcoming research that
24 you're doing or do you have any recommendations on how
25 that type of analysis can be done?

1 DR. ROY: Is that a question for Tom?

2 DR. O'MALLEY: I want to hear Tom's comments on
3 if they're already going to address that issue, but also
4 in terms of risk assessment, is that a type of risk
5 assessment that your team could do?

6 DR. ROY: There are methods to assess the risks
7 to the flora and the fauna in the oceans, et cetera,
8 from dumping and dropping radioactive materials in the
9 water. How to compare that to human life is a more
10 difficult thing and I have been told that perhaps PG&E
11 has some internal metrics on those. I am not aware of
12 any public metrics on how to compare human life versus
13 impact on flora and fauna.

14 DR. GARRICK: Just to add to it a little bit,
15 in general, the answer to that is yes. The same methods
16 are employed. We have, for example, done oil spill
17 studies in the Alaskan area -- Alaska area and we rode
18 the route of the Prince William Sound event of many
19 years ago and so it's structured a little different, but
20 it involves the same kind of exercises of processing the
21 information and answering the three fundamental
22 questions of risk, what can go wrong, how likely is it
23 and what are the consequences.

24 So the answer is it's another risk measure,
25 it's another way to measure risk, but you can do it and

1 environmental impact is in many cases not as well
2 developed in terms of what represents the details of the
3 consequences, but it is possible to apply the same
4 systematic quantitative approaches and probabilistic
5 approaches to environmental impact as it is to human
6 impact.

7 MR. ANDERS: Great. Thank you.

8 Scott, I was going to ask you. You were
9 waiving. So do you have a question?

10 MR. LATHROP: Yes. Just listening to the
11 report is all great, a lot more information as far as
12 the different processes and methods, but right now what
13 I'm thinking about is that it seems to me that currently
14 right now there really is only one infrastructure in
15 place to handle the transportation. There needs to be
16 a structure. So mine kind of piggybacks a little bit
17 about the north direction or even barging. It seems
18 like those methods would require additional
19 infrastructure, which, of course, costs, but would also
20 have impact on the local community or the environment or
21 something of that nature.

22 So just for clarification, right now, isn't it
23 the case we only really have one infrastructure in
24 place, meaning, really, we only have one option right
25 now; is that correct? Maybe that question's for PG&E.

1 MR. JONES: Scott, I agree with your
2 assessment. I would say we have 1.5 infrastructure in
3 place. We already have the breakwater in the harbor,
4 port and marina and we've done some barging, typically
5 receiving. So we have about half if you think about
6 square footage and impacts of what we need to execute
7 that and we have the most robust structure in terms of
8 the breakwater to provide a shelter to the barging.
9 We're assessing what those other infrastructure
10 components will be right now. We don't know if it's an
11 entirely new structure or some repurposing of the
12 intake. That's what the engineering team will look at
13 in association with the barging.

14 MR. LATHROP: In reference to the barging
15 concept, how about at the other end with the ports that
16 they're going to? Are they already set up to receive
17 something like this?

18 MR. JONES: Those ports are major industrial
19 ports that receive thousands of shipments a day.

20 MR. LATHROP: It wouldn't be a problem for
21 them, even though it may be a radioactive type of low,
22 you know, waste, meaning they wouldn't have any special
23 requirements or something?

24 MR. KEITH: That would be up to the local
25 jurisdiction as part of the permitting process.

1 MR. LATHROP: Okay. Thank you.

2 MR. ANDERS: Thank you, Scott. Let's move to
3 our break. Before we do, I'd like to acknowledge that
4 Nicole Nix from Supervisor Hill's office is
5 participating online tonight. Thank you for your
6 attending and participating.

7 Also, I want to let everybody know that the
8 presentation slides that we're seeing tonight will be
9 hosted on the panel's website tomorrow and you can view
10 and/or download those slides if you want to look at them
11 in more detail.

12 So let's go ahead and take a 10-minute break.
13 We're running a little bit behind, but we'll come back
14 and start the meeting again at five minutes to 8 and
15 proceed at that time. So we're going to take a
16 10-minute break and we'll see you in ten minutes. Thank
17 you.

18 (Recess.)

19 MR. ANDERS: All right. We are back and I
20 think the next portion of the meeting is going to be
21 very informative. We're going to have the opportunity
22 to hear from SLO County Planning, SLO County Public
23 Works, Caltrans and CHP with regard to their concerns,
24 implications and guidance on transporting hazardous
25 materials -- not hazardous materials, but

1 decommissioning materials and our first speaker is
2 Trevor Keith. Trevor is a member of the panel.
3 Previously, he was an individual member and now he
4 represents SLO County as an ad hoc member. Trevor is
5 director of planning for SLO County and Trevor and John
6 Waddell, who is deputy director of public works, will
7 provide some information from the county's perspective.

8 So, Trevor, I'll turn it over to you.

9 MR. LLOYD: Thanks, Chuck. I'd like to make a
10 comment real quick. I'm looking for John. I'm not
11 seeing him in the list.

12 MR. KEITH: No. He's with me.

13 MR. LLOYD: Okay.

14 MR. ANDERS: All right. Go ahead, Trevor.

15 MR. KEITH: We are socially distancing in my
16 office at the county this evening. Good to see
17 everybody virtually on the panel and our other guest
18 speakers. Hope everybody is doing well.

19 Tonight we wanted to walk you through kind of
20 from our perspective some kind of the mitigations
21 specific to transportation tonight, kind of go through
22 mitigation and then I'll run through some environmental
23 impacts, some local projects and share with you some
24 specific mitigation that was based on different types of
25 truck trips on a couple projects and I'll turn it over

1 to John at that point and he'll cover, kind of, some of
2 the local transportation issues specific to Avila and
3 around that area. So I'll kind of cover part one there
4 and John will take you through part two.

5 If I could get the next slide, please. Great.
6 So I'll walk you through, again, kind of, mitigation
7 through the CEQA process specifically toward
8 transportation and then delve into some examples of
9 transportation, kind of, truck trips on different
10 projects and then example mitigation.

11 So just, again, I think you've seen this
12 before, but I just wanted to reiterate it for the panel,
13 as well as the public, just when we look at all the
14 environmental issues, when we do the environmental
15 review process, these are the issues that we look at
16 when we delve into the different issue areas, and as you
17 can see, transportation on the upper right-hand side is
18 the one that we're going to focus in on tonight.

19 Under the statute, the state statute for CEQA
20 mitigation, we're really looking to avoid the impact all
21 together. So, again, looking at transportation, kind of
22 the optic of whether it's truck trips, whether it's the
23 construction folks that are coming out for the
24 demolition, that sort of thing, we're looking at, kind
25 of, that via transportation. So we're mostly trying to

1 avoid impact all together, how can we limit the impact,
2 and then it's minimizing the impact by limiting the
3 magnitude. So how can we, kind of, lessen that and
4 that's where looking at mitigation, how to kind of
5 offset it, and then you're looking at, kind of, the
6 rectifying by repairing, rehabilitating or restoring.
7 So if something goes away, how can you bring it back,
8 and then reducing or eliminating over time, there's kind
9 of a ramp up, as you're going to see potentially with
10 the decommission and taking stuff apart, and then how
11 does it get eliminated over time. So maybe there will
12 be a partial impact, you know, kind of, going in, but
13 then over an amount of time, it will drop away.

14 And then, again, looking at replacing or
15 providing substitute resources. So with transportation,
16 a little bit less so for that. This is more along, kind
17 of, the biology, hydrology, some of the other ology
18 issue areas that we'll be looking at, but, again, in
19 other words, you know, we're -- we'll look at
20 mitigations that we can apply to the point where there's
21 clearly no significant impact would apply from
22 implementation of the project, so looking at
23 decommission, what we can do as we look at all these
24 issue areas.

25 Can you jump to the next slide, please? So a

1 couple other things. It's got to be feasible. You
2 know, so, again, kind of getting -- I'm going to jump
3 down to the bottom one. It's got to have a nexus, it's
4 got to show -- you know, there's got to be impact
5 connected to, you know, what the mitigation is. So, you
6 know, if we're increasing truck trips, we can't say,
7 okay, you're increasing truck trips through Avila, well,
8 we want a big park in Avila. So that's the mitigation.
9 So there's no nexus from the impact to that. So you've
10 got to think about mitigation, that it's got to have the
11 essential nexus, you know, the impact and then the
12 mitigation will then reduce that impact.

13 And then on the bottom, the rough
14 proportionality, again, if there's ten truck trips, you
15 can't say, well, we need three new stoplights and we
16 need to make, you know, the main drive -- we need a
17 four-lane main drive. So, again, you've got to look at
18 the impact to, you know, kind of, the -- it's got to
19 stay within proportion to reduce that impact and not
20 build on it a lot more.

21 Then jumping up -- back up, so proposed by the
22 project or recommended by the EIR, so PG&E can also
23 propose, you know, kind of, mitigation on their impacts
24 as well, and then when we go through our environmental
25 impact analysis, we will also be looking at mitigation

1 measures, you know, referring to impact area.

2 And then considering significant effects of
3 mitigation measures, so sometimes there's mitigation
4 measures that will create additional impacts. So we've
5 got to kind of look at what we're proposing and if they
6 kind of have secondary impacts, as well. So we'll be
7 looking at that as we do our environmental review.

8 And then lastly on this slide, they need to be
9 fully enforceable. So we've got to make sure that it's
10 something that as the county is the lead CEQA agency,
11 that we're able to enforce as the project moves forward
12 through its life cycle. So that's kind of a little more
13 context to mitigation measures for you guys.

14 So the next slide. Back to being feasible. So
15 I think this is, again, kind of straight from the
16 statute, but it's got to be accomplished in a successful
17 manner, you know, in a reasonable amount of time taking
18 into account economic, environmental, legal, social and
19 technological factors.

20 So I think a lot of times there's, you know,
21 new technology out there that folks would like to see
22 that could solve a lot of problems, but if it's not
23 something that's tried and true that we can point to
24 success somewhere else, it's really hard to use that as
25 mitigation and I think it also needs, you know, kind of

1 an economic, environmental, legal. So kind of boxing
2 that in, those are kind of the bumpers as we look for
3 mitigation measures to be feasible. We kind of have to
4 take all those things into account.

5 All right. Next slide, please. So with one of
6 the local projects years ago, the Unocal Avila Beach
7 Clean-Up Project, so that project and the transportation
8 section was estimated at 15 vehicle trips along Avila
9 Beach Drive during the peak hours of the day. So that
10 analysis, what they came to, the pulling some of the
11 mitigation measures out for you guys to just kind of get
12 a feel of what's been done historically is they
13 restricted project traffic to certain hours to try to
14 limit, kind of, their impacts on what we call, kind of,
15 the peak flow of the traffic per day. So there were
16 specific times that they could do their vehicle trips.
17 They had to prepare a traffic control plan. So, really,
18 it kind of showed how they would, you know, kind of
19 control the flow, you know, kind of expedite the truck
20 trips through, you know, show how they'll deal with
21 pedestrian and cycle traffic. So they had to come up
22 with, kind of, for the whole of the project, the whole
23 time this was going on, how they would help, kind of,
24 again, get the cars through, not create issues in the
25 town and then, you know, not impact all the vehicles and

1 pedestrian traffic going through.

2 The next slide, please. So some more on this.

3 Again, they allowed partial road closures through the
4 months of October and through February so that they
5 could kind of box in an area where a lot of the work was
6 going on due to, kind of, transportation, as well as
7 safety. So a little overlap there.

8 And then additional parking. So they lost some
9 parking with the closures of some of the streets. The
10 applicant needed to come up with additional parking to
11 offset so there would be no net loss of parking in the
12 town.

13 So advanced coordination with emergency
14 response providers. So keeping in touch with, again,
15 kind of, Cal Fire, you know, the ambulance folks, making
16 sure that everybody knew which streets were, you know,
17 closed at what time so if there was an emergency, they
18 could get in and they wouldn't be delayed by
19 construction or roads closed. And then alternative
20 pedestrian routes, again, making sure folks can get
21 around safe when this is going on, and then, finally, in
22 this one, they had a roadway plan, again, truck trips
23 and construction, making sure that they can come back in
24 and they put it back to the way it was. So those are
25 kind of, you know, the truck and the mitigation examples

1 out of this EIR specific to the Unocal Avila Beach
2 clean-up.

3 So if we can go on to the next slide, please.

4 All right. So the next one that we pulled from was
5 Topaz Solar Farm. Just a way of context, if you go up
6 101 and then you take 58 and head east out towards the
7 Carrisa, it is up on the top. So in the county, there
8 were two large solar projects that were put in out
9 there, Topaz being one and then the California Valley
10 Solar Project was the other, but we just pulled some out
11 of the Topaz Solar Farm. Again, a little more context
12 for you guys, just where it is, 58 being the main road
13 out there and access points going east and west.

14 So next slide, please. Within this one, they
15 analyzed three different trip routes and to try to see
16 the best flow of how to get -- so this project, large
17 solar facility. So they have to do kind of some prep
18 work out on the sites and grading, kind of getting
19 everything, you know, buttoned up and then it was
20 construction, literally laying down thousands of solar
21 panels with boxes hooking into the mainline there for
22 energy generation and so just looking at the different
23 truck trips, how to get them in and out and then all the
24 workers that would go out there each day to work, as
25 well. So they had an estimate of 810 truck trips on

1 Highway 46 east and an increase of 709 truck trips on
2 Highway 46 West. So least amount of truck trips each
3 day. So, again, some example mitigation measures pulled
4 out. So a lot of these you're going to see a trend
5 here. Traffic control plan again, so making sure,
6 again, how they alert folks that aren't aware that
7 construction's going on, so if they have to, again,
8 close roads for a little while or slow things down, that
9 people are aware ahead of time and how to get, again,
10 vehicular and pedestrian traffic along each route there.

11 So next slide, please. And so they had
12 submittal of a truck and bus safety plan. So they
13 actually bussed a lot of their workers out there so
14 there wasn't, kind of, a single occupancy vehicle going
15 out. They were trying to cut down on the amount of
16 trips back and forth out to the project site each day
17 and then they prohibited use of truck trips for certain
18 days to not interfere with some of the events going on
19 out there. There's the Wildflower Triathlon, used part
20 of that 58, closed it for that day and I think there
21 were a couple other events that they shut down any
22 construction on that day. They did a really robust
23 outreach campaign to notify the public of the potential
24 delays going on out there and then, again, kind of
25 seeing the consistency here, they had a roadway prepare

1 plan they put together to make sure they put Highway 58
2 back to the way it was found before they began.

3 So then the next is the Hanson aggregate quarry
4 expansion project, EIR, a little bit closer in here to
5 town. So it kind of heads out. So there's a couple
6 routes on this, as well, that they could take. So they
7 were just -- it's a quarry and they just wanted to
8 expand. So increasing -- looking at increasing the
9 daily truck trips. So kind of pulling it out and
10 getting over to US-101 and kind of allocating where they
11 needed to go from there.

12 So next slide, please. So this one, the
13 existing -- so an expansion project, they've already
14 been approved for a certain amount of truck trips. So
15 in this one, they've already been approved for 294 as a
16 maximum truck trips per day. So this was looking at an
17 existing 89 round-trip truck trips per day. So what
18 they came up with looking at kind of example mitigation
19 measures for you guys, so they contribute toward a
20 traffic safety kind of hazards in the community of Santa
21 Margarita. That was a little south of the quarry there
22 and some of the trips do come through town there. So
23 looking at how to make it a little safer on the downtown
24 there, they had to put in a fair share of contribution
25 for crosswalk improvements and some of the roads there

1 in Santa Margarita and then they had, again, a roadway
2 prepare plan that they would continue to kind of chip in
3 to make sure any impacts based on the trucks to the road
4 would be mitigated through that.

5 Then the next slide. So I'm all the done, but
6 I'm here for questions, but I'll turn it over now to
7 John Waddell and he'll kind of delve into the local
8 transportation issues for you guys.

9 MR. WADDELL: Okay. Good evening. Thanks for
10 having us. So I'm just going to kind of hit some of the
11 transportation issues at a high level here just as they
12 apply mostly to Avila Beach. So if we can have the next
13 slide.

14 So looking at the different routes that are
15 analyzed in the safety analysis, southern route through
16 Port San Luis in Avila Beach, some of the issues to
17 consider is just that it is sole access for the
18 community and the benefits, it will increase traffic or
19 accidents along the route. That area already does have
20 some traffic capacity deficiencies. So we want to
21 extend the project, exacerbate that congestion, and
22 then, also, there's homes, recreation areas, parks,
23 beaches and commercial areas along that route. So
24 really then looking at noise, traffic safety and air
25 quality related to that. The northern route through

1 Montana de Oro and Los Osos in addition to some of the
2 southern route issues, there's also other jurisdictions
3 that will need to be evaluated going through State Parks
4 and that route ends by going through the City of San
5 Luis Obispo and that trucking route actually is adjacent
6 to more homes, also schools and additional commercial
7 areas along that route. There's several schools along
8 the route. One question, too, is the routing, is if
9 that northern route is used especially, will it be for
10 two-way traffic or some type of one-way flow from the
11 northern to southern or vice versa.

12 So next slide, please. Some of the CEQA issues
13 that are transportation-related, the real primary and
14 secondary CEQA impacts that are evaluated are vehicle
15 miles traveled and then safety are the primary factors
16 and then the secondary impacts of noise and air quality
17 really come into play with just all the communities and
18 residences and other sensitive receptors along the
19 routes, the non-CEQA community consideration and one
20 that actually used to be a CEQA factor is level of
21 service and that is a measurement of -- for roadways, is
22 the flow the traffic and heavy impeded flow of traffic
23 and the level of slowing and delays for motoring public.
24 So it's no longer a CEQA standard, but it is still an
25 important transportation impact consideration for

1 communities and for our communities and particularly
2 Avila Beach and San Luis Bay Area, there is a county
3 policy for level of service.

4 Go to the next slide. There's a couple
5 standards here. The level of Services A through F and
6 where the standard is that for Avila Beach Drive in the
7 area between Avila Beach and, really, San Luis Bay Drive
8 especially is that the level of service is not subject
9 to levels exceeding or is worse than Level C overall.
10 In addition, this proposed -- what's listed as proposed
11 San Luis Bay update was adopted. Roadways in
12 intersections maintain a Level Service D standard during
13 the weekend peak hours and meets what's called a K100
14 metric. K100 is the 100th -- if you look at all the
15 hours -- if you break all the traffic into hours, it
16 would be the hundredth worst hour would be the K100
17 metric. So there's a lot of data and analysis behind
18 all these, but that's just proposed standards and Avila
19 Beach Drive and its intersections currently in many
20 areas are at Level C and some at Level D. So they
21 already have capacity for standards, so looking at what
22 trucking or worker trips to Diablo Canyon would do to
23 those levels.

24 The next couple slides are some graphs. I
25 don't expect you to really follow all the different

1 colors and lines. Key point here is that's an annual
2 basis January to December and in the middle it's much
3 higher as the summer months and the traffic volumes in
4 the summer months are 50 percent or more than they are
5 in the winter months and so there's a seasonality with
6 traffic volumes in Avila Beach because of the tourists
7 and beach impacts.

8 Next slide, also kind of a complicated slide
9 here. Some of the key points, again, don't expect you
10 to really get into it, but the weekday traffic, which is
11 the lower blue and orange lines, really kind of climbs
12 steadily through the day and goes up significantly after
13 about 2 p.m. So you're going to have those daily kind
14 of impacts and how that comes into play. The two higher
15 bars are -- well, the highest bar is the average summer
16 weekend. And so, you know, weekend traffic -- well, the
17 green and the red, weekend traffic is significantly
18 higher than weekdays and, again, looking at what type of
19 impacts might be proposed on weekends, and just on
20 weekdays, kind of like the prior slide, summer traffic
21 is also higher on the weekdays than weekends. One of
22 the interesting things, in morning traffic actually is
23 consistent between summer and the average traffic flows.

24 These are types of data to estimate
25 transportation impacts and recommended mitigations. We

1 have recent circulation studies and then, of course,
2 more studies or updates of that data can be done and
3 provide data for multiple locations along the route and
4 multiple time frames to help inform decisions. That
5 completes our presentation. We're happy to answer
6 questions from the panel.

7 MR. ANDERS: I recommend that we hold the
8 questions until after we hear from all the speakers from
9 Caltrans and CHP and then have question-and-answer
10 session for all those people.

11 MS. WOODRUFF: I have a question that really
12 pertains to the county and their presentation. I'm
13 hoping we can take some time to address these issues
14 that the county raised now before we go on to Caltrans
15 because they're different entities.

16 MR. ANDERS: Okay. Go ahead.

17 MS. WOODRUFF: I guess my comment is I really
18 think the county is taking a very narrow view of
19 mitigation in this case. When you decommission the
20 plant, we're talking about as many as 70,000 round-trip
21 trucks from the plant probably through Avila Beach and
22 there's going to be significant impacts, air quality,
23 noise that affect property values in Avila, certainly
24 much increased traffic, and you didn't even mention
25 coastal access. I don't know if people are going to

1 still be able to get to Port San Luis or the dog beach
2 or Avila Beach during these years when these trucking
3 activities occur, and I think when you look at the
4 projects tonight that discuss mitigation, you were
5 looking at much smaller projects in the county that just
6 involve the narrow question of trucking when we have
7 some mitigation examples on Diablo Canyon itself which
8 resulted in much more significant mitigation measures.

9 So I'm going to challenge the county to think
10 bigger and more in line with the history of the Diablo
11 Canyon Power Plant. So, for example, when the dry cask
12 storage was developed, we called ISFSI mitigation for
13 that, we had coastal development permit at Point Buchon
14 Trail. When PG&E built the simulator building,
15 mitigation for that, Pecho Coast Trail, and when they
16 replaced the steam generator, of course, PG&E is
17 required to do a number of things, including set aside
18 1,200 acres at Point San Luis.

19 So I don't think the appropriate mitigation for
20 all of this is a couple of extra stop signs or managing
21 the traffic at lower density hours of the day or simple
22 other measures. I think we really need to look at how
23 is this impacting the locals of Avila Beach and how is
24 this impacting coastal access and I think we want to
25 look to Diablo Canyon precedence on this, not small

1 projects throughout the county.

2 I also want to mention that we got a comment
3 from a participant asking about when the parties propose
4 or who gets to propose or how to propose mitigation
5 measures and I'm hoping the county can touch on that,
6 when are those opportunities for the public to provide
7 input on mitigation because I expect that the public is
8 going to really look for much more significant
9 mitigation measures associated with this and I think
10 you'll hear that from the public, but it would be nice
11 to hear from the county about when those opportunities
12 might exist.

13 MR. KEITH: So I think opportunities for public
14 input on the -- through the environmental review process
15 will be -- there will be scoping and outreach meetings.
16 So folks can voice their opinions there, and I think to
17 the proposed mitigation, it would be when the draft
18 environmental impact report goes out for public review.
19 That's probably the critical time because then you'll
20 see what mitigation measures are proposed and folks can
21 respond to those. They can look at the impacts and see
22 what mitigation measures have come forward in the draft
23 environmental impact report and then it can continue
24 through the different hearings that it goes through at
25 the county, as well. Folks can come out there and

1 public comment, they can write in letters, they can
2 continue to respond through the public hearing process.

3 MS. WOODRUFF: Okay. Thanks, Trevor. I think
4 you're going to hear from the community. There has been
5 so much history about protection of the Diablo Canyon
6 lands and this is the time to do it and I think you're
7 going to expect a lot of voices from the community who
8 are going to argue for significant mitigation beyond
9 what we were discussing tonight.

10 MR. KEITH: Yeah, and for sure, yeah, we
11 welcome the input. Absolutely.

12 MS. WOODRUFF: Thank you.

13 MR. ANDERS: Thank you, Kara. Any other
14 questions or comments for Trevor or John?

15 MS. SEELEY: This is Linda. I have questions
16 for Trevor and John, both.

17 First of all, the number of truck trips
18 involved in this project is way, way more. I didn't
19 realize how many more it is than, say, the solar --
20 Topaz Solar Farm. It's, I don't know, hundreds of times
21 greater and the impacts -- you didn't talk at all about
22 the CO2 that's going to be put into the air, the carbon
23 footprint of this whole project, and it seems that this
24 is going to be very big not only from the truck trips
25 coming out, but the workers going in, that needs to be

1 taken into consideration too when doing this and the
2 Garrick study, I believe, said there were going to be
3 five truck trips a day. Am I right, Dr. Garrick, about
4 that, or Dr. Roy?

5 DR. ROY: So that's a slide from Trevor Rebel.
6 It's a slide from Trevor Rebel and it shows in different
7 tiers the different number of truck trips per day.

8 DR. O'MALLEY: It's actually 34 truck trips per
9 day during the years 2032 to '35. That's the most
10 concerning. That's 238 per week, which is the
11 equivalent of one barge.

12 This is Nancy O'Malley here. So, you know, one
13 of the mitigations through CEQA is to avoid impacts
14 altogether. So if you compare and contrast here, 240
15 truck trips in a week to one barge, to me, it just seems
16 like barging makes more sense.

17 Go ahead, Linda. Sorry.

18 MS. SEELEY: Yeah. Thank you for that, Nancy.
19 I agree completely, but I just want to make sure that
20 the county is really, really conscious of the carbon
21 footprint of this project and the Avila Valley, John,
22 you said that they already have transportation problems
23 or, well, anybody knows that when you try to go to Avila
24 in the summertime, it's kind of a -- you can't do it and
25 the northern route that is postulated going straight

1 through Montana de Oro, it seems as though that the
2 state would have to close Montana de Oro if they were
3 actually going to try to take these big trucks out of
4 Diablo Canyon and so that would be a huge impact to our
5 public park infrastructure.

6 Anyway, I agree with Kara that the county is
7 going to get a lot of feedback on this EIR and I think
8 it's really imperative for our county to do an
9 impeccable job on it and to really look at it in the big
10 picture and what immense impacts this is going to have.
11 I think this is the biggest project that's ever happened
12 in our county, if I'm not mistaken. Anyway, thank you.

13 MR. KEITH: Just to let you know, Linda, in the
14 environmental impact report, there will be a section on
15 greenhouse gas emissions. So we'll do a full analysis
16 of that for construction, transportation, it will take
17 into account all the greenhouse gas emissions. So that
18 will definitely be a piece of the environmental review.

19 MR. ANDERS: Thank you, Linda. Thank you,
20 Trevor.

21 Any other comments, questions to Trevor or
22 John? Sure.

23 MS. SEELEY: Just a quick comment. Trevor, I'm
24 assuming there would be an alternative project looked
25 at, which -- for transportation, which would be barging;

1 is that correct?

2 MR. KEITH: I think it's -- you know, I think
3 that could be a valid assumption, but, again, once -- we
4 haven't received the application from PG&E yet, we
5 haven't started any analysis on any of this, but I think
6 it's safe to say when we look at alternatives,
7 especially for transportation, we would be looking most
8 likely at a barge option for sure.

9 MS. SEELEY: Thank you.

10 MR. ANDERS: Last comment.

11 DR. O'MALLEY: Okay. Nancy O'Malley here.

12 Trevor, I'm concerned that if Avila Beach Drive
13 is already a level of Service C and D and that's before
14 the 242 trucks per week start passing through, I mean,
15 what would be the mitigation options there? Would it
16 just be maybe only trucking at night or what are the
17 possibilities?

18 MR. KEITH: I think it's -- I don't know. I
19 could ask John to chime in here a little bit. I think,
20 yeah, we're rotating the -- I think for -- I think it's
21 premature to say because, again, we don't have the
22 application, we don't have all the data in front of us
23 to do some analysis, but I'm going to tag John in here,
24 see if he's got any thoughts.

25 MR. WADDELL: As Trevor said, we don't have the

1 application and we don't have the details of when
2 they're going to be trucking and that's why I had those
3 charts up of both seasonally and daily, weekly traffic
4 levels. So, you know, it's not only -- it's not just
5 the trucking, but it's the worker trips going into and
6 out of the property.

7 And so looking at some of the other examples
8 that Trevor showed -- shared like the solar farm
9 requiring bussing for workers, requiring trucking in
10 off-peak hours, those type of things, if necessary,
11 would be some of the requirements and mitigations, but
12 it's going to depend on what's proposed. As PG&E
13 shared, you know, they gave average numbers rather than
14 really, kind of, getting into the details of the project
15 proposal of, you know, what would be those numbers -- I
16 think average annual numbers, what would be those
17 numbers on a more real-time basis within certain weeks
18 or months and how does that (inaudible).

19 MR. ANDERS: Thank you.

20 Scott, did you want to say something or are you
21 swatting flies?

22 MR. LATHROP: No, I have no questions.

23 MR. ANDERS: Linda, did you have one last
24 question?

25 MS. SEELEY: One last thing. The more I hear

1 about this, the more I think about it. It occurs to
2 me -- this is probably not something you want to hear,
3 but I'm thinking, like, there is an option for SAFSTOR
4 where we don't do anything except take out the
5 radioactive, the core and the vessels, right, and then
6 put everything else into sleep. I'm thinking maybe we
7 ought to do that. We could still have the Diablo lands
8 be open for use, 12,000 acres, and just cut out the 700
9 and some odd acres from Parcel P and let the radiation
10 levels go down for 50 years and see what the world is
11 like in 50 years after we're all long gone and let them
12 take care of it.

13 MR. ANDERS: That's a good comment. We are
14 running late on our agenda. So Kara.

15 MS. WOODRUFF: One procedural comment. I'm
16 hearing feedback from people listening in. They're
17 having a hard time understanding us, what we're saying
18 with our masks on here. So I don't know what the
19 solution is, but that's the feedback I'm getting.

20 And second thing I wanted to mention, what
21 Linda is talking about is contrary to what our strategic
22 vision says. That's a real big topic and maybe want to
23 readdress it, but definitely suggest we want to move
24 forward and not keep it for future generations on this
25 decommissioning.

1 MS. SEELEY: I know.

2 MR. ANDERS: Okay. Thank you. Let's move on.

3 MR. KEITH: One last thing. Sorry, Peter. I
4 just want to give the panel an update, as well. We are
5 still in the recruitment process for a position in our
6 department here in planning and building. That will be
7 the project manager. We have a candidate. Hopefully
8 there will be a relocation process. So we're trying to
9 see if it will work out for him and us, but I'll keep
10 the panel posted on if we have a successful recruitment
11 this time around. So thank you. I will now pass it
12 over.

13 MR. ANDERS: Thank you, Trevor.

14 Our next speakers are from Caltrans and CHP.
15 Peter Hendrix.

16 MR. HENDRIX: Thank you, Chuck. I just wanted
17 to say thank you Trevor and John for putting together
18 that information.

19 What Caltrans does is we are basically a
20 consulting agency to the county. So they are the lead
21 agency in terms of doing the project and -- okay.
22 Thanks, Chuck. We provide input and recommendations
23 based on the studies provided to us. If we need
24 additional information, we ask for that from the county
25 and from the applicant, being PG&E. The areas that we

1 will be wanting to look at is what the impacts will be
2 to Los Osos Valley Road if that is the route that is
3 chosen. If the route that is chosen is Avila Beach,
4 then we'll be looking at those interchanges for the
5 operations and any kind of small to larger fixes that
6 may be necessary to make that run smoother.

7 And so that's what we do at Caltrans, we
8 recommend things to the county, we work with the county
9 to come up with anything, and sometimes as a result of
10 those recommendations, things come into my house, which
11 is in traffic operations and encroachment permits.
12 Sometimes they're larger. If it's a much larger ramp
13 reconstruction project, that can get upwards to one to
14 five million dollars. So we will see based on the data
15 we receive, and as I'm hearing from the county, there's
16 not even been a notice of project to them from PG&E. So
17 we're kind of waiting to see what PG&E has in store for
18 us and then we can take appropriate action.

19 MR. ANDERS: Great. Thank you. Let's hear
20 from CHP, Sergeant Kevin Rose with the coastal -- CHP
21 coastal division. Sergeant Rose is on the telephone.

22 So Sergeant Rose, are you there?

23 MR. ROSE: Hey, there. Good evening. Thank
24 you for the opportunity to be a part of this. Very
25 impressive information presented so far. So I am a

1 sergeant with the California Highway Patrol. I am based
2 in San Luis Obispo. Our area encompasses Avila Beach
3 and the surrounding area there.

4 So, obviously, sounds like this project is
5 going to increase vehicle traffic, whether that's in the
6 form of workers and/or truck traffic. That's yet to be
7 determined and exactly what the impact will have is yet
8 to be determined. The goal of the Highway Patrol is to
9 ensure that everybody gets from point A to point B
10 safely and we work with our partners in the county and
11 Caltrans to make sure that happens.

12 So I should also have Captain Greg Klingenberg
13 along with me here. He is the commander of the San Luis
14 Obispo CHP office located in San Luis Obispo. That area
15 also includes the Avila Beach area.

16 So Captain Klingenberg, if you're there, I'll
17 hand the --

18 MR. LLOYD: Mr. Rose, is he on the phone?

19 MR. ROSE: I believe he is on his computer. So
20 we have a backup plan. If he's not there, I've got some
21 speaking points, as well.

22 MR. LLOYD: Who are you looking for again?

23 MR. ROSE: So it's Captain Greg Klingenberg and
24 he should be on his computer. Let me touch bases with
25 him here real quick. If not, I'm prepared to move

1 forward.

2 MR. KLINGENBERG: I'm here, Kevin, if they can
3 hear me.

4 MR. ROSE: All right. You're up, sir.

5 MR. KLINGENBERG: Well, I'm here just to see
6 where we are at this project. Thanks for the
7 opportunity to listen in and to see what type of impact
8 this is going to have. Kevin -- I previously worked in
9 the same job Kevin Rose is doing now and have a little
10 bit of experience related to projects in traffic
11 mitigation and traffic enforcement and inspections of
12 commercial vehicles and just getting that truck traffic
13 in and out of the various projects that we've had. So,
14 yeah, I just am here to answer any questions if I can
15 related to the Highway Patrol. Kevin will have more
16 specific answers related to the commercial vehicle
17 traffic, but if there are any questions for the local
18 CHP office, I want to be able to answer those, as well.
19 So thank you very much.

20 MR. ROSE: All right. So, yeah, if there's any
21 questions, feel free to interrupt, but like I mentioned,
22 our goal is to make sure that the workers and trucks and
23 the public, as well, that they're able to get where they
24 need to go safely. We were also part of the Topaz Solar
25 Project that was out on 58 that was mentioned

1 previously. We were actually out there almost like a
2 grant and we had funds available to our department that
3 allowed us to go out there and do dedicated enforcement.
4 So in other words, it didn't take an officer off the
5 road. These officers were able to go out there during
6 peak travel times when workers were coming and going
7 from the project and conduct enforcement and that
8 enforcement was not interrupted if they weren't going to
9 be called away to do something else. So that might be
10 something to consider and work into this project, as
11 well. It was very well-received.

12 Like Captain Klingenberg mentioned, I represent
13 the commercial enforcement unit. Our unit is comprised
14 of commercial vehicle specialists, if you will, and we
15 do inspections on big rigs and sounds like a lot of
16 these vehicles that we've been talking about tonight
17 would be transporting non-hazardous material such as
18 construction debris and we certainly -- we inspect those
19 and we ensure that they are in compliance with federal
20 and state regulations, and if those trucks are
21 transporting a load, whether it's radioactive or any
22 other hazardous material that requires placards being
23 displayed on that vehicle, we're also going to do
24 additional inspections. Any radioactive material being
25 transported on the roadway would require an inspection

1 prior to that vehicle going on the roadway. So that's
2 where we would come in.

3 California statute also gives the California
4 Highway Patrol authority to set up inspection lanes.
5 So, essentially, we could at random do vehicle
6 inspections, do truck inspections along the road sides
7 similar to what the inspection would consist of at one
8 of the scales that you might pass by alongside of the
9 road.

10 So that's essentially what we do, but the
11 number one priority is safety and we enjoy working with
12 the public and agencies on projects like this. Welcome
13 any questions you might have.

14 MR. ANDERS: Sherri.

15 MS. DANOFF: I have a question probably just
16 for Caltrans. I'm wondering does Caltrans influence the
17 route that's selected? Does it look at alternatives or
18 just respond to what the road proposed is?

19 MR. HENDRIX: We will have recommendations to
20 the county, we will basically be looking at system and
21 performance as a result of the traffic study that is
22 provided by PG&E. That's about as much information as I
23 can tell you based on the information given. Does that
24 help answer your question?

25 MS. DANOFF: That does, that does, yeah.

1 You'll be influenced by the traffic study. Okay. Thank
2 you.

3 MR. HENDRIX: You bet.

4 MR. ANDERS: Questions or comments to Caltrans
5 or CHP?

6 MR. ROSE: This is Kevin Rose here with the
7 CHP. Just on that last point, if there are trucks
8 transporting oversized loads, which I guess could be a
9 possibility, in those cases, the routes are designated
10 and it's usually by the entity that would own that or be
11 responsible for the maintenance of that roadway. So
12 that could be a routing answer and, also, there's
13 radioactive routes that we'll speak on later. I think
14 that will be more appropriate for the next meeting, but
15 that's another possibility.

16 MS. DANOFF: Good to know. Thank you.

17 MR. ANDERS: Thank you.

18 MR. HENDRIX: Yeah. Thanks for mentioning
19 that. This is Peter from Caltrans. On that note, if
20 there are transportation special loads considered, there
21 is a division with Caltrans up in Sacramento that just
22 does nothing but transportation permits. So that is not
23 handled in our district, but we do work with them on
24 occasion.

25 MR. ANDERS: Thank you, gentlemen. Thank you

1 all for your presentations.

2 And before we wrap this segment up, Sherri, do
3 you have some thoughts on -- do you want to discuss
4 barging alternatives and you've had some conversations
5 with the Coastal Commission?

6 MS. DANOFF: Yes. Thank you, Chuck.

7 We requested of Tom Luster, who is with the
8 energy division of the California Coastal Commission,
9 that Coastal Commission participate and they were not
10 able to, but they did provide -- or Tom provided some
11 information for reading at tonight's meeting. So here
12 goes.

13 "PG&E will need a coastal development permit
14 from the county for the work on land and a coastal
15 development permit from the commission for all
16 decommissioning-related development activities below the
17 ordinary high watermark. That would be such as removing
18 any part of the breakwater discharge structure and so
19 forth."

20 And he goes on to say, "I expect PG&E will
21 include its proposed barge alternative as part of the
22 same coastal development permit application. Also, a
23 fundamentally Coastal Commission review is meant to
24 determine whether the proposed project is consistent
25 with the coastal resource protection requirements of the

1 Coastal Act Chapter 3, determine whether the proposed
2 activities are the least environmentally damaging
3 alternative for conducting the project."

4 It says, "For inwater construction or
5 decommissioning activities, this could include
6 identifying measures needed to avoid or minimize adverse
7 effects to water quality and marine life, for example,
8 silk curtains to reduce turbidity, buffer requirements
9 to avoid eel grass, kelp or other sensitive habitat and
10 so forth. We would also evaluate any inwater
11 construction such as new piers, filings, buoys, et
12 cetera, to determine whether it represents the least
13 environmentally damaging and feasible alternative."

14 And then last comments, "If barge operations
15 are determined to be the environmentally preferred
16 alternative, our review could conceivably include
17 identifying areas where the barges and their anchors
18 should avoid, such as areas of eel grass or kelp beds,
19 possibly timing restrictions and operational
20 requirements to reduce potential impacts to marine
21 mammals and other sensitive species, requirements
22 related to spill prevention and response and other
23 similar measures. Regarding federal approvals, we often
24 act as a coastal development permit before a federal
25 agency acts. In this case, as part of a coastal

1 development permit approval, we would likely require
2 that PG&E provide documentation of those federal
3 approvals as a condition of allowing work to start."

4 So that's it. Thank you, Tom.

5 MR. ANDERS: Thank you, Sherri.

6 MS. WOODRUFF: And that letter is available for
7 the public to see somewhere?

8 MS. DANOFF: I've actually taken the comments
9 from two emails, but I can -- I can put this together as
10 a document, yes.

11 MS. WOODRUFF: I would recommend you post that
12 to the comments on the DiabloCanyonPanel.org.

13 MS. DANOFF: I think that's a good idea. Yeah.
14 Thank you.

15 MR. ANDERS: Thank you. We also have received
16 a number of substantive comments on the chat line with
17 regard to people expressed concern about the impact at
18 Pismo Beach near the Pismo Beach rail yard and the
19 community of Pismo Beach and the residents that are in
20 the proximity of the rail yard or the route. They've
21 also expressed concern about impacts on Highway 101, not
22 just Avila Beach Drive and so on. So all of these
23 comments will be placed in the official record and they
24 will also be placed in the public comment database that
25 we have on the website right now. So I want everybody

1 to know that those comments will be recorded and
2 available to the panel.

3 Okay. To get an idea, the number of -- we have
4 the public comment period coming up after the PG&E
5 update. I just want to mention I know in our meetings
6 the public comment period is done at the end of the
7 meeting and it feels like the public, I guess, has to
8 wait through three hours of meeting before they get the
9 opportunity to speak. The reason that the panel has
10 done that is so that the public has the opportunity to
11 have all of the information available to them and any
12 issues that might come up at the beginning of the
13 meeting so they could speak to that at the end of the
14 meeting and benefit from all of that dialogue and add to
15 that. So I really appreciate the public hanging in
16 there to provide comment.

17 So I want to get an idea of the number of folks
18 that would like to provide comments. So if you intend
19 to make a public comment -- and the public comment is
20 verbal, it's not video, but it's verbal and it will be
21 recorded and documented in the database -- please raise
22 your hand on the website so we know how many folks we
23 anticipate would be making statements. So why don't you
24 go ahead and do that, if you would, and I'll introduce
25 Tom Jones with PG&E to provide a PG&E update.

1 Oh, yes, Sherri.

2 MS. DANOFF: I don't know if we concluded panel
3 questions and answers, but I have one.

4 MR. ANDERS: You have a question?

5 MS. DANOFF: Yes.

6 MR. ANDERS: Go ahead. I'm sorry.

7 MS. DANOFF: This will be a question of Dena
8 Bellman if she's still here or Doug Barker, who is also
9 with California State Parks. Just if you could provide
10 what the permitting considerations would be for Montana
11 de Oro just so we'll have a complete picture what the
12 permitting considerations might be given what you know
13 about what's possibly going to be proposed.

14 MS. BELLMAN: I don't know if you can see if
15 Doug's on, but, you know, Trevor Keith with the county
16 certainly spoke to some of the considerations. You
17 know, the permitting process really requires the EIR and
18 it is kind of bound by the CEQA process. So if you just
19 want to know about the types of permits, certainly, you
20 know, for state parkland, you'd need a right of entry,
21 which requires your full EIR with all the mitigations
22 and considerations that Trevor spoke about. So that
23 would be used as the fundamental, I'll say, baseline to
24 any of the permits, but in order to do -- and I'm just
25 guessing because I can only perceive the type of work

1 that would be needed on that road in order to make it
2 substantial enough to accommodate this project, but
3 certainly there would be considerations by Coastal
4 Commission CDP. If that was the route, that would be a
5 consideration depending on what work needed to be done,
6 fish and wildlife service. You know, it really depends
7 what has to happen to that road in order to make it
8 whole, like who gets involved, but if some of the
9 building up of the road required impacts to any
10 waterways, there are some creeks and water that flows
11 through Montana de Oro. So, you know, that can bring in
12 the Army Corps of Engineers. I don't -- I don't know if
13 Noah would be involved. It would depend where that was.
14 So there's an alphabet soup of permits that may be
15 required based on any improvements that you might need
16 to make to Pecho Valley Road, but the other thing, you
17 know, is that, you know, what Trevor spoke to you from
18 the county is that that is mostly under the county's --
19 you know, the majority of that road is owned by the
20 county and would be considered in the EIR. So you would
21 know a lot of that as you go through the EIR process and
22 the CEQA process with the county. A lot of that would
23 come to light through that if that was one of the
24 alternatives.

25 MS. DANOFF: As Kara Woodruff mentioned, the

1 county probably would consider public access, whether
2 that would be impeded. If Avila Beach Drive were used,
3 would that be the same if Montana de Oro were selected?

4 MS. BELLMAN: Absolutely. That would be one of
5 the considerations in the CEQA process and in the EIR.

6 You know, the EIR is very thorough. So I know
7 that the county is going to take us through a really
8 thorough process of determining all of the impacts
9 because that's how you consider mitigations that Trevor
10 did a fantastic job explaining. So when you talk about
11 whatever those impacts are, that's how you consider the
12 mitigation. So it's a holistic process, you know, the
13 EIR CEQA process is.

14 MS. DANOFF: Thank you so much.

15 MS. BELLMAN: Sure.

16 MR. ANDERS: Any other questions? Let's move
17 on to the PG&E update. Tom.

18 MR. JONES: Thank you, Chuck.

19 Go to the next slide, please. Couple of items
20 to update the panel and the public about this evening.
21 One, lest we forget, we have the RFP still in process
22 for the new or updated storage system for our new spill
23 at Diablo Canyon. This has a pronounced effect on the
24 costs of the operation and also the time frame.
25 Remember our current tech spec for handling fuel is

1 approximately a decade. We were asked by the Utilities
2 Commission in a previous decision to look at seven and
3 the proposed settlement that you have to be approved or
4 evaluated by the Utilities Commission asked for four
5 years. So they shaved six years off the project. That
6 pulls that whole time line to the left. So it increases
7 availability of building sooner, it increased or moved
8 forward land to become available to the public. It
9 would have a tremendous impact on the project.

10 So right now we're on track to complete what's
11 called the RAI, request for additional information
12 process. The vendors who originally had four weeks for
13 that, they asked for a couple of additional weeks. So
14 we've passed -- excuse me. We're right at the 90 RAIs.
15 So we have 90 questions from vendors. As you might
16 imagine, it's a complex system and contract. So the
17 various vendors asked for additional technical
18 specifications from PG&E or asked for clarification on a
19 section of the request for proposal. So we passed the
20 peak of that activity. It's winding down and the RAIs
21 aren't as frequent, nor as elaborate. So we're
22 narrowing and closing out that action item now.

23 We continue to work and reach out to the
24 California Energy Commission in terms of this and we
25 will in September start to evaluate those proposals from

1 vendors and include the CEC in that process, as well.

2 So what you see on here on this chart, it's a
3 bit of an eye test. We've moved the box one, right? On
4 that expanded view on the top bar, that's for 2020 and
5 that points back to the major timeline. Previously we
6 had that expanded view on 2019, right, it was about
7 preparing the RFP, consulting with the agencies and
8 issuing the RFP. So we've passed that threshold and
9 we're on the home stretch for finding out what the
10 marketplace has for solutions for that technical issue.

11 Go to the next slide, please. The panel had a
12 number of issues or questions. This is for lands. So
13 remember the Public -- the Public Utilities Commission
14 sent a letter to PG&E on June 1st asking for additional
15 clarity and what the process is by June 30th for those
16 that are interested in either acquiring lands, seeing
17 land conservation or being successful with repurposing.
18 So we met with the CPUC staff just yesterday afternoon
19 and we discussed a myriad of factors that are listed
20 here before. This letter asks for some of our process
21 to be defined before the CPUC has finished defining some
22 processes for us like the tribal policy. So it's going
23 to be a process, but we will have the letter to the
24 commission on the 30th and they'll see the issues there,
25 but it's a complex letter that they've asked for, but I

1 think we have -- we're in draft form now. I think we
2 have a pretty robust answer, including some visual
3 charts that will help the public understand when and
4 where things to occur.

5 Second issue that's been ongoing for a while is
6 the lawsuit regarding Wild Cherry Canyon and the leases
7 on it. That dispute is whether the leases that are for
8 99 consecutive years with a renewal, so a total of 198,
9 are valid. Eureka Energy's position is to follow the
10 statute Civil Code Section 717 that says agricultural
11 leases may not exceed 51 years. Obviously, the
12 leaseholder has a different opinion. So that's in San
13 Luis Obispo Superior Court. The court actions have been
14 delayed because of the COVID pandemic. So we don't have
15 a revised time frame now. So we hope to hear something
16 soon, but we are unaware of when that will occur.
17 So that's just innovative.

18 Lastly, we've been getting regular updates on
19 this. We moved further -- or closer towards agreement
20 with the Coastal Commission on closing out these items.
21 There's some technical issues that are nuanced for
22 surveyors and legal descriptions that are beyond my
23 comprehension, but the maps are complete, the narrative
24 is finalized and everything is with the commission for
25 further comment. You can see that update there. I

1 believe we also sent them a wholesome response to the
2 panel.

3 Next slide, please. Lastly, bankruptcy, which
4 has been a major issue for the company and our customers
5 and many communities we serve, there's been a couple
6 major milestones achieved since we last met. On May
7 28th, the Public Utilities Commission is our principal
8 regulator in terms of operational safety and for our
9 entire utility and our financial matters approved the
10 plan of reorganization, and then on June 20th, it's
11 actually last weekend, United States Bankruptcy Court
12 also approved the plan of organization. There are a few
13 additional steps before we exit. There are some
14 entering into the state insurance program. There's a
15 litany of next steps and provisions to the bankruptcy,
16 but I highlighted a couple here. First and foremost, it
17 helps bring some closure that we can never fully provide
18 to the victims of the wildfires and then have some
19 additional strengthening of the utilities, safety
20 programs and additional oversight.

21 MR. ANDERS: Thank you. Any questions of Tom?
22 Yes, Kara.

23 MS. WOODRUFF: Tom, I don't know if you said --
24 when you were talking about the dry cask storage RFP,
25 can you say how many vendors have submitted proposals or

1 questions to you that you think will provide a proposal?

2 MR. JONES: Several. Last time -- we got asked
3 this question last time. We have more than a couple and
4 it was -- the way that we described it is every major
5 vendor that has a fabrication capability and a licensing
6 path is participating, but we don't tip off in public
7 settings to vendors what the competition is. It's an
8 unfair issue. So that's where we're at.

9 MS. WOODRUFF: So at the end of the day, does
10 PG&E believe it has a sufficient number of vendors to be
11 able to have some good choices to make?

12 MR. JONES: Yes. These are all the world
13 leaders in this technology and they all have a slice of
14 market share and have demonstrated ability to deliver
15 products that are licensable I will say not just in the
16 United States, but some of the operators around the
17 world.

18 MS. WOODRUFF: And then we'll be able to talk
19 about that in more detail at our September meeting, I
20 would assume?

21 MR. JONES: From memory, I don't know the date
22 only RFPs land versus -- when that closes out versus
23 your September 9th date. We'll have an update I
24 think -- we'll know closer to where we are, but I don't
25 know what we can discuss off the top of my head. I'll

1 have to reference our schedule.

2 MS. WOODRUFF: You know, and from the panel's
3 perspective, it may make sense to change our public
4 meeting if by doing so in extra months we'll have a lot
5 more information.

6 MR. JONES: Yeah. We're happy to work with the
7 panel on adjusting the schedule if it lends a meaningful
8 dialogue or more information.

9 MS. WOODRUFF: Okay. And then I just wanted to
10 really -- this is a comment more to the people who are
11 listening. Tom had mentioned that on June 1st the
12 Public Utilities Commission wrote a letter to PG&E
13 asking them for a response letter that's due at the end
14 of this month and the topic of the letter is the
15 disposition of the Diablo Canyon lands. In response to
16 this letter from the PUC and in advance of PG&E's
17 response to this letter, a few dozen community leaders
18 wrote a letter to PG&E and to the Public Utilities
19 Commission talking about the Diablo Canyon lands because
20 I think this community has so much history, so much has
21 been said and done about the Diablo Canyon lands that
22 it's really important for members of this community to
23 make sure that when PG&E does talk to the PUC about the
24 future of the Diablo Canyon lands, that it includes this
25 history and it reflects the will of the community.

1 So, for example, in this letter, it talks about
2 the history of land conservation efforts. There have
3 been several land trusts who have attempted to secure
4 conservation of Wild Cherry Canyon. The group called
5 Friends of Wild Cherry Canyon was born many years ago to
6 protect that property. Now it's interested in
7 conservation of all the Diablo Canyon lands. This
8 engagement panel was formed in significant part because
9 Friends of Wild Cherry Canyon intervened in that early
10 application to decommission the plant and they asked for
11 the court to not allow PG&E to take any steps that might
12 undermine conservation of the land, and then, also, of
13 course, in 2000, this community voted 75 percent in
14 support of conservation of the Diablo Canyon lands in
15 this item called the Dream Initiative that was on the
16 ballot, and then, also, as we talked about earlier
17 today, the Coastal Commission itself has been really
18 active in securing conservation of portions of the
19 Diablo Canyon lands, and so I guess this letter really
20 reflects the history and the wealth of the community, as
21 well as this panel, in creating a strategic vision that
22 repeatedly has asked for conservation of Diablo Canyon
23 lands.

24 So I just want to say on the record I really
25 hope that PG&E will respond to the PUC and take a

1 leadership role in ensuring the conservation of all the
2 Diablo Canyon lands and not just do maybe what the law
3 requires, but really take initiative to create a legacy
4 for this community, and if anybody would like to see the
5 letter, it is available for public view. It's not only
6 on the DiabloCanyonPanel.org website as a comment, it's
7 also on the Facebook page Friends of Wild Cherry Canyon.

8 So I think reading this letter will give people
9 some insight into how the community views this question
10 about the Diablo Canyon lands, but we're asking PG&E to
11 take this letter and all of its information and
12 incorporate it into your June 30th letter to the PUC.

13 Thanks.

14 MR. ANDERS: Thank you, Kara. Any other
15 questions or comments of Tom?

16 MR. LATHROP: I have a question of Tom.

17 MR. ANDERS: Go ahead, Scott.

18 MR. LATHROP: Okay. Tom, in your presentation,
19 you talk about the Pecho partners plan. Just for
20 clarification, is this Homefed or has there been some
21 other kind of change there or who are the partners?

22 MR. JONES: It's Homefed and they have some
23 other vested interests, but Homefed is the principal of
24 that group.

25 MR. LATHROP: Is there, like, one or two? Do

1 we know how many other partners there are?

2 MR. JONES: I know that Homefed has
3 approximately 90 percent share. I'm not sure of the
4 division of the remainder.

5 MR. LATHROP: Thank you.

6 MR. ANDERS: Any other questions, panel members
7 that are online?

8 Okay. Let's move on to public comment. We had
9 three people raise their hands.

10 MR. LLOYD: We had a couple drop off. If you'd
11 like to speak, please raise your hand. We had a couple
12 people drop their hands down.

13 First speaker will be David Weisman.
14 Mr. Weisman, we are going to unmute your microphone --
15 or allow you to talk and unmute your microphone then.

16 MR. ANDERS: And we're asking people to keep it
17 to three minutes, if you can.

18 MR. WEISMAN: Is this working?

19 MR. LLOYD: Yes, sir.

20 MR. WEISMAN: Good evening. David Weisman,
21 Alliance For Nuclear Responsibility. In listening to
22 your presentations tonight, particularly the ones from
23 both UCLA and later the California Department of
24 Transportation, correct me if I'm wrong, but in a large
25 majority, regardless of the volume of material, that is

1 to say the rubble, the construction material, the
2 non-radioactive material for sure, anything that leaves
3 on a truck and goes to the Pismo Beach rail yard then is
4 placed on a train. We heard a lot about barges and the
5 possibility today, we certainly heard about trucks and
6 truck traffic, but I didn't hear anything or anyone
7 speaking on behalf of the railroad. I know that the
8 Caltrans has a department of rail and I would just
9 suggest that this certainly is worthy of investigation
10 because the California Coastline Railroad, formally
11 Southern Pacific, now Union Pacific, and I didn't hear a
12 representative from the Union Pacific, would have to be
13 amenable to carrying this large volume of waste when you
14 consider that the Union Pacific abandoned the coastline
15 for freight service two years ago. There were no longer
16 any freight trains traveling between San Luis Obispo and
17 Los Angeles or Long Beach, only the half a dozen Amtrak
18 trains a day, and the Union Pacific had even talked of
19 abandoning this route. Now you're speaking of, as your
20 calendar shows, a lot of this demolition material moving
21 out in years like 2030, 2032, 2035, which is a long way
22 from now, on a relatively narrow and potentially
23 abandoned railroad, but the other reason the railroad
24 was interested in considering abandoning the route is
25 because in many places, due to coastal erosion,

1 expensive abutments and restoration of sea walls would
2 be necessary to keep the tracks from sliding into the
3 ocean and here the discussion involves what will be
4 potentially very heavy trains with large, long amounts
5 of this heavy material.

6 So I'm just wondering, especially to the UCLA
7 researchers, I know you were looking at risks, but, of
8 course, there would be the risks of -- remember we saw
9 the Del Mar Bluffs collapse in the last rainy season.
10 For the train, that would have been the one that is the
11 same line that would carry the waste up from San Onofre
12 had it gone a little further south. So I'm just
13 wondering where is the consideration of that factor and
14 when we can look forward to seeing that. Thank you very
15 much.

16 MR. LLOYD: Thank you, Mr. Weisman.

17 Do you want me to continue with it?

18 MS. WOODRUFF: Wait, wait. Good question.

19 Does PG&E have a response to that?

20 MR. JONES: We've not had a problem shipping
21 out of our Pismo rail yard in the past. So I've texted
22 our technical clerk, but I don't know that we're going
23 to have time tonight to address every single question
24 from public comment, but I'll follow up.

25 MS. WOODRUFF: Yeah. That would be interesting

1 to look into whether railroad is even a possibility. I
2 guess we should have had somebody here from (inaudible).

3 MR. JONES: Our contracting teams and our
4 transportation team have looked at these things and had
5 bidders helping. We've contracted with bidders to help
6 the NDCTP. So this is surprising to me.

7 MR. LLOYD: Is Mr. Miller on the line or just
8 Miller on the line? I'm allowing you to speak. Please
9 unmute your microphone. Is someone on the line for
10 Miller? You are able to speak. They didn't unmute
11 their microphone. Unfortunately, we're not hearing you
12 on this end. I'm going to put you on mute for now and
13 check back with you again.

14 I have Ms. Johnson. I'm unmuting your
15 microphone or allowing you to speak. Please unmute your
16 microphone.

17 MS. JOHNSON: Hi. This is Kailie Johnson. I
18 met you all last October at the public workshop where I
19 presented my Cal Poly architecture thesis and it's nice
20 to tune in again and hear your voices. My question is
21 also about the railway possibility and I see
22 information, but looking at the northern route going
23 through Montana de Oro, I was wondering what would be
24 the condition for building either a road or railway
25 because it's not connected right now between the plant

1 and the state park and just thinking about what are the
2 future possibilities if a road or railway has to be
3 built there and could it be used for public use after
4 the material is transported out?

5 MR. LLOYD: Does that conclude your comments?

6 MS. JOHNSON: Oh, yes, that concludes my
7 comment.

8 MR. LLOYD: Thank you. So I have Miller on the
9 line. I'm asking you to unmute your microphone and try
10 again. I'm sorry we are not hearing you. If you would
11 like to write your comments in the chat section, you are
12 welcome to do so, as well. That completes public
13 comment.

14 MS. WOODRUFF: Do we want to respond to Kailie?

15 MR. JONES: We haven't analyzed building a
16 railroad. That seems like a bridge too far, is my
17 initial reaction, and we're not railroad operators. So
18 when we look to specialists and companies with
19 infrastructure to provide the services that PG&E
20 doesn't, whether it's something as simple as a software
21 program like Microsoft Word or the transportation
22 companies that operate the trucking and barges, we won't
23 be doing that. I don't know how rail to the north would
24 be viable, especially when I also think of it in the
25 context of CEQA and those impacts. I would be

1 challenged to see how that would be beneficial to a
2 project of a financial aspect and a time frame, as well.
3 That's a major coastal project before the major coastal
4 project, is a way to think about it.

5 MS. WOODRUFF: She had also mentioned a
6 roadway. So if a road were built up north, then
7 presumably it would be available to the public
8 afterwards.

9 MR. JONES: Right. There's an existing roadway
10 now that's undergoing the improvements on the Diablo
11 property, but, again, you have the points on the state
12 park alignment and the county alignment prior to
13 (inaudible).

14 MR. ANDERS: Okay. Before we talk about the
15 next meeting and then adjourn this meeting, does the
16 panel have any other comments or questions? Anyone
17 online, panelists or panel members here in person? Any
18 observations, comments, thoughts? Kara.

19 MS. WOODRUFF: My only thought about the
20 process is I don't think the masks are working for
21 people. I'm hearing that it's hard to hear. And so our
22 future meetings, it might be better for us to all be at
23 home without masks on for better audio.

24 MR. ANDERS: The alternative process would be
25 rather than to meet like this, would be for everybody to

1 meet online. You could either all be remote or you
2 could use your individual computers. If we do that, we
3 still have a mask. By being individually remote, we
4 don't have to wear a mask because you're in your office
5 or in your house. So that's something for the panel to
6 consider. We do have a problem with audio. We'll be
7 able -- this will all be recorded. So we'll be able to
8 go back and actually individually listen to this meeting
9 and judge for ourselves or yourselves how this works.

10 So we'll do a debrief of this process after the
11 meeting and see if there's a way to refine it, any
12 alternatives, and go from there. Lauren.

13 MR. BROWN: I've noticed in the congressional
14 hearings the speakers will often pull down their masks
15 temporarily while they're speaking and they put it back
16 up. I don't know. Is that acceptable?

17 MR. ANDERS: That's a simple fix and something
18 we can check with the county.

19 MR. JONES: I'm certain there will be
20 additional guidance between now and September with how
21 fluid this has been so far. I think it's more of a
22 week-of decision in September than perhaps (inaudible).

23 MR. ANDERS: I will note that we did get a
24 comment from Guy Savage with the county thanking the
25 panel for wearing masks in the building.

1 Any other thoughts or comments? David, Dena,
2 Linda, Scott?

3 Okay. Our next meeting is scheduled for
4 September 9th and the topic is the management, storage
5 and transportation of spent nuclear fuel update.

6 In the spring of 2019, the panel held two
7 full-day workshops and one full panel meeting on the
8 topic of spent fuel management. During that time, a lot
9 of issues came up and subsequently the panel asked PG&E
10 to do a more -- a really thorough risk analysis of the
11 handling and management of spent fuel at Diablo Canyon.
12 PG&E followed through and to the panel's request and
13 contracted with Dr. Garrick and his organization to do a
14 detailed risk analysis of spent fuel handling and
15 management and that report will be available for
16 discussion at that meeting.

17 MR. JONES: As well in front of that meeting.

18 MR. ANDERS: Okay. And also probably any
19 additional information that we have with regard to our
20 process and updates. So it should be a very
21 informational meeting and hope the panel is looking
22 forward to it. Nancy.

23 DR. O'MALLEY: In the next meeting, if PG&E can
24 give an update on the information they found out about
25 barging and also about the rail line, you know,

1 addressing Mr. Weisman's comment.

2 MR. JONES: I'll give a status of those
3 efforts. I don't know that we'll have a completed
4 barging study because it's pretty extensive, but at
5 least a status update.

6 MR. ANDERS: And the components of the
7 transportation assessments that were in the document
8 that we discussed tonight, there is a component that
9 relates to spent fuel transportation and that would also
10 be discussed at that time. Kara.

11 MS. WOODRUFF: I just wanted to recognize and
12 thank Sherri. She worked really hard on this meeting
13 and got the speakers and agenda together.

14 MR. ANDERS: Thank you, Sherri. Very good.
15 David. Do you have a comment?

16 MR. BALDWIN: Yeah. First of all, I wanted to
17 let all the speakers know, and you that are there in
18 person, I've been able to hear you fine throughout the
19 night. So on my end, it's been good.

20 And the other thing I wanted to mention was as
21 San Onofre is moving along in their process, should we
22 make some kind of regular effort to report on what's
23 happening there? Mainly, I'm thinking about from a best
24 practices lessons learned type of thing since it's
25 another large nuclear generated facility that's going

1 into decommissioning, should we make some kind of
2 regular occurrence at our meetings or on our reporting
3 from PG&E? Is there a way we can incorporate that or do
4 the other panelists feel like that's something you'd
5 like to hear about or follow?

6 MR. ANDERS: We could do that. Tom?

7 MR. JONES: David, Tom from PG&E. Yes.
8 Edison's very generous with sharing information on their
9 decommissioning and the nuclear industry has something
10 called operational experience where we share with all
11 operators lessons learned from activities. So they've
12 been very generous and I wouldn't expect that to change.
13 That's something you can reach out to Edison in the
14 coming weeks and let them know that interest.

15 And, additionally, we'll provide the panel or
16 the panel has access to it already of your counterpart's
17 schedule that's online and their meetings also stream.
18 So you can also see their upcoming agendas and topics
19 and interaction, as well.

20 MR. ANDERS: I do want to remind the panel that
21 the NRC reports to congress on best practices for
22 public -- public outreach and communication. Basically,
23 public engagement's organizations is due by the end of
24 this month and I believe it's on track.

25 MR. JONES: It's due July 14th by statute and

1 it's in the final stages of review, is what the staff
2 has communicated.

3 MR. ANDERS: All right. Any other thoughts or
4 comments before we adjourn? I know Tom would like to
5 have the floor for a minute.

6 MR. JONES: Yeah. I'd like to thank the panel
7 and the subcommittee for all their hard work and also
8 for our guests, Dr. Garrick and Dr. Roy, a substantial
9 lift and a tool that most decommissioning facilities
10 don't have or the public doesn't get to examine a
11 public works' risk assessment on transportation is a
12 notable effort. I'd like to again commend them for
13 their effort and thank them for that.

14 We have a slide ready here. The panel is a
15 little bit different these days and we haven't had a
16 chance to say good-bye to the service, not the person,
17 of Fred Mecham, if you can bring that up. We're working
18 on a slide, but we want to thank Frank sincerely on his
19 efforts on the inaugural years of this panel. His
20 former tenure as the chairman of the Board of Supervisor
21 and the mayor of Paso Robles is instrumental, I think,
22 in helping form some of the norms and procedures of this
23 board and the charter in helping the MOU and revision
24 and this plaque -- we actually have a plaque, but we
25 checked in with Frank and he's not ready to meet with

1 folks yet. So we'll figure out how to recognize him at
2 some point, but this is a quote from the first panel
3 meeting. You might remember this. We were talking
4 about the scale and the length of this project. Best
5 information today is the dry cask storage could be
6 removed by 2072 and he kind of giggled, but then he laid
7 this quote down. For members of the public that can't
8 read this, it's, "The decisions I make are not for me,
9 but for generations to come." That's what the panel
10 will do, is to try to determine what is best for future
11 generations and I think the entire panel has lived up to
12 that and I know the PG&E team endeavors to pursue that,
13 as well. So I just wanted to acknowledge Frank Mecham's
14 service to this panel and helping us begin the work
15 efforts.

16 MR. ANDERS: Thank you, Tom. Lauren.

17 MR. BROWN: I think it would be good to make a
18 final pitch that we are restarting the application
19 process for potential new members.

20 Tom, do you want to just elaborate on that a
21 little bit?

22 MR. JONES: Yeah. That was suspended due to
23 COVID. We had seen a substantial decline in
24 participation and interest than we saw in the original
25 one despite heavy advertising campaigns. So tonight is

1 the movie trailer and it goes live tomorrow on your
2 website and on PG&E's website and then the advertising
3 campaign kicks off shortly thereafter. It will be
4 another significant investment in local advertising. We
5 had garnered, I believe, 16 applications or
6 reapplications. In the same time frame previously when
7 the world wasn't so topsy-turvy, we received over 100.
8 So I think taking that pause with the panel's conference
9 was the right thing to do and it will push out for
10 another month and evaluate the applicants for the
11 service on this panel to represent the community.

12 MR. ANDERS: Thank you, Lauren.

13 Before we close, I would just also like to
14 thank all of our speakers tonight. The presentations
15 you could see were excellent, well thought out. A lot
16 of effort went into many of the presentations. So we
17 thank you very much for your support and service to the
18 panel.

19 MR. BROWN: And let's thank all the people who
20 tuned in. All the public who participated, we
21 appreciate you taking hours of your time to participate
22 and have the opportunity to send us chat messages and to
23 talk.

24 MR. ANDERS: I think we had up to 64 public
25 participants.

1 All right. With that, everybody stay healthy,
2 travel safely and the meeting is adjourned. Thank you
3 all for participating.

4 (The meeting adjourned at 9:31 p.m.)

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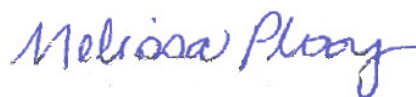
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<hr/>	2018 45:6	40 49:13
<hr/> 1 <hr/>	2019 104:6 118:6	40,000 14:20
1 13:9	2020 104:4	46 74:1,2
1,200 81:18	2021 11:17 12:7 61:15	4th 10:7
1,300 14:21	2025 13:3	<hr/>
1,520,000 9:21	2027 14:14	<hr/> 5 <hr/>
1.252 30:18	2030 112:21	5 10:3 14:15
1.5 64:2	2032 84:9 112:21	5,000 14:14
1.7 44:10 47:25	2035 14:15 112:21	50 31:11 49:10 79:4 88:10,11
10 7:21	205,000 17:21	51 105:11
10-minute 65:12,16	2067 14:21	560 9:19
100 33:25	20th 106:10	58 45:1 73:6,12 74:20 75:1 92:25
100th 78:14	2125 37:15 38:10	<hr/>
101 73:6 98:21	235 10:10	<hr/> 6 <hr/>
1032 30:11	238 10:10 84:10	6,000 14:18
11 53:8	24 36:18	60 15:16 16:5
12 36:5	240 9:18 84:14	620 34:7
12,000 88:8	242 86:14	<hr/>
120 9:18 38:19	25 31:5	<hr/> 7 <hr/>
14 36:5	28 31:6 54:2	70,000 7:21 44:18 80:20
15 34:2 71:8	280 9:19	700 88:8
150 29:7 48:24	28th 106:7	700,000 48:1
16 32:2	294 75:15	709 74:1
160 9:22 10:4	<hr/>	717 105:10
180 7:22 29:8 48:24	<hr/> 3 <hr/>	75 109:13
198 105:8	3 97:1	760,000 9:20
1994 54:13	3.2 30:13	<hr/>
1st 104:14 108:11	30 15:10	<hr/> 8 <hr/>
<hr/>	30th 104:15,24 110:12	8 65:14
<hr/> 2 <hr/>	32 49:14	80 9:22 10:4
2 79:13	34 14:15 84:8	800 51:22
2.5 10:3	35 84:9	810 73:25
20 31:5	35,000 44:17	89 75:17
200 29:6 54:8	<hr/>	<hr/>
2000 54:13 109:13	<hr/> 4 <hr/>	<hr/> 9 <hr/>
2007 16:9	4-10s 15:7	9 10:18 14:18 49:15

90 103:14,15 111:3	acts 97:25	Alaska 62:17
96.8 30:14	actual 21:16,18 23:16 56:20	Alaskan 62:17
99 105:8	ad 66:4	alert 74:6
9th 20:5,9 107:23 118:4	add 10:6 35:15 62:14 99:14	alignment 53:12 116:12
<hr/> A <hr/>	addition 7:19,25 21:2 24:19,23 77:1 78:10	alignments 53:2
abandoned 112:14,23	additional 6:24 12:2 17:14 61:14 63:18 70:4 72:8,10 77:6 89:24 93:24 103:11,13,17 104:14 106:13,19,20 117:20 118:19	Alliance 111:21
abandoning 112:19,24	address 7:8 62:3 80:13 113:23	allocating 75:10
ability 107:14	addressed 4:22 7:23	allowed 72:3 93:3
able-bodied 35:1	addressing 4:8 119:1	allowing 98:3 114:8,15
absolute 41:10	adjacent 47:15 53:11 77:5	alongside 94:8
Absolutely 83:11 102:4	adjourn 116:15	alpha 13:18 17:6
abutments 113:1	adjusting 108:7	alphabet 101:14
acceptable 117:16	adopted 78:11	alter 55:16
accepted 34:22	advance 24:8 108:16	alternative 6:22,24 20:19 45:4 46:15,23,25 47:4,6 59:15 72:19 85:24 96:21 97:3,13,16 116:24
access 53:5 73:13 76:17 80:25 81:24 102:1	advanced 72:13	alternatively 7:22
accident 19:14 27:8,14 28:24 29:5 36:10 37:2,8 38:2 39:13 40:7,8 48:6 49:15	advantages 49:20	alternatives 24:14 86:6 94:17 96:4 101:24 117:12
accidental 36:25 38:12,23 41:18 43:7 48:9 51:19	adverse 97:6	altogether 84:14
accidents 27:11 37:7,13,18 38:5, 8 76:19	affect 80:23	ambulance 72:15
accommodate 101:2	affected 55:22	amenable 112:13
accomplished 70:16	afternoon 104:18	Americans 34:6
account 29:6 70:18 71:4 85:17	agencies 7:24,25 8:1 50:14 53:22 59:7 94:12 104:7	amount 14:6 23:1 32:7 49:9 59:20 68:13 70:17 74:2,15 75:14
accumulated 32:5	agency 39:25 43:12 70:10 89:20, 21 97:25	amounts 113:4
achieved 106:6	agenda 3:23 4:23 5:1 6:3 88:14 119:13	Amtrak 112:17
acknowledge 65:3	aggregate 75:3	analyses 21:25 22:3 56:14
acquiring 104:16	aggregation 15:4	analysis 4:11 22:14 36:23 42:10 45:11,15 46:14 48:5 50:5 54:22 56:13,15,16 58:12 59:15 61:7,10, 15,22,25 69:25 71:10 76:15 78:17 85:15 86:5,23 118:10,14
acres 81:18 88:8,9	agree 64:1 84:19 85:6	analyst 21:19
act 97:1,24	agreement 105:19	analyzed 73:15 76:15 115:15
action 90:18 103:22	agricultural 105:10	analyzing 60:11
actions 105:13	ahead 5:3 8:16 10:25 53:23 60:15 65:12 66:14 74:9 80:16 84:17 99:24 100:6 110:17	anchors 97:17
active 109:18	aid 50:15	and/or 46:20 59:1 65:10 91:6
activities 4:15 52:7,8 81:3 96:16 97:2,5	air 44:22 76:24 77:16 80:22 83:22	ANDERS 3:14 4:25 8:8 10:21 17:15 18:17 19:22 20:4,14 21:15
activity 12:23,25 33:6 103:20		

23:24 24:3 43:15 44:25 51:1 53:18,23 57:1,9 59:3,11 60:1,12, 15 61:16 63:7 65:2,19 66:14 80:7, 16 83:13 85:19 86:10 87:19,23 88:13 89:2,13 90:19 94:14 95:4, 17,25 98:5,15 100:4,6 102:16 106:21 110:14,17 111:6,16 116:14,24 117:17,23 118:18 119:6,14	Army 101:12 arrives 27:24 artificial 34:9 ARW 25:24 asbestos 12:17 25:14 asks 104:20 aspect 116:2 asphalt 12:14 assess 62:6 assessing 56:21 64:9 assessment 7:9,12,17 10:23 20:23 22:25 26:4,14 61:22 62:4,5 64:2 assessments 22:24 119:7 association 64:13 assume 38:1 40:4,16 56:2 107:20 assumed 33:8 35:1 37:1,8,13 38:3 40:6 42:18 assumes 16:13 assuming 6:16 15:16 56:4 85:24 assumption 33:5 53:4 86:3 assumptions 7:13 33:10 36:17 42:9 56:6 57:14 atmospheric 38:13 Atomic 39:25 attempted 109:3 attending 65:6 attention 11:12,13 14:5 51:8,11 audience 10:15 45:17 audio 116:23 117:6 authority 94:4 availability 103:7 average 15:2,8 32:15 34:6 38:17 79:15,23 87:13,16 Avila 25:2 47:2 48:16 51:10 67:2 69:7,8 71:6,8 73:1 76:12,16 78:2, 6,7,18 79:6 80:21,23 81:2,23 84:21,23 86:12 90:3 91:2,15 98:22 102:2	avoid 22:5 53:12 67:20 68:1 84:13 97:6,9,18 avoided 26:22 40:22 aware 62:11 74:6,9
Angeles 112:17 annual 79:1 87:16 annualized 15:2 answering 62:21 answers 92:16 100:3 anticipate 99:23 anticipated 7:23 11:2 anticipates 6:11 apples 42:16 applicable 22:4 applicant 72:10 89:25 application 4:16 23:13 86:4,22 87:1 96:22 109:10 applications 22:22 applies 27:3 apply 27:6 63:3 68:20,21 76:12 appreciated 57:12 approaches 63:4,5 approval 98:1 approvals 97:23 98:3 approved 9:1 27:23 75:14,15 103:3 106:9,12 approximately 6:17 103:1 111:3 approximation 30:12 aqueous 39:23 architecture 114:19 area 10:7 34:17 62:17 67:3 70:1 72:5 76:19 78:2,7 91:2,3,14,15 areas 53:9 67:16 68:18,24 76:22, 23 77:7 78:20 89:25 97:17,18 argue 83:8 Arizona 16:16 46:20	<hr/> B <hr/> B/c 13:21 17:4 18:6,15,24 19:4,8, 9 37:19 38:7 back 12:8 17:16 18:5 33:25 44:3 47:4 65:13,19 68:7 69:21 70:14 72:23,24 74:16 75:2 104:5 114:13 117:8,15 background 36:6 39:3,22 40:14, 18 backup 91:20 bad 9:14 bag 13:9 37:9 56:4 bags 13:15 37:4 38:3 43:2 56:3 BALDWIN 60:16 119:16 ballot 109:16 bang 41:13 bankruptcy 4:9 106:3,11,15 bar 79:15 104:4 Barbara 23:8 barbell-type 13:22 barge 7:10,22 13:13 15:10 16:6 22:16,25 25:24 26:1 27:9 29:6,10 39:13,14 42:2,15,17,23 43:2,6 45:5,7,8 47:13,15 49:11 54:9 55:7,9 56:11,16,20,23 60:6 84:11, 15 86:8 96:21 97:14 barged 16:7 47:16 barges 22:15,21 97:17 112:4 115:22 barging 8:5 11:19,24,25 12:7 16:13,19,22 17:9 20:18,21 24:18, 19,20,24 25:22 29:8 31:13,16,18 35:15 36:14 41:2,11,12,13 42:1,2 45:13 48:12 49:18,23 51:12 54:7, 10,11,13,17,25 55:8,18 60:10 61:5,7,11,14 63:17 64:4,8,13,14 84:16 85:25 96:4 118:25 119:4 Barker 100:8	

barrier 19:2	bigger 30:17 81:10	52:4,16,17 53:17 117:13
bars 79:15	biggest 58:15 85:11	Buchon 81:13
base 22:13	billion 44:11,15	buck 41:13
based 15:2 37:14 43:11 66:24 76:3 89:23 90:14 91:1 94:23 101:15	biology 68:17	buffer 97:8
baseline 100:23	bit 5:10 18:25 34:11 43:3 44:3 48:23 51:8 52:6 54:16 56:10 62:14 63:16 65:13 68:16 75:4 86:19 92:10 104:3	build 69:20
bases 91:24	blue 17:5,25 18:1 79:11	building 81:14 89:6 101:9 103:7 114:24 115:15 117:25
basically 13:9 15:25 32:1 34:18 51:22 89:19 94:20	Bluffs 113:9	buildings 6:25
basis 22:9 29:4 32:4 48:12,14,20 49:2 79:2 87:17	Boardman 47:17 51:13	built 81:14 115:3 116:6
Bay 78:2,7,11	boats 15:7	bulk 34:9
beach 16:14,15,23 22:17 25:1,2, 12,17,18,24 27:25 30:10 31:18,25 47:2,3,11,16 48:16 51:12 52:2 71:6,9 73:1 76:12,16 78:2,6,7,19 79:6,7 80:21 81:1,2,23 86:12 90:3 91:2,15 98:18,19,22 102:2 112:3, 17	born 109:5	bullet 41:15 42:3
beaches 76:23	borne 35:18	bumpers 71:2
Beatty 16:16	bothering 55:20	buoys 97:11
beds 97:18	bottom 13:23 14:10 17:3 18:2,3 19:13 30:9 69:3,13	bus 74:12
began 11:15 75:2	bound 100:18	bussed 74:13
begin 3:4 7:2	boundaries 27:21	bussing 87:9
beginning 12:3 99:12	box 14:5 72:5 104:3	buttoned 73:19
behalf 112:7	boxes 73:21	bystanders 27:1
beings 43:8	boxing 71:1	<hr/> C <hr/>
Bellman 57:6,10 58:24 59:9 100:8,14 102:4,15	bravo/charlie 14:11	cadre 23:15
Bellman's 60:16	break 51:24 61:17 65:3,12,16 78:15	caesium-134 10:10
beneficial 116:1	breaks 27:14	caesium-137 10:10
benefit 22:19 41:14,25 42:1,3 55:16 99:14	breakwater 6:17 14:6,17,19,20 15:17,25 16:3 25:6 31:5,8 41:15, 25 47:21,22 48:2 49:8,12,22,24 54:2,6 64:3,8 96:18	Cal 53:14 72:15 114:19
benefits 25:6 55:10 61:5 76:18	bridge 27:10 115:16	calculate 33:17,19 38:13
bet 95:3	briefing 3:11	calculated 43:13 51:24
bidders 114:5	briefly 7:3	calculation 51:21
bifurcate 52:22	bring 11:12 59:17 68:7 101:11 106:17	calculations 28:22 29:17 32:9 33:12 34:13 35:6 36:18 38:11 43:9
bifurcated 14:16	bringing 16:8,9	calendar 112:20
big 14:5 44:20 49:17 51:25 61:1 69:8 83:24 85:3,9 88:22 93:15	broad-brush 48:10	California 11:23 16:17,18 23:8 46:21 47:17 73:9 91:1 94:3 96:8 100:9 103:24 111:23 112:10
	broken 52:1	call 13:2 17:5 45:15 71:14
	brought 5:4	called 12:23 13:8 22:9 26:21 33:13 45:23 78:13 81:12 93:9 103:11 109:4,15
	Brown 17:16,19,24 18:3 51:7	Caltrans 5:20 65:23 80:9,14 89:14,19 90:7 91:11 94:16 95:4,

19,21 112:8	cetera 48:7 50:15 62:7 97:12	28:15,16
campaign 41:8 74:23	chair 5:7 6:4	clean 12:11,12 15:16 16:13 22:15 24:10 25:13 26:8 27:7 29:16 36:18
campus 23:8	challenge 81:9	clean-up 71:7 73:2
candidate 89:7	challenged 116:1	clear 27:20 55:13
canister 19:10,11	chances 39:15	clerk 113:22
Canyon 16:7 21:22 22:4 27:24 44:4,19 47:9 78:22 81:7,11,25 83:5 85:4 102:23 105:6 108:15, 19,21,24 109:4,5,7,9,14,19,22 110:2,7,10 118:11	Chandra 5:16 21:11,18 23:8,22, 23,24 24:4 54:17 58:17	Cliffnotes 45:24
capability 107:5	change 12:5 56:5 108:3 110:21	Cliffsnotes 21:4 45:24
capacity 22:17 76:20 78:21	Chapter 97:1	climbs 79:11
Captain 91:12,16,23 93:12	characterization 13:3	Clive 17:6
capture 59:14	chart 7:10 104:2	close 40:13 74:8 85:2
car 10:7,11 13:15,16 48:6	charts 87:3 105:3	closed 72:17,19 74:20
carbon 83:22 84:20	chat 98:16 115:11	closer 75:4 105:19 107:24
care 88:12	check 57:2 114:13 117:18	closes 107:22
carried 38:3	Cherry 105:6 109:4,5,9 110:7	closing 44:5 103:22 105:20
Carrisa 73:7	chevrons 14:16	closure 106:17
carry 15:6 29:6,7 36:12 48:24 113:11	Chicago 10:7	closures 72:3,9
carrying 26:23 36:3 112:13	children 35:2	cloud 38:15
cars 26:25 38:3 71:24	chime 86:19	CO2 83:22
cart 109:8	chip 76:2	coast 8:4 26:1 31:17 40:14 81:15
case 11:17 16:19,22 17:8 19:15 22:25 26:6 42:21 46:2 47:7 55:23 63:23 80:19 97:25	choices 107:11	coastal 11:23 40:10 49:4 55:17, 23 80:25 81:13,24 90:20,21 96:5, 8,9,13,14,22,23,25 97:1,24,25 101:3 105:20 109:17 112:25 116:3
cases 43:7 63:1 95:9	choose 41:12	coastline 47:15 112:10,14
cask 37:10,11,20 81:11 106:24	chosen 90:3	cobalt-60 10:9
casks 19:1 37:20 38:7 40:6,7 42:25	CHP 5:21 65:23 80:9 89:14 90:20 91:14 92:18 95:5,7	code 33:14 105:10
categories 7:4 17:17 33:19	Chuck 4:24 10:20 11:5,7,8 44:1 45:23 66:9 89:16,22 96:6 102:18	collaborated 45:10
category 12:23	circulation 80:1	collaboration 21:21,23
caused 24:21	City 16:17 77:4	collapse 113:9
CDP 101:4	Civil 105:10	collective 33:17 34:14,15,20,24 38:20 39:4,6 40:25 41:20
CEC 104:1	clarification 63:22 103:18 110:20	collision 27:8
census 34:19 51:21	clarity 104:15	colors 16:25 79:1
CEQA 67:7,19 70:10 77:12,14, 20,24 84:13 100:18 101:22 102:5, 13 115:25	class 12:21 13:18 14:1,9 17:4,5 18:6,8,9,10,15,24 19:4 33:6,7 37:10,18,19 38:7,17,25 40:3,5	Columbia 26:1 40:15 43:2 47:17 55:19 60:21
	classes 13:5	combination 16:20 26:14 49:11
	classification 12:25 32:25	
	classified 8:24 9:17 12:20 19:8	

combine 49:23	complex 23:14 103:16 104:25	congressional 117:13
combines 7:11	compliance 22:7 93:19	connected 69:5 114:25
commander 91:13	complicated 79:8	conscious 84:20
comment 5:24 18:17 21:20 53:19 56:9 59:5,11 60:13 66:10 80:17 82:2 83:1 85:23 86:10 88:13,15 98:24 99:4,6,16,19 105:25 108:10 110:6 111:8 113:24 115:7,13 117:24 119:1,15	comply 3:7	consecutive 105:8
comments 5:25 20:11 21:17 51:3,6 60:17 62:2 83:14 85:21 95:4 97:14 98:8,12,16,23 99:1,18 110:15 115:5,11 116:16,18 118:1	component 119:8	consequences 26:13 62:23 63:3
commercial 8:21 76:23 77:6 92:12,16 93:13,14	components 46:7 64:10 119:6	conservation 104:17 109:2,4,7, 12,14,18,22 110:1
commission 8:5 11:24 22:3 96:5,8,9,15,23 101:4 103:2,4,24 104:13,24 105:20,24 106:7 108:12,19 109:17	composition 32:24 33:8	conservative 33:5 37:3 39:24 40:3 42:9
committee 5:8 6:5 21:3 51:5	compositions 42:8	considerable 23:1 59:19
common 3:8 10:2 19:9	comprehension 105:23	considerably 56:18,22
communities 22:17 44:19,22 51:15 77:17 78:1 106:5	comprehensive 43:16	consideration 22:15 47:14 50:10 52:15 77:19,25 84:1 101:5 113:13
community 4:19 7:19 43:22,23 45:3 51:9,11,14 53:13 63:20 75:20 76:18 77:19 83:4,7 98:19 108:17,20,22,25 109:13,20 110:4, 9	comprised 93:13	considerations 100:10,12,16,22 101:3 102:5
companies 115:18,22	compromised 35:3	considered 8:19 13:7 37:23 45:6 46:14 47:21 48:8 49:19 58:22 59:16 95:20 101:20
company 106:4	computational 22:10	considers 24:16
comparative 7:8 41:21 42:10	computer 33:15 91:19,24	consist 94:7
compare 24:13,20 62:9,12 84:14	computers 117:2	consistency 54:21 74:25
compared 25:2 48:13 55:15	conceivably 97:16	consistent 24:12,14,21 79:23 96:24
comparing 24:23 41:22	concept 64:15	consolidating 54:6
comparison 24:25 25:4 32:11 39:8 41:10 42:16	concern 98:17,21	construction 12:15 67:23 72:19, 23 73:20 74:22 85:16 93:18 97:4, 11 112:1
comparisons 24:25 30:24 39:7	concerned 18:8 58:9 86:12	construction's 74:7
competence 23:3	concerns 4:21 5:9,22,25 45:2 65:23	consultations 11:23
competition 107:7	conclude 115:5	consulting 89:20 104:7
complete 100:11 103:10 105:23	concluded 28:19 100:2	contained 46:9
completed 45:13 119:3	concludes 50:24 115:6	container 13:10,12 37:9
completely 84:19	conclusion 48:20	containers 9:3 13:7 37:4 38:1 39:14
completes 80:5 115:12	conclusions 43:20 48:11 49:17 50:5 54:1	containment 27:15 37:2,10,13, 15 38:2,4,6,9 41:18
	concrete 12:14 19:18	contamination 6:19
	condition 53:9 98:3 114:24	contemporary 23:13
	conditions 22:5 40:8	contents 10:9 37:21
	conduct 20:22 93:7	
	conducted 4:12 10:23 21:11	
	conducting 97:3	
	confidence 23:21	
	configuration 42:18	
	confusing 9:11	
	congestion 76:21	

context 28:14 34:5 36:15 70:13 73:5,11 115:25	106:5,16 107:3 111:10,11	day 14:15,16,19 15:2,10,11 64:19 71:9,15 73:24 74:3,16,20,22 75:16,17 79:12 81:21 84:3,7,9 107:9 112:18
continental 40:2	court 105:13 106:11 109:11	day's 34:12 39:2
continue 76:2 82:23 83:2 103:23 113:17	cover 50:22 67:1,3	days 9:22 10:3,4 36:5 74:18
continuing 20:6	COVID 105:14	DCPP 24:7 25:1,3,16,18 30:10 31:25 32:7 33:9 36:4 52:2
contoured 6:24	COVID-19 3:7	de 25:3 47:9 48:18 57:25 59:8 77:1 85:1,2 100:11 101:11 102:3 114:23
contract 61:10,11 103:16	CPUC 11:1 104:18,21	deal 25:11 28:14 71:20
contracted 114:5 118:13	crate 40:6	dealing 10:15
contracting 20:22 114:3	create 45:20 70:4 71:24 110:3	dealt 56:25
contrary 88:21	created 9:8	debrief 117:10
contrast 84:14	creating 109:21	debris 48:1 50:7 93:18
contribute 75:19	creeks 101:10	decade 103:1
contributing 22:18	crew 33:19 35:1,8 41:3	decades 32:4 44:20
contribution 75:24	critical 45:21 82:19	December 79:2
control 53:2 71:17,19 74:5	crosswalk 75:25	decision 103:2 117:22
convenience 29:14	cumulative 32:3	decisions 50:6 80:4
conventional 27:6 29:13 30:4 32:20 34:3 35:11 39:8 41:5 48:5, 12,14,21 54:23	current 4:15 11:1 17:24 102:25	decommission 48:2 68:10,23 80:19 109:10
conversations 96:4	curtains 97:8	decommissioned 6:20 48:1
converted 34:20	curve 56:22	decommissioning 4:3,10 5:9, 19 6:8,10 7:3,6,9,16,18 11:3 20:24 24:6 32:7 44:8,12 50:12 66:1 88:25 97:5
coordination 72:13	customary 34:3	decommissioning-related 96:16
core 88:5	customers 106:4	decrease 49:10 54:3
Corps 101:12	cut 74:15 88:8	decreased 49:23
correct 18:12 20:2,3 63:25 86:1 111:24	cycle 70:12 71:21	dedicated 93:3
cost 61:8	<hr/> D <hr/>	deemed 49:4
costs 50:8,10,17 55:8,9 61:4 63:19 102:24	daily 75:9 79:13 87:3	deficiencies 76:20
count 23:18 41:3	damaged 37:22	define 38:18
county 5:20 7:24 53:2,13,14 58:2 59:1,22,24 65:22 66:4,5,16 70:10 73:7 78:2 80:12,14,18 81:5,9 82:1,5,11,25 84:20 85:6,8,12 89:20,24 90:8,15 91:10 94:20 96:14 100:15 101:18,20,22 102:1, 7 116:12 117:18,24	damaging 97:2,13	defined 9:5 33:21 104:21
county's 66:7 101:18	Danoff 5:6 6:4,9 53:20 59:5,10 60:14 94:15,25 95:16 96:6 98:8, 13 100:2,5,7 101:25 102:14	defining 104:21
couple 8:13,15 21:17 25:9,11 42:14 51:7 59:3 66:25 69:1 74:21 75:5 78:4,24 81:20 102:19 103:13	dark 17:25	definition 9:6,9
	data 28:21,24 29:2,3,20,23 34:18 37:6 51:21 54:10,12,20,21,24 78:17 79:24 80:2,3 86:22 90:14	degradation 44:22
	database 98:24 99:21	
	databases 28:25 34:19	
	date 107:21,23	
	David 57:4 60:15 111:13,20 118:1 119:15	

degrees 23:11 31:6	detectors 42:25	dispersed 40:5
Del 113:9	determine 34:15 96:24 97:1,12	dispersion 38:14 39:21,23 55:4
delayed 72:18 105:14	determined 91:7,8 97:15	displayed 93:23
delays 74:24 77:23	determining 102:8	disposal 7:6 9:1 10:2 40:1
deliver 107:14	develop 57:17	dispose 37:21
delivered 57:13,22	developed 39:24 63:2 81:12	disposition 13:20 108:15
delve 51:16 67:8,16 76:7	development 23:16 81:13 96:13,15,16,22 97:24 98:1	dispositive 50:19
demolished 6:22	device 19:12	dispute 105:7
demolition 44:9 45:12 67:24 112:20	Diablo 6:13,23 7:6 16:7 21:22 22:4 27:24 44:4,18 46:16 47:9 78:22 81:7,10,25 83:5 85:4 88:7 102:23 108:15,19,21,24 109:7,14, 19,22 110:2,10 116:10 118:11	distance 40:11 48:15
demonstrated 107:14	Diablocanyonpanel.org 110:6	distancing 66:15
Dena 57:4,8,9 59:5 60:1,16 100:7 118:1	Diablocanyonpanel.org. 46:13 98:12	distributed 33:16
Dena's 60:4	dialogue 99:14 108:8	distribution 30:12
densities 52:11	difference 5:14 8:10 41:10 48:18	district 95:23
density 34:16,17 81:21	differences 35:14 46:10	division 90:21 95:21 96:8 111:4
department 8:2 33:4 53:13 89:6 93:2 111:23 112:8	difficult 14:12 39:12 62:10	document 98:10 119:7
depend 43:9 50:7 87:12 101:13	diffused 32:1	documentation 98:2
depending 101:5	dig 58:15	documented 99:21
depends 39:19 40:11 46:18 52:19 101:6	direct-trucked 42:15	DOE 13:25
depth 39:20 40:12	directed 58:25	dog 81:1
deputy 66:6	direction 63:17	dollars 47:25 90:14
derailment 38:4,5	directly 13:13 25:16 31:1	dominant 29:17 41:6
describe 7:3	director 66:5,6	dose 33:20 34:4,7,11,14,15,20,24 35:24 38:20,21 39:4,6 40:10,17 41:20
describes 48:22	discharge 96:18	doses 33:17 40:24 41:20
descriptions 105:22	discipline 23:17	DOT-APPROVED 19:5
design 40:7	discuss 8:9 11:6 20:4 58:2 81:4 96:3 107:25	double 31:2,3
designated 95:9	discussed 19:24 20:9 45:13 46:17 48:4 50:3 60:22 104:19 119:8,10	doubles 15:25
designing 19:2	discussing 4:10 13:24 20:5 32:20 83:9	Doug 100:8
destination 13:17 46:17,18 47:4, 12,19	discussion 10:24 20:6,17 37:24 44:14 45:21 113:3 118:16	Doug's 100:15
destinations 46:19	discussions 44:7	download 65:10
detail 13:24 29:19 65:11 107:19		downstream 55:22
detailed 28:5 118:14		downtown 75:23
details 31:15 42:5 63:2 87:1,14		dozen 108:17 112:17
detectable 12:25		draft 82:17,22 105:1
		draw 14:5
		Dream 109:15

drive 47:2 69:16,17 71:9 78:6,7,
19 86:12 98:22 102:2

driving 35:18,19 44:19

drop 55:21 68:13 111:10,12

dropped 56:4

dropping 62:8

dry 81:11 106:24

due 38:22 72:6 108:13 112:25

dumbbells 19:12

dumping 62:8

E

earlier 37:19 43:18 45:23 109:16

early 28:5 109:9

earthquakes 28:18

easier 43:1

easily 56:24

east 73:6,13 74:1

easy 30:8

echo 60:16

Ecology 17:7

economic 70:18 71:1

edge 33:25

eel 97:9,18

effect 102:23

effectively 26:4 32:16

effects 38:14 70:2 97:7

efficiencies 49:21

effort 21:21 119:22

efforts 3:3 11:15 109:2 119:3

egress 53:15

EIR 69:22 73:1 75:4 85:7 100:17,
21 101:20,21 102:5,6,13

elaborate 52:5 103:21

elders 35:2

elevated 52:13

eliminated 68:11

eliminating 68:8

emails 98:9

emergency 53:15 72:13,17

emission 7:20

emissions 85:15,17

emphasize 6:10 9:15 15:1

employed 62:16

encompasses 26:7 91:2

encourage 46:8

encroachment 90:11

end 23:18 39:3 46:22 51:12 52:8
61:20 64:15 99:6,13 107:9 108:13
114:12 119:19

endeavor 11:15

ends 77:4

energy 39:25 73:22 96:8 103:24

Energy's 105:9

enforce 70:11

enforceable 70:9

enforcement 92:11 93:3,7,8,13

engagement 4:16 109:8

engineering 64:12

engineers 45:18 101:12

English 45:25

enjoy 94:11

ensure 91:9 93:19

ensuring 110:1

enter 61:10

entering 106:14

entire 32:1 44:15 106:9

entities 80:15

entity 95:10

entries 39:18

entry 59:24 100:20

environment 43:8 63:20

environmental 58:8,21 59:15
61:20 63:1,5 66:22 67:14 69:24
70:7,18 71:1 82:14,18,23 85:14,
18

environmentally 97:2,13,15

equal 11:17 34:11

equivalent 54:8 84:11

erosion 112:25

essential 69:11

essentially 9:23 46:15 94:5,10

estimate 28:4 39:18 44:17 73:25
79:24

estimated 29:19 32:9 71:8

Eureka 105:9

evacuate 36:19

evaluate 12:3 24:5 97:10 103:25

evaluated 13:7 77:3,14 103:4

evaluating 27:18

evaluation 12:7

evening 6:2,9 66:16 76:9 90:23
102:20 111:20

event 38:21 44:16 62:18

events 39:5 74:18,21

eventual 6:12

everybody's 3:3

evidence 54:2

evolution 15:3,9

exacerbate 76:21

exact 32:23

examples 67:8 72:25 81:7 87:7

exceed 105:11

exceeding 78:9

exceeds 40:17

exception 22:13

excluded 7:12 28:4,11

excluding 28:12

exclusion 9:5,9

excuse 103:14

execute 64:6

executed 61:12

executive 45:20

exercises 62:20	facility's 44:14	finding 104:9
exist 82:12	fact 29:6 31:1	fine 119:18
existing 75:13,17 116:9	factor 29:11 56:19,24 77:20 113:13	finished 10:19 36:7 104:21
exists 51:14	factors 22:18 70:19 77:15 104:19	fire 10:6 53:14 72:15
exit 106:13	fails 27:14	fish 101:6
expand 75:8	failure 36:10	fit 9:5 58:19
expanded 104:4,6	fair 59:19 75:24	fix 117:17
expansion 75:4,13	fall 4:6 53:16	fixed 15:1 27:9
expansively 59:14	falling 27:9	fixes 90:5
expect 44:12 78:25 79:9 82:7 83:7 96:20	falls 31:1	flatbed 37:25
expected 29:24 30:6	fantastic 102:10	flies 87:21
expedite 71:19	farm 73:5,11 83:20 87:8	flora 62:7,13
expensive 113:1	fascinating 60:18	flow 71:15,19 73:16 77:10,22
experience 22:22,23 54:11 56:10,11,12,19,20,21 92:10	fatalities 29:9,24 30:6,7,15,19,20 34:25 41:8 48:7 58:20	flows 79:23 101:10
experienced 22:13	fatality 27:11 29:4 30:14,16,22 31:6,14,23 32:5,15 34:21 48:23 49:13 54:3,19,23	fluid 117:21
experts 39:17 61:11	fauna 62:7,13	focus 6:11,14 28:9 67:18
explaining 102:10	feasible 69:1 70:14 71:3 97:13	folks 8:16 57:11 67:23 70:21 72:15,20 74:6 82:16,20,25 99:17, 22
exposed 27:2 33:21,24 35:23 36:1,3,5 38:18,24 40:11,16,24 51:17,23	February 72:4	follow 78:25 105:9 113:24
exposure 35:17 40:17 51:14	federal 6:13 8:2 29:1 50:13 93:19 97:23,24 98:2	footage 64:6
exposures 3:10	feedback 85:7 88:16,19	footprint 83:23 84:21
expressed 98:17,21	feel 10:13 45:19 71:12 92:21	foremost 106:16
extend 76:21	feels 60:8 99:7	forever 9:23
extensive 22:2 119:4	feet 33:25 38:19	forget 102:21
extensively 23:12 55:5	felt 43:22	forgot 52:17
extent 58:5	fewer 48:25	form 6:23 91:6 105:1
extra 13:23 81:20 108:4	filings 97:11	formally 112:10
eye 104:3	filters 13:20	format 3:3
<hr/> F <hr/>	final 16:24 23:2 46:16,18,19 47:4, 12,19	formed 109:8
fabrication 107:5	finalized 105:24	forms 11:18
Facebook 110:7	finally 49:10 50:20 72:21	fortunate 5:15
facilitate 45:20	financial 59:18 60:25 106:9 116:2	forward 4:14,23 5:24 6:3,21 57:16 70:11 82:22 88:24 92:1 103:8 113:14 118:22
facilities 6:22 44:9	find 4:21 19:21 58:21	found 75:2 118:24
facility 13:20 14:21 17:4 73:17 119:25		four-lane 69:17
		fractions 39:1

frame 14:21 102:24 105:15 116:2
frames 80:4
framework 24:13,14,22 26:15
58:20
free 92:21
freight 112:15,16
frequency 29:23
frequent 103:21
Friends 109:5,9 110:7
front 86:22 118:17
fuel 4:4 6:12 8:20,22 9:6 12:22
18:11 20:1,7 39:23 50:21 102:25
118:5,8,11,14 119:9
full 3:23 4:23 85:15 100:21 118:7
full-day 118:7
fully 12:7 13:2 70:9 106:17
fumes 7:21
functional 53:15
fundamental 23:19 36:17 62:21
100:23
fundamentally 96:23
funds 93:2
funnel 14:7
funny 60:22
future 57:16 88:24 108:24 115:2
116:22

G

Garrick 3:20 4:12 5:16 7:7,15 9:2
11:14 20:15,16 21:10,13,14,16,21
33:14 44:2 45:10 46:4,9,10,11
47:20 51:4 52:5 56:9 57:11 62:14
84:2,3 118:13
gas 85:15,17
gave 17:19 87:13
general 12:14 62:15
generated 119:25
generation 73:22
generations 88:24
generator 81:16

generators 16:8
gentlemen 95:25
GIS 34:19
give 8:9 89:4 110:8 118:24 119:2
glad 57:17
goal 91:8 92:22
goals 4:7 21:23
gondola 10:11 13:14 38:3
good 6:9 52:15 66:16 76:9 88:13
90:23 95:16 98:13 107:11 111:20
113:18 119:14,19
govern 17:13
government 29:1
grading 73:18
grant 23:9 93:2
graph 35:6,8
graphs 78:24
grass 97:9,18
gray 7:12 17:20
great 63:7,11 67:5 90:19
greater 12:20 14:1 18:8,9 53:8
83:21
green 14:5 79:17
greenhouse 85:15,17
Greg 91:12,23
ground 38:16
group 109:4 110:24
Guard 8:4
guess 10:13 61:7 80:17 95:8
99:7 109:19 114:2
guessing 100:25
guest 66:17
guests 11:13
guidance 65:24 117:20
guide 39:25
guidelines 3:8
Guy 117:24
guys 57:16,21 70:13 71:11 73:12
75:19 76:8

H

H3 9:18
habitat 97:9
half 6:17 10:3,4 31:8,9 34:7,8
49:9 54:3 64:5 112:17
hand 4:24 12:8 40:15 91:17
99:22 111:11
handle 11:21 58:7 63:15
handled 13:1 33:9 95:23
handling 19:25 42:12 52:7,8,14
102:25 118:11,14
hands 111:9,12
hanging 99:15
Hanson 75:3
happen 26:11 101:7
happened 85:11
happening 119:23
happy 80:5 108:6
harbor 64:3
hard 70:24 88:17 116:21 119:12
hazard 17:20 27:3 36:8
hazardous 9:18,19,20,21 10:16
23:14 65:24,25 93:22
hazards 26:18 27:18 75:20
he'll 67:1 76:7
head 73:6 107:25
heads 75:5
health 34:21 35:3 36:20 38:14
40:21 49:2
hear 4:20 5:5,19 8:14 9:13 21:14
24:2 43:18,23 60:18,22 62:2
65:22 80:8 82:10,11 83:4 87:25
88:2 90:19 92:3 105:15 112:6,11
114:20 116:21 119:18
heard 45:11 50:1 112:4,5
hearing 3:19 5:25 23:24 83:2
88:16 90:15 114:11 115:10
116:21
hearings 82:24 117:14

heavy 9:8 32:14,18 77:22 113:4,5	house 12:15 90:10 117:5	implies 32:17
heavy-duty 13:9	house's 12:16	importance 52:13
held 118:6	huge 48:2 85:4	important 14:3 22:1,13,14 23:10 29:3 31:22 43:22 52:6 77:25 108:22
helpful 54:5	human 34:21 38:14 43:8 49:2 61:19 62:9,12 63:5	impressive 90:25
helping 3:6 114:5	hundred 29:11	improve 42:25
helps 106:17	hundreds 83:20	improved 32:17 53:8
Hendrix 89:15,16 94:19 95:3,18	hundredth 78:16	improvement 31:16
Hey 90:23	hurdles 3:6	improvements 52:19,24 54:18 58:13 75:25 101:15 116:10
high 5:13 9:6 10:17 12:21 19:25 29:3,20 38:8 40:16 76:11 96:17	hydrology 68:17	improving 53:5 54:15 58:4,10
higher 48:23 79:3,14,18,21	hypothetical 38:18 40:8	inaudible 87:18 114:2 116:13 117:22
highest 8:24 30:21 33:6 79:15	hypothetically 16:14	incident-free 33:13 35:5,16 39:9 40:23 51:18
highlighted 106:16		incidentally 46:12 47:24
highly 21:4	<hr/> I <hr/>	include 8:1 10:2 12:13 20:7 35:2 46:19 53:1 96:21 97:5,16 104:1
highway 20:21 74:1,2 75:1 91:1, 8 92:15 94:4 98:21	Idaho 17:7 25:25 31:18 46:20	included 28:21 51:19
hill 6:24	idea 47:1 98:13 99:3,17	includes 11:2 91:15 108:24
Hill's 65:4	identify 18:19	including 11:23 23:14 44:22 45:5 48:15 81:17 105:2
historical 37:6	identifying 97:6,17	inconsequential 49:5
historically 71:12	iffy 43:3	incorporate 110:12
history 81:10 83:5 108:20,25 109:2,20	imagine 103:16	increase 74:1 76:18 91:5
hit 8:13 76:10	immense 85:10	increased 80:24 103:7
hoc 66:4	impact 27:16 28:19 36:12 50:15 51:23 59:15 62:13 63:1,5,6,20 67:20 68:1,2,12,21 69:4,9,11,12, 18,19,25 70:1 71:25 77:25 82:18, 23 85:4,14 91:7 92:7 98:17 103:9	increases 103:6
hold 80:7	impacted 19:13	increasing 69:6,7 75:8
holding 6:11	impacting 81:23,24	independent 21:25
holistic 102:12	impacts 3:25 7:19,22,23 44:21 45:3 53:12 58:3,8,13,21 59:16,18 60:25 64:6 66:23 69:23 70:4,6 71:14 76:3 77:14,16 79:7,14,19, 25 80:22 82:21 83:21 84:13 85:10 90:1 97:20 98:21 101:9 102:8,11 115:25	individual 33:20,21,24 35:23 36:1 38:18,24 40:11,17,25 41:20 66:3 117:2
home 104:9 116:23	impeccable 85:9	individually 117:3,8
Homefed 110:20,22,23 111:2	impeded 77:22 102:2	industrial 13:8,15 64:18
homes 76:22 77:6	imperative 85:8	industries 23:14
hooking 73:21	implementation 68:22	industry 11:11 22:3 54:18
hope 59:6 66:18 105:15 109:25 118:21	implications 65:24	influence 94:16
hoping 59:1 80:13 82:5		influenced 95:1
host 24:1 50:13		inform 12:7 80:4
hosted 65:9		
hour 34:2 78:16		
hours 36:18 71:9,13 78:13,15 81:21 87:10 99:8		

information 11:9 15:2 25:21
26:14 43:21 45:17 46:9 51:20
54:12 57:13 62:21 63:11 66:7
89:18,24 90:25 94:22,23 96:11
99:11 103:11 108:5,8 110:11
114:22 118:19,24

informational 118:21

informative 65:21

informed 13:3

infrastructure 12:3 63:14,19,23
64:2,9 85:5 115:19

ingestion 38:16

ingress 53:15

inhalation 38:15

inherently 28:21

initial 115:17

initially 5:5

initiative 109:15 110:3

injuries 48:7

injury 49:14

innovative 105:17

input 82:7,14 83:11 89:22

inputs 28:15 34:15

inside 13:10 19:11 37:22

insight 110:9

inspect 93:18

inspection 93:25 94:4,7

inspections 92:11 93:15,24 94:6

Institute 4:12 5:17 7:7 11:14
20:16 21:21,22 45:10 47:20 57:11

insurance 106:14

intake 64:12

intend 15:5,6 99:18

intended 45:17

intentional 40:1

intentionally 40:2

interaction 22:17

interchanges 90:4

interested 4:18 58:12 61:3
104:16 109:6 112:24

interesting 8:18 25:9 31:22 49:8,
19,25 50:18 79:22 113:25

interests 110:23

interfere 74:18

intermediate 40:24 42:17

intermodal 13:10,12 37:4,9 38:1

internal 62:11

International 39:25

interpret 16:25 21:4

interrupt 92:21

interrupted 93:8

intersections 78:12,19

intervened 109:9

interviews 39:17

introduce 20:15 21:9 99:24

invaluable 3:6 6:7

investigation 112:9

involve 81:6

involved 12:2 24:11 37:8 44:8
83:18 101:8,13

involves 7:18 62:20 113:3

involving 45:21

inwater 97:4,10

iodine-129 9:22

iodine-131 9:21

IP-1 37:4,9 43:2 56:3,4

irradiated 8:22

ISFSI 14:22 81:12

issue 6:7 56:10,11 62:3 67:16
68:18,24 104:10 105:5 106:4
107:8

issues 4:9,22 5:21 43:21 44:5
45:21 67:2,14,15 71:24 76:8,11,
16 77:2,12 80:13 99:12 104:12,24
105:21 118:9

issuing 104:8

item 5:1 6:4 8:8 10:23 103:22
109:15

items 11:10 25:11 102:19 105:20

J

January 79:2

job 10:13 85:9 92:9 102:10

John 4:12 5:16 11:14 20:15,16
21:10,12,13 45:10 66:5,10 67:1,4
76:7 83:14,16 84:21 85:22 86:19,
23 89:17

Johnson 114:14,17 115:6

Jones 11:5,7 14:25 16:25 52:22
59:12 61:9 64:1,18 99:25 102:18
107:2,12,21 108:6 110:22 111:2
113:20 114:3 115:15 116:9
117:19 118:17 119:2

judge 23:21 117:9

judged 22:4 23:18

jump 8:16 68:25 69:2

jumping 69:21

June 10:7 104:14,15 106:10
108:11 110:12

jurisdiction 64:25

jurisdictions 77:2

justice 46:1

K

K100 78:13,14,16

Kailie 114:17 115:14

Kara 6:6 43:18,24 44:25 51:1,4
83:13 85:6 88:14 101:25 106:22
110:14 116:18 119:10

keeping 49:12 72:14

Keith 59:13 64:24 66:2,12,15
82:13 83:10 85:13 86:2,18 89:3
100:15

kelp 97:9,18

Kevin 90:20 92:2,8,9,15 95:6

key 79:1,9

kind 8:15 10:11 23:9 27:2 28:11
30:8 36:8 45:23 54:19 56:12
58:25 60:5,24 62:20 63:16 66:19,
20,21 67:1,3,6,9,21,24 68:3,4,5,8,
12,16 69:2,18,23 70:5,6,12,15,25
71:1,2,3,11,14,18,19,22,23 72:5,

6,15,25 73:17,18 74:14,24 75:5,9, 10,18,20 76:2,7,10 79:8,11,13,20 84:24 87:14 90:5,17 100:18 110:21 119:22	leaders 107:13 108:17	limiting 68:2
kinds 12:10 26:18 27:18 40:21	leadership 110:1	Linda 5:10 6:5 8:9,11,16 10:21 17:19,24 57:4,9 60:2 83:15 84:17 85:13,19 87:23 88:21 118:2
Klingenberg 91:12,16,23 92:2,5 93:12	leak 40:6	lines 79:1,11
knew 72:16	learn 57:17	list 12:6 46:21 66:11
<hr/> <p style="text-align: center;">L</p> <hr/>	learned 44:10 119:24	listed 10:8 78:10 104:19
La 16:16	leaseholder 105:12	listen 92:7 117:8
lacking 56:12	leases 105:6,7,11	listening 3:18 10:14 46:2 63:10 88:16 108:11 111:21
Lake 16:17	leave 14:25 47:24	litany 106:15
land 8:3 36:16 37:1 38:12 47:9 49:4 96:14 103:8 104:17 107:22 109:2,3,12	leaves 27:23 112:2	literally 73:20
land-based 36:13	leaving 6:25 44:18 47:22 49:8, 21,24	live 35:20
land-only 24:16,20,23	left 35:6 103:6	lives 10:3,4
lands 47:9 83:6 88:7 104:12,16 108:15,19,21,24 109:7,14,19,23 110:2,10	leg 49:12	living 27:1
lanes 94:4	legacy 110:3	LLOYD 18:14 20:13 66:9,13 91:18,22 111:10,19 113:16 114:7 115:5,8
large 24:10 41:10 73:8,16 111:24 112:13 113:4 119:25	legal 70:18 71:1 105:22	load 22:16 36:21 55:21 93:21
larger 90:5,12	lends 108:7	loading 28:1 42:12
largest 55:10	length 31:2	loads 95:8,20
LARW 12:23 17:6 39:1 40:3 41:13 42:2 55:10	lengths 29:22	local 5:21 7:19 30:9 43:11 45:3 50:14 53:21 59:7 63:20 64:24 66:23 67:2 71:6 76:7 92:17
Las 16:16 25:13	lessen 68:3	locals 81:23
lastly 4:19 14:21 70:8 105:18 106:3	lessons 119:24	located 91:14
late 54:19 88:14	let all 119:17	location 43:1
latent 34:21,25	letter 98:6 104:14,20,23,25 108:12,13,14,16,17,18 109:1,19 110:5,8,11,12	locations 7:6 16:16,24 24:7 52:10 80:3
LATHROP 63:10 64:14,20 65:1 87:22 110:16,18,25 111:5	letters 83:1	long 16:14,15,23 25:24 27:25 31:18 47:16 51:12 88:11 112:17, 21 113:4
Lauren 51:6 52:17 117:12	level 4:1 5:12,13 6:15 7:4,14 8:2, 10,18,19 9:4,6,13,14,17 10:8,17 12:21 17:9,20 20:1 31:19 33:6 36:2 37:22 41:19 76:11 77:20,23 78:3,5,8,9,12,20 86:13	longer 31:2 77:24 112:15
law 16:17 110:2	levels 5:11 8:11,23,24 40:15 78:9,23 87:4 88:10	looked 37:17 40:20 42:11,12,13 47:21 48:5 58:19 61:4 85:24 114:4
lawsuit 105:6	licensable 107:15	Los 47:10 51:10 52:19 77:1 90:2 112:17
laying 73:20	licensing 107:5	lose 36:21 37:13 39:13
lead 12:17 25:14 37:19,21 70:10 89:20	life 9:18,19,20,22 62:9,12 70:12 97:7	loses 27:15
	light 17:25 101:23	loss 37:2,10,15,17 38:2,4,6,9 41:18 72:11
	limit 40:17 68:1 71:14	
	limitations 50:2	
	limited 11:25 22:22,24 50:6 55:8	

lost 72:8

lot 9:25 11:10 23:16 29:2 31:20
39:22 42:10 44:16 45:16 46:3
50:2 57:13 58:8 63:11 69:20
70:20,22 72:5 74:4,13 78:17 83:7
85:7 93:15 101:21,22 108:4
112:4,20 118:8

low 4:1 5:11 6:15 7:4,14 8:10,18,
19 9:4,13,14,17 10:8 12:23,24
14:9 17:9,20 31:19 35:11 36:2
39:5,6 40:25 41:1,20,21 49:5
64:21

lower 14:9 30:25 31:13,19 35:11,
13,16 41:9 48:16 49:15,20 79:11
81:21

lowers 49:12

lowest 8:25 29:5 41:3,11,19
48:13

Luis 53:14 76:16 77:5 78:2,7,11
81:1,18 91:2,13,14 105:13 112:16

lump 51:25

Luster 96:7

M

made 19:17 21:18 22:2 33:5 42:9
54:18

magnitude 68:3

main 3:24 69:16,17 73:12

mainline 73:21

maintain 78:12

maintained 29:1

maintenance 95:11

major 22:18 46:7 58:5 64:18
104:5 106:4,6 107:4 116:3

majority 14:7 40:12 101:19
111:25

make 8:14 18:17 21:17 43:1
53:14 56:9 58:1 61:2 66:9 69:16
70:9 75:1,23 76:3 84:19 90:6
91:11 92:22 99:19 101:1,7,16
107:11 108:3,23 119:22

makes 61:1 84:16

making 4:13 72:15,20,23 74:5
99:23

mammals 97:21

management 20:7 118:4,8,11,
15

manager 89:7

managing 81:20

manifest 10:8

manner 6:19 70:17

maps 105:23

Mar 113:9

Margarita 75:21 76:1

marina 64:4

marine 7:22 97:7,20

market 107:14

marketplace 104:10

mask 117:3,4

masks 88:18 116:20,23 117:14,
25

mass 16:1

material 4:1,2 6:17 7:14 14:4
21:24 27:23 44:11,17 48:24
93:17,22,24 111:25 112:1,2,20
113:5 115:4

materials 5:12,18 6:8 7:10,18
14:23 16:9,13,18 17:10 20:20,23
25:17,22 27:15 32:22 36:4,11,22
37:4 40:1,4 42:14,15 43:6 44:12
45:12,22 46:16,19,22 47:1,8,15
62:8 65:25 66:1

math 15:19,20

matter 9:12 29:13 61:11

matters 106:9

maximally 33:21,24 35:25 38:18,
24 40:10,16,24

maximum 37:23 41:13 42:3
75:16

meaning 63:24 64:22

meaningful 41:22 108:7

means 8:22 30:13

meant 96:23

measure 62:24,25

measurement 77:21

measures 70:1,3,4,13 71:3,11
74:3 75:19 81:8,22 82:5,9,20,22
97:6,23

medical 9:25 10:2,5 34:10

meet 116:25 117:1

meeting 3:4,24 4:6,7 5:1 6:11
20:10 65:14,20 95:14 96:11 99:7,
8,13,14 107:19 108:4 116:15
117:8,11 118:3,7,16,17,21,23
119:12

meetings 82:15 99:5 116:22

meets 78:13

MEI 35:24

member 7:3,16 66:2,3,4

members 3:1 4:18 5:7 6:5 20:11
35:8 108:22 111:6 116:17

membership 4:16

memory 107:21

mention 43:5 45:7 52:17 60:20
80:24 82:2 88:20 99:5 119:20

mentioned 10:16 11:8,9 12:19
33:14 43:18 50:3 54:9 55:11
92:21,25 93:12 101:25 108:11
116:5

mentioning 95:18

message 3:19

met 104:18 106:6 114:18

metals 12:13

meters 51:22

methodology 56:21

methods 40:2 45:5 46:15 62:6,
15 63:12,18

metric 34:21 78:14,17

metrics 62:11,12

mic 3:14

microphone 111:14,15 114:9,
11,15,16 115:9

Microsoft 115:21

middle 79:2

mile 29:4

miles 31:9,10 32:2 34:2 48:25
77:15

milestones 106:6	morning 79:22	newer 22:22
Miller 114:7,8,10 115:8	motoring 77:23	nexus 69:3,9,11
million 47:25 48:1 90:14	move 16:6 34:17 47:7 65:2 88:23 89:2 91:25 102:16 111:8	nice 82:10 114:19
millirem 34:2,5,11 39:1,2	moved 47:18 50:7 103:7 104:3 105:19	nickel-59 9:20
millirems 34:7 36:5	moves 70:11	Nicole 65:4
mind 15:11	moving 10:22 27:23 112:20 119:21	night 86:16 119:19
mine 23:9 60:4 63:16	multiple 30:20 32:3 39:17 80:3,4	Nix 65:4
minimal 12:25	multiplied 38:21	Noah 101:13
minimize 3:9 97:6	multiply 29:23	noise 7:20 44:23 76:24 77:16 80:23
minimizing 68:2	multiplying 39:4	non- 7:14
minimum 22:17	mute 23:25 114:12	non-ceqa 77:19
minute 11:25	muted 8:14 24:1	non-detect 25:13
minutes 65:14,16 111:17	myriad 104:19	non-hazardous 93:17
mistaken 85:12		non-incident 26:21 48:9
mitigate 43:4 55:12	<hr/> N <hr/>	non-radioactive 6:15 14:8 17:21,22,23 112:2
mitigated 76:4	Nancy 3:5,11 4:25 6:6 18:23 19:16 53:24 61:16 84:12,18 86:11 118:22	non-radiological 4:1
mitigation 41:24 66:22,24 67:6, 10,20 68:4 69:5,8,10,12,23,25 70:3,13,25 71:3,11 72:25 74:3 75:18 80:19 81:4,7,8,12,15,19 82:4,7,9,17,20,22 83:8 86:15 92:11 102:12	narrative 105:23	normal 14:23
mitigations 66:20 68:20 79:25 84:13 87:11 100:21 102:9	narrow 80:18 81:6 112:22	north 31:17 47:8 52:20 53:6 63:17 115:23 116:6
mix 10:1 13:1,2	narrower 53:10	northern 25:2 30:25 31:1 32:12, 13,16,17 35:13 41:2 47:6 48:17 57:25 60:7,9,25 76:25 77:9,11 84:25 114:22
mode 11:21 29:9 56:23	narrowing 103:22	note 6:16 13:22 29:4 42:7 46:17 95:19 117:23
model 39:15	national 32:15 38:17	notice 90:16
modeling 23:1 28:20 29:20 39:21 54:9 55:3	natural 34:8,12 36:6 39:3	noticed 117:13
models 39:24	naturally 34:22	notify 74:23
modes 10:24 22:12 26:9 56:17, 23	nature 28:7 46:18 63:21	NRC 5:10 8:10 24:15 33:3,16 37:14
moment 32:14	Navy 8:4	NRC's 22:8
Monday 15:8	NDCTP 10:25 11:10,17 24:16,17, 24 45:6 61:15 114:6	nuanced 57:12 105:21
Montana 47:9 48:18 57:25 59:8 77:1 85:1,2 100:10 101:11 102:3 114:23	necessarily 42:17	nuclear 4:4 8:5,21 9:6,8 12:22 14:1 18:10 20:1,6 22:3 50:21 111:21 118:5 119:25
Montano 25:3	needed 45:20 58:5 72:10 75:11 97:6 101:1,5	number 5:23 29:22 30:7,11 42:19,20 48:11,14 49:2,7,18,21 81:17 83:17 84:7 94:11 98:16 99:3,17 104:12 107:10
month 108:14	negligible 39:8	
months 10:3 72:4 79:3,4,5 87:18 108:4	neighboring 44:21	
	net 72:11	
	Nevada 16:16 25:13,16 46:20	

numbers 7:13 30:8,17,18 34:23, 25 41:22 61:9 87:13,15,16,17	Onofre 113:11 119:21	owned 19:6 59:22 101:19
numerous 23:14	opaque 9:12	oxides 10:9
<hr/> O <hr/>	open 3:11 43:17 88:8	<hr/> P <hr/>
O'MALLEY 3:5,13,16 6:6 18:4, 13,15,23 19:16 53:24 55:2,6,24 56:8 61:18 62:2 84:8,12 86:11 118:23	operate 115:22	p.m. 79:13
Obispo 77:5 91:2,14 105:13 112:16	operation 28:1 102:24	Pacific 112:11,12,14,18
object 27:9	operational 33:9 97:19 106:8	package 13:8,19,21 18:6,16,25 19:1,4,5,14 27:13,14 38:19 39:16, 19
observations 43:20 116:18	operations 24:15 28:4 52:11 56:20 90:5,11 97:14	package-type 13:15
obtain 50:13	operators 107:16 115:17	packages 42:19
occasion 95:24	opinion 50:9 105:12	packaging 24:11 33:2 36:10 37:3 39:20 56:2,6
occupancy 74:14	opinions 82:16	paid 51:8,11
occupational 28:7,8 35:7,15	opportunities 82:6,11,13	paint 12:17 25:15
occur 81:3 105:4,16	opportunity 5:24 23:12 51:2 65:21 90:24 92:7 99:9,10	paint 12:17 25:15
occurs 88:1	optic 67:22	pandemic 105:14
ocean 12:4 113:3	option 22:19 24:19,24 42:24 45:7 49:6,19 63:24 86:8 88:3	panel 3:1,6,9 4:15,16 5:6 6:10 7:3,16 15:1 20:5,10,11,17 21:2,6 23:4 43:19 45:3,9,14,19 46:4,8,11 50:24 51:3,6 57:20 61:13 66:2,17 67:12 80:6 89:4,10 99:2,9 100:2 102:20 104:11 106:2 108:7 109:8, 21 111:6 116:16,17 117:5,25 118:6,7,9,21
oceans 62:7	options 50:11,16 86:15	panel's 11:12,15 21:1 43:25 65:9 108:2 118:12
October 72:4 114:18	orange 17:2 79:11	panelists 57:3 116:17
odd 88:9	order 28:3 61:13 100:24 101:1,7	panels 73:21
off-peak 87:10	ordinary 96:17	Parcel 88:9
offered 45:14	Oregon 16:23 26:2 31:17 47:17 51:13 55:17 56:1 60:21	park 25:4 47:10 53:1 69:8 85:5 115:1 116:12
office 65:4 66:16 91:14 92:18 117:4	organization 106:12 118:13	parking 72:8,9,10,11
officer 93:4	originally 103:12	parkland 100:20
officers 93:5	Oro 25:3 47:9 48:18 57:25 59:8 77:1 85:1,2 100:11 101:11 102:3 114:23	parks 59:23,24 76:22 77:3 100:9
official 98:23	Osos 47:10 51:10 52:19 77:1 90:2	part 13:1 32:8 39:12 43:5 56:11 57:16 61:14,23 64:25 67:3,4 74:19 90:24 92:24 96:18,21 97:25
offset 68:5 72:11	outdoes 29:10	partial 68:12 72:3
oil 62:16	outreach 74:23 82:15	participant 82:3
oils 12:16	oval 26:20	participants 23:5
ology 68:17	overcome 56:24	participate 96:9
on-site 6:12	overlap 72:7	
one-way 7:13 77:10	overpack 37:12	
ongoing 105:5	oversight 8:4 106:20	
online 19:23 46:12 57:3 65:5 111:7 116:17 117:1	oversized 95:8	
	overview 5:8 8:10 24:9 43:24	

participating 3:1,2 8:12 23:12
65:5,6 107:6

participation 4:20

parties 82:3

partners 91:10 110:19,21 111:1

pass 89:11 94:8

passed 22:6 103:14,19 104:8

passes 34:1

passing 86:14

past 11:24 55:5 113:21

path 107:6

pathways 38:15

Patrol 91:1,8 92:15 94:4

pavement 53:7

Paz 16:16

PCBS 25:15

peak 71:9,15 78:13 93:6 103:20

peaks 15:4

Pecho 81:15 101:16 110:19

pedestrian 71:21 72:1,20 74:10

pedigree 19:7

people 8:12 9:24 19:3 26:24
27:1,17 35:3,18 51:25 58:4,8 74:9
80:10,25 88:16 98:17 108:10
110:8 111:9,12,16 116:21

perceive 100:25

percent 15:16 16:5 30:13,14
31:6,11 37:16 49:10,13,14,15
53:8 54:2 79:4 109:13 111:3

percentage 53:8

perform 26:3

performance 37:5 94:21

performed 22:1 24:5 56:16

period 99:4,6

permit 24:13 53:10 59:24 81:13
96:13,15,22 97:24 98:1

permits 50:13 90:11 95:22
100:19,24 101:14

permitted 33:7

permitting 59:8 64:25 100:10,
12,17

person 3:1 18:18 33:25 34:24
36:2 116:17 119:18

persons 35:1

perspective 66:7,20 108:3

pertains 80:12

Peter 89:3,15 95:19

PG&E 4:8 5:22 7:5 11:3,7 20:12,
22 45:4,10,18 50:12 59:1 62:10
63:25 69:22 81:14,16 86:4 87:12
89:25 90:16,17 94:22 96:13,20
98:2 99:4,25 102:17 103:18
104:14 107:10 108:12,18,23
109:11,25 110:10 113:19 115:19
118:9,12,23

PG&E's 53:2 58:3 108:16

PG&E-CONTROLLED 53:5

Ph.d.s 23:7

phone 91:18

physicists 45:19

pick 3:15 41:12

picture 18:5 85:10 100:11

pie 55:20

piece 55:20 85:18

piers 97:11

piggybacks 63:16

pinger 42:24

Pismo 25:1,12,17,18 27:25 30:10
31:25 47:3,11 51:10 52:2 98:18,
19 112:3 113:21

placards 93:22

place 47:23 49:8,22 63:15,24
64:3

places 112:25

plain 3:8

plan 24:13 71:17 72:22 74:5,12
75:1 76:2 91:20 106:10,12 110:19

planned 25:25

planning 5:20 53:13 65:22 66:5
89:6

plant 6:16,20 21:23 22:4 44:4
46:16 47:2,8,16 50:7 52:20 53:6
80:20,21 81:11 109:10 114:25

play 77:17 79:14

podium 23:3

point 10:14 20:25 22:1,2 23:2,10
30:3,23 31:4,12 32:12,18 35:9
47:18 51:12,13 55:22 58:2,7,23
59:21 67:1 68:20 70:23 79:1
81:13,18 91:9 95:7

pointed 31:7 39:2

points 52:8,9 73:13 79:9 91:21
104:5 116:11

policy 78:3 104:22

Poly 114:19

popular 21:7

population 34:16 51:20 52:10

populations 51:17,23

port 25:24 27:25 31:18 64:4
76:16 81:1

portion 65:20

portions 109:18

Portland 16:23 26:2

ports 64:15,18,19

position 89:5 105:9

possibilities 86:17 115:2

possibility 41:6 55:17 58:10
95:9,15 112:5 114:1,21

possibly 23:5 97:19 100:13

post 98:11

posted 89:10

postulated 84:25

potential 7:18,23 49:3 58:13,14
74:23 97:20

potentially 58:9 68:9 112:22
113:4

power 6:16,20 21:22 22:4 44:4
53:6 81:11

practices 22:7 119:24

precedence 81:25

preface 21:9

preferred 97:15	proceeding 50:12	21:6 64:8 66:7 80:3 82:6 89:22 96:10 98:2 99:16,18,25 100:9 106:17 107:1 115:19
preliminary 61:6	process 4:16 11:1 13:1 64:25 67:7,15 82:14 83:2 89:5,8 100:17, 18 101:21,22 102:5,8,12,13,21 103:12 104:1,15,20,23 116:20,24 117:10 118:20 119:21	provided 23:5 34:23 35:25 89:23 94:22 96:10
premature 86:21		providers 72:14
prep 73:17		providing 30:5 68:15
prepare 71:17 74:25 76:2	processes 50:14 63:12 104:22	proving 16:10
prepared 91:25	processing 62:20	provisions 106:15
preparing 104:7	produce 44:23	proximity 98:20
present 23:22 24:5	produced 34:14	public 3:9,18 4:20,21 5:20,24,25 9:11 17:1 21:7 23:5,20 28:8,9 33:18 35:2,9,10,15 36:12,19 40:17,25 41:3 45:21 58:11 61:12 62:12 65:22 66:6 67:13 74:23 77:23 82:6,7,10,13,18 83:1,2 85:5 92:23 94:12 98:7,24 99:4,6,7,10, 15,19 102:1,20 103:8 104:13 105:3 106:7 107:6 108:3,12,18 110:5 111:8 113:24 114:18 115:3, 12 116:7
presentation 5:2,15 7:2,7,15 11:4 12:11 21:17,18 46:3 53:21, 25 57:12 65:8 80:5,12 110:18	produces 38:20	public's 11:12
presentations 6:14 7:24 59:6 96:1 111:22	products 107:15	PUC 108:16,23 109:25 110:12
presented 43:20 61:5 90:25 114:19	professionals 23:15	pull 117:14
presenters 23:6,11	program 33:15,17 106:14 115:21	pulled 73:4,10 74:3
presenting 7:5,25	programs 106:20	pulling 71:10 75:9
presents 31:8	prohibited 74:17	pulls 103:6
pretty 6:1 40:19 44:20 45:18 48:19 49:7,25 56:24 105:2 119:4	project 13:25 44:20 48:2 59:17 68:22 69:22 70:11 71:7,13,22 73:10,16 74:16 75:4,13 76:21 83:18,23 84:21 85:11,24 87:14 89:7,21 90:13,16 91:4 92:6,25 93:7,10 96:24 97:3 101:2 103:5,9 116:2,3,4	purpose 3:24
prevention 97:22	projects 66:23,25 67:10 71:6 73:8 81:4,5 82:1 92:10,13 94:12	purposes 12:12
previous 20:17 24:15,17 103:2	pronounced 102:23	put 8:17 9:3 24:21 34:5 43:19 51:5 60:18,19 72:24 73:8 75:1,24 83:22 88:6 98:9 114:12 117:15
previously 66:3 92:8 93:1 104:5	property 53:5 80:23 87:6 109:6 116:11	putting 89:17
primarily 22:8 28:7	proportion 69:19	pyramid 15:15
primary 77:13,15	proportionality 69:14	
Prince 62:18	proposal 6:21 7:5 87:15 103:19 107:1	Q
principal 21:19 106:7 110:23	proposals 103:25 106:25	qualification 57:14
prior 21:16 79:20 94:1 116:12	propose 69:23 82:3,4	qualified 58:14
priority 94:11	proposed 6:18 10:24 69:21 78:10,18 79:19 82:17,20 87:12 94:18 96:21,24 97:1 100:13 103:3	quality 29:3,20 44:22 76:25 77:16 80:22 97:7
probabilistic 56:14 63:4	proposing 70:5	quantitative 56:14 63:4
probability 26:22 30:7,13,14,16, 19,21 37:15 38:6,21 39:5,18 41:7	protect 36:20 109:6	quantitative-type 22:24
problem 45:24 64:20 113:20 117:6	protection 13:23 83:5 96:25	
problematic 60:9 61:8	protocols 52:14	
problems 70:22 84:22	provide 5:6,23 7:16 11:4 17:11	
procedural 88:15		
procedures 28:5 34:10 52:14		
proceed 65:15		

quantities 14:9 24:10	railcar 42:19	recent 54:20,24 80:1
quarry 75:3,7,21	railcars 37:25 42:20	receptors 77:18
quarters 38:7	railroad 35:20,21 51:22 112:7, 10,23 114:1 115:16,17	Recess 65:18
question 15:13 18:4,5,24 19:23 20:18 26:5,9,10,12,16 35:22 37:18 52:6,12,15,16,18 53:19 57:1,2,24 58:15,18 60:2,3,24 62:1 63:9 77:8 80:11 81:6 87:24 94:15, 24 100:4,7 107:3 110:9,16 113:18,23 114:20	railway 51:11 114:21,24 115:2	recognize 119:11
question's 63:25	rainy 113:9	recommend 40:4 80:7 90:8 98:11
question-and-answer 80:9	RAIS 103:14,20	recommendations 41:23 42:23 61:21,24 89:22 90:10 94:19
questions 17:14,15 19:22 20:11 26:5 43:17 50:25 51:3,6,7 53:23 57:5 62:22 76:6 80:6,8 83:14,15 85:21 87:22 92:14,17,21 94:13 95:4 100:3 102:16 103:15 104:12 106:21 107:1 110:15 111:6 116:16	raise 99:21 111:9,11	recommended 55:9 69:22 79:25
quick 15:12 18:17 21:3 46:6 57:1 61:17 66:10 85:23 91:25	raised 20:17 80:14	recommending 55:25
quickly 5:3	ramp 68:9 90:12	reconstruction 90:13
<hr/> R <hr/>	random 94:5	record 54:19 98:23 109:24
radiation 9:25 10:5 27:2 34:7 36:2,6 37:22 39:3 40:14,18 51:18 88:9	rate 15:1 29:5	recorded 3:19 99:1,21 117:7
radioactive 5:11,12,13 6:15,18 7:4,14 12:11,13,20,23,24 13:19 14:9 15:17 16:21 17:10 20:1,20 22:16 24:10 25:21 26:8,23 27:4,7, 13 29:15 32:22,24 36:4,11,21 38:23 40:1 43:6 46:16 49:3 55:21 62:8 64:21 88:5 93:21,24 95:13	ratepayers 50:8	recreation 76:22
radioactivity 8:11 16:4	rates 32:5,15	recruit 4:17
radiological 4:1 7:20 26:21 33:13 35:6,16 40:23 41:17 48:8	reach 103:23	recruitment 89:5,10
RADTRAN 22:9 33:13 34:14 36:17 38:13,20	reaction 115:17	rectifying 68:6
RAI 103:11	reactions 9:8	recycling 12:14
rail 10:7,11 13:14,16 16:15,20,23 20:21 22:12 24:20 25:1,12,17,18, 19 27:25 29:10 30:10 31:17,25 37:24 45:5,12 47:3,4,11,12,18 48:13,23 52:2 56:23 98:18,20 112:3,8 113:21 115:23 118:25	read 14:12 45:25 46:6	red 17:3 79:17
	readdress 88:23	redeveloped 39:17
	readers 45:18	redoing 22:5
	reading 96:11 110:8	reduce 69:12,19 97:8,20
	real 23:20,21 44:6 46:1,8 48:21 66:10 77:13 88:22 91:25	reduced 32:8,10
	real-time 87:17	reduces 49:9
	realize 83:19	reducing 68:8
	realized 29:17	reduction 31:10 32:10 49:14
	reason 11:13 28:6,12 52:1 99:9 112:23	reductions 49:24
	reasonable 70:17	refer 46:11
	reasons 28:3	reference 64:14 108:1
	Rebel 11:3 12:9 15:14,19,22,24 16:5 17:2,18,23 18:2,12 19:4,20 20:3 84:5,6	referring 70:1
	rebuilding 12:15	refine 117:11
	recap 40:19	reflected 22:8 46:4
	receive 4:7 19:8 34:6 64:16,19 90:15	reflects 108:25 109:20
	received 86:4 98:15	regard 3:7 5:21 20:6 65:23 98:17 118:19
	receiving 64:5	regular 105:18 119:22
		regulated 12:16 25:14 33:3 37:23

regulations 17:12 93:20	report 3:21 4:14 9:2 21:5,6,8 31:15 42:23 43:19 45:13,16 46:4, 5,8,9,10,11 50:21 59:15 60:17 61:5,20 63:11 82:18,23 85:14 118:15 119:22	Responsibility 111:21
regulator 11:22 106:8	reports 40:7 46:12 50:15	responsible 95:11
regulators 45:19 50:17	repository 6:13	responsive 45:9
regulatory 8:5,6 22:3,7 50:14	represent 93:12	restoration 113:1
rehabilitating 68:6	representation 4:13	restoring 14:23 68:6
reinforcement 19:18	representative 112:12	restricted 71:13
reiterate 67:12	represents 63:2 66:4 97:12	restrictions 97:19
related 4:9 48:8 76:25 92:10,15, 16 97:22	repurposed 47:23	result 20:24 38:5 44:21 49:22 90:9 94:21
relates 56:19 119:9	repurposing 6:21 25:6 31:5 41:14,25 44:14 64:11 104:17	resulted 81:8
relationship 34:23	request 103:11,19 118:12	resulting 11:3
release 36:16 38:12 51:19	requested 45:3 96:7	results 4:11 23:18 30:5,6 31:5,13 34:14 35:5 37:2 38:2 40:9 42:6,21 49:9
released 27:15 36:11	requests 43:12 45:9	resuspension 38:16
releases 36:25 38:23 41:18 48:8, 9 49:3	require 12:2 63:18 93:25 98:1	retaining 54:2,6
relevant 28:17 29:14,15 30:9,12 32:22 52:12 57:15	required 24:12,21 28:16,20 59:8 81:17 101:9,15	retention 6:16
relocation 89:8	requirements 33:3 37:6 43:12 52:3 64:23 87:11 96:25 97:8,20, 21	retrievability 42:25
rem 34:24	requires 59:19 93:22 100:17,21 110:3	retrieve 36:23 39:16
remain 6:19	requiring 87:9	retrieving 39:19
remainder 111:4	research 61:23	review 5:1 43:25 67:15 70:7 82:14,18 85:18 96:23 97:16
remember 31:7,23 102:25 104:13 113:8	researchers 113:7	reviewing 4:10,15 43:19
remind 4:3 44:3	residences 77:18	revised 105:15
remote 117:1,3	residents 98:19	RFP 102:21 104:7,8 106:24
remotely 3:1,2 8:12	resin 19:9	RFPS 107:22
removal 6:18 14:13,17,18,19,22 15:25	resource 96:25	right-hand 67:17
remove 12:18 46:15 47:1	resources 68:15	rigorous 56:25
removed 14:4,7 16:18 44:11 46:19	respect 21:25 56:22	rigs 93:15
removing 16:3 47:22 96:17	respond 82:21 83:2 94:18 109:25 115:14	rises 37:22
renewal 105:8	responded 20:22	risk 4:11,12 5:17 7:7,8,11,17 10:22 20:16,23 21:22 22:18,24,25 23:13 25:6 26:3,13 27:8,22 28:11, 12 29:18 30:5 32:1 33:13 34:21 35:6 36:8 38:20 39:4 41:6,14,19, 24 43:8 45:15 46:14 47:21 48:13, 16 49:10,14,15,24 50:5 55:11,16 56:14 58:4 61:22 62:4,22,24,25 118:10,14
reorganization 106:10	response 72:14 97:22 106:1 108:13,15,17 113:19	risks 3:25 5:18 7:20 20:19 22:11 24:6,12,25 26:18,21 27:6,11,18, 22 28:2,4,6,8,10,13,20 29:13,14,
repairing 68:6	responses 59:3	
repeatedly 11:16 109:22		
replaced 81:16		
replacement 16:8		
replacing 68:14		

19,24 30:25 31:2,6,14,19,23,24 32:10,20,21 35:7,8,10,12,15,16, 17,24 36:16 38:12,22 39:6,9,10 40:21,23,24,25 41:3,5,9,11,17 42:13 43:4,12 45:11 48:5,8,12,15, 21,23 49:1,3,13,21,23 50:16 51:8, 12,18,19 54:23 56:7,21 61:19,20 62:6 113:7,8	rows 7:12	scoping 82:15
risky 48:22	Roy 3:20 5:16 21:11 23:2,7 24:1, 4 44:2 48:4 50:3 51:4,16,17 52:24 54:17 55:3,14,25 58:17 62:1,6 84:4,5	Scott 57:4 63:8 64:1 65:2 87:20 110:17 118:2
river 26:2 40:15 43:3 47:18 55:12,19,20,21 60:21	rubble 112:1	screen 7:11
road 19:14 26:24,25 27:1 31:25 33:18 34:16 35:19,20 51:23 52:19,22 53:1,9,10 58:5,10 60:9 72:3 73:12 76:3 90:2 93:5 94:6,9, 18 101:1,7,9,16,19 114:24 115:2 116:6	rules 8:1,6	sea 113:1
roads 5:22 30:10 72:19 74:8 75:25	run 66:22 90:6	season 113:9
roadway 59:16,22 72:22 74:25 76:1 93:25 94:1 95:11 116:6,9	running 48:6 61:9 65:13 88:14	seasonality 79:5
roadways 77:21 78:11	<hr/> S <hr/>	seasonally 87:3
robust 37:11 42:10 56:2 64:7 74:22 105:2	Sacramento 95:21	secondary 70:6 77:14,16
rode 62:17	sad 54:19	seconds 8:13,15
rods 8:20	safe 3:9 19:3 54:14 72:21 86:6	section 71:8 85:14 103:19 105:10 115:11
role 110:1	safely 91:10 92:24	secure 109:3
Rose 90:20,21,22,23 91:18,19,23 92:4,9,20 95:6	safer 75:23	securing 109:18
rotating 86:20	safest 29:9	security 28:12
rough 69:13	safety 3:11 8:3 40:7 49:3 54:12 72:7 74:12 75:20 76:15,24 77:15 94:11 106:8,19	Seeley 5:10 6:5 8:9,17 12:19 57:7 60:4 83:15 84:18 85:23 86:9 87:25 89:1
round-trip 75:17 80:20	SAFSTOR 88:3	segment 52:1 59:23 96:2
roundtrips 44:18	sake 33:4	selected 43:10,11 50:16 94:17 102:3
route 25:1,3 29:21 30:25 31:1,24 32:13,17 35:13,14 40:12 41:1,2,9 46:24,25 47:7,14 48:16,17 49:12 52:1,18,23 53:3 55:17 57:25 58:14 60:7,25 62:18 74:10 76:15, 19,23,25 77:2,4,5,7,8,9 80:3 84:25 90:2,3 94:17 98:20 101:4 112:19,24 114:22	Salt 16:17	selection 49:5
routes 10:24 11:2 17:1 32:12,16 40:10 43:9,10 45:4 48:19 59:13 72:20 73:15 75:6 76:14 77:19 95:9,13	salvage 39:17	sense 3:8 61:1,2 84:16 108:3
routing 77:8 95:12	sampling 33:11	sensitive 53:11 77:18 97:9,21
	San 53:14 76:16 77:4 78:2,7,11 81:1,18 91:2,13,14 105:12 112:16 113:11 119:21	separate 13:1 28:20 36:13
	Santa 23:8 75:20 76:1	September 5:12 6:11 10:17,18 20:5,9 41:16 42:4 57:18 103:25 107:19,23 117:20,22 118:4
	Saturday 15:6	sergeant 90:20,21,22 91:1
	Savage 117:24	series 13:6
	scales 94:8	serve 106:5
	scenario 26:12 27:12	service 77:21 78:3,8,12 86:13 101:6 112:15
	schedule 15:7 108:1,7	services 78:5 115:19
	scheduled 20:9 118:3	session 80:10
	schools 77:6,7	set 64:16 81:17 94:4
	sciences 4:13 5:17 7:8 20:16 21:22 23:13	settings 107:7
	scope 3:6 58:23 61:14	settlement 103:3
		severe 37:13

severity 38:8	silk 97:8	socially 66:15
share 43:24 66:23 75:24 107:14 111:3	similar 24:15 33:8 37:25 60:4 94:7 97:23	software 22:8 115:20
shared 31:23 87:8,13	simple 81:21 115:20 117:17	solar 73:5,8,10,11,17,20 83:19, 20 87:8 92:24
shareholders 50:9	simulator 81:14	sole 76:17
sharp 23:6	single 30:14 36:1 74:14 113:23	solid 6:20 10:9
shaved 103:5	sir 92:4 111:19	solidified 19:10
shelf 40:2	site 6:19 12:22 13:3 14:4,23 16:9 18:13 42:11 44:10,11,13 47:16 74:16	solution 88:19
shelter 64:8	sites 9:1 10:2 46:20 53:11 73:18	solutions 104:10
Sherri 5:6,7 6:4,8 8:8 53:18 57:2 59:4 60:12 94:14 96:2 98:5 100:1 119:12,14	sitting 60:20	solve 70:22
shielding 19:19,20 37:17,19,21 38:9 41:19	slash 17:3 53:14	sooner 103:7
shine 38:15,16	sleep 88:6	sophisticated 45:18
ship 15:6 22:15	sleeve 19:11,17	sort 67:24
shipments 12:1 64:19	slice 107:13	Sound 62:18
shipped 13:12 25:25	slide 5:2 8:20 9:4,16 11:6,7,8 12:9,19 13:6,11,14,18,21,24 14:3, 12,16,24,25 16:6,12,19,21 17:3,8, 11,14,16 18:14 24:8 25:7,9,20 26:3 27:20 29:12,25 30:1 31:21 32:19 33:22,23 34:13 35:4,10 36:7 37:24 38:11,22 39:11 40:9 41:4,23 42:22 44:24,25 46:24 47:6,13,20,25 48:3,10,20 49:7 50:2 51:1 67:5 68:25 70:8,14 71:5 72:2 73:3,14 74:11 75:12 76:5,13 77:12 78:4 79:8,20 84:5,6 102:19 104:11 106:3	sounds 54:7 91:4 93:15
shipping 10:8 11:11 15:3 113:20	slides 8:17 9:2 10:12 13:6 23:22 65:8,10 78:24	soup 101:14
shore 40:11 60:21	sliding 113:2	source 21:24 32:24 40:16 42:8
short 61:13	SLO 65:22 66:4,5	sources 34:8,9,10
shorter 10:5	slopes 53:8	south 25:23 47:2 60:21 75:21 113:12
show 7:12 54:25 69:4 71:20	slow 74:8	southern 25:1 30:24 32:12,16 35:13 41:1,9 46:23,25 48:16 53:3 60:7 76:15 77:2,11 112:11
showed 37:5 54:25 71:18 87:8	slowing 77:23	space 23:15
shown 25:8 38:24	slowly 34:1	speak 18:20,22 59:14,21 95:13 99:9,13 111:11 114:8,10,15
shows 35:8 84:6 112:20	small 8:23 30:8,15,17 35:14 39:1 40:13 41:7,22 48:19 81:25 90:5	speaker 66:1 111:13
shut 74:21	smaller 40:14 81:5	speakers 3:2 66:18 80:8 89:14 117:14 119:13,17
shutdown 33:10	smoother 90:6	speaking 18:20 91:21 112:7,19 117:15
shutting 44:8	social 70:18	speaks 18:19
shuttle 23:15		spec 102:25
side 35:20 46:17 51:22 67:17		special 3:17,20 64:22 95:20
sides 94:6		specialists 93:14 115:18
siding 12:17		species 97:21
significant 14:19 41:14 54:5 68:21 70:2 80:22 81:8 82:8 83:8 109:8		specific 52:3 66:21,24 67:2 71:16 73:1 92:16
significantly 31:13 35:16 36:15 49:22 79:12,17		specifically 58:25 67:7
signs 81:20		

specifications 103:18	stoplights 69:15	subtleties 46:3
speed 34:1,16 38:17	stops 26:2	success 70:24
spent 4:4 6:12 8:20 9:6 12:22 14:1 18:10 20:1,6 39:23 50:21 118:5,8,11,14 119:9	storage 6:12 42:12 50:21 81:12 102:22 106:24 118:4	successful 70:16 89:10 104:17
spill 36:19 62:16 97:22 102:22	store 90:17	successfully 16:11
split 28:8	stored 18:10	sufficient 107:10
splitting 60:6,10	straight 70:15 84:25	suggest 88:23 112:9
spoke 100:16,22 101:17	strategic 88:21 109:21	suitable 32:18
spring 118:6	streets 72:9,16	summarize 5:3 48:4 49:17
square 64:6	strength 32:24	summary 7:17 17:19 21:3,7 30:4 45:20 50:24 51:5
staff 21:10 104:18	strengthening 106:19	summer 79:3,4,15,20,23
stakeholders 53:13	strengths 40:16 42:8	summertime 84:24
standard 11:11 53:3,10,16 59:17 77:24 78:6,12	stretch 104:9	Superior 105:13
standards 78:5,18,21	stroke 48:10	Supervisor 65:4
standing 7:1 33:25 38:19	strong 22:13	support 109:14
standpoint 61:8	strontium-90 9:19	surprise 49:17 58:1
start 36:8 52:7 65:14 86:14 98:3 103:25	structure 63:16 64:7,11 96:18	surprising 114:6
started 53:6 86:5	structured 62:19	surrounding 91:3
starting 32:21 52:9	structures 44:9,15	surveyors 105:22
starts 14:14	students 45:25	survive 37:7 56:5
state 3:13 7:24 18:21 24:7 25:4 46:22 47:10 50:13 53:1,22 58:6 59:7,24 67:19 77:3 85:2 93:20 100:9,20 106:14 115:1 116:11	studied 28:18 55:5	survives 37:20
statements 99:23	studies 62:17 80:1,2 89:23	swatting 87:21
States 19:6 34:4 106:11 107:16	study 5:17 20:25 21:1,2,11,19, 20,24 22:14 24:5 27:21 28:9,25 33:5 42:5 43:16 46:5,6 47:20 48:11 49:18 50:10,18 51:16 52:3, 23 54:5 58:22,23 84:2 94:21 95:1 119:4	swells 12:4
status 52:20 119:2,5	stuff 29:7,8 68:10	system 20:21 26:6,7 94:20 102:22 103:16
statute 67:19 70:16 94:3 105:10	subcommittee 57:21	systematic 63:4
stay 69:19	subject 59:23 61:11 78:8	systems 28:19
steadily 79:12	submission 11:18	
steam 16:8 81:16	submittal 45:8 74:12	<hr/>
steel 19:18	submitted 11:1 106:25	T
steps 12:6 59:2 106:13,15 109:11	subsequently 118:9	<hr/>
stick 59:6	substances 9:8	table 25:7,20 28:24 30:2,4,9,18 31:15 35:24
stop 25:12,16,23 27:24 42:18 81:20	substantial 101:2	tables 7:11 30:3
	substantive 98:16	tag 86:23
	substitute 68:15	takeaways 21:5
		takes 23:2
		taking 12:6 15:17 68:10 70:17 80:18
		talk 5:10 12:10 17:25 27:5 29:12, 18 31:24 32:21 36:25 40:21

41:15,24 42:3 50:20 83:21 102:10 107:18 108:23 110:19 111:15 116:14	56:1 69:1 71:4 74:8 79:22 81:17 87:10 90:8,10 105:4 114:4	tonnage 14:6 31:8 54:3,4
talked 25:5,8 29:20 52:24 54:16 61:19 109:16 112:18	thinking 15:24 63:13 88:3,6 115:1 119:23	tons 17:21 44:11,16 48:1
talking 5:11,13 10:17 12:1 13:2 27:3,10 32:1 39:1 44:16 56:13 80:20 88:21 93:16 106:24 108:19	Thomas 25:5	top 13:22 19:13 26:20 73:7 104:4 107:25
talks 109:1	thought 60:5 116:19	Topaz 73:5,9,11 83:20 92:24
taxpayers 50:8	thoughts 19:22 54:6 86:24 96:3 116:18 118:1	topic 20:7,15 88:22 108:14 118:4,8
teacher 45:25	thousands 25:10 64:19 73:20	topics 5:23 43:21
team 23:3 62:5 64:12 114:4	threshold 34:22 104:8	total 31:9 32:5,7 36:5 105:8
teams 114:3	thresholds 8:3	touch 55:13 58:3 59:1 72:14 82:5 91:24
tech 102:25	Thursday 15:8	touched 60:24
technical 21:5,7 103:17 104:10 105:21 113:22	tiers 84:7	tourists 79:6
technological 70:19	tightening 53:1	town 71:25 72:12 75:5,22
technology 23:17 54:15 70:21 107:13	time 4:19 13:8 14:14,21 15:5 16:7 32:25 50:23 61:12 65:15 68:8,11, 13 70:17 71:23 72:17 74:9 80:4, 13 82:19 83:6 88:17 89:11 102:24 103:6 105:15 107:2,3 113:23 116:2 118:8 119:10	toxic 8:23 9:15
telephone 90:21	timeline 104:5	track 45:5 103:10
temporarily 117:15	times 48:24 70:20 71:16 83:20 93:6	tracks 113:2
temporary 11:25	timing 12:5 97:19	trade-off 61:19
ten 65:16 69:14	tiny 14:10	traffic 7:20 27:8 32:7,10,14,18 34:18 37:7 44:23 71:13,15,17,21 72:1 74:5,10 75:20 76:18,20,24 77:10,22 78:15 79:3,6,10,16,17, 20,22,23 80:24 81:21 87:3 90:11 91:5,6 92:10,11,12,17 94:21 95:1 112:6
tens 25:10	tip 107:6	Trail 81:14,15
term 9:13 21:4	today 4:23 15:3 44:10 45:14 52:25 109:17 112:5	train 7:10 11:19 13:13 19:24,25 20:8 27:9 29:7 31:10 34:1 42:20 48:6,24 112:4 113:10
terms 29:24 30:24 31:8 34:24 39:22 42:19 49:20 62:4 63:2 64:7 89:21 103:24 106:8	told 24:18 33:1 40:20 42:14 62:10	trains 34:17 42:19 112:16,18 113:4
terrorism 28:12	Tom 10:19 11:7 24:17 52:18 59:4, 11 60:24 61:23 62:1 96:7,10 98:4 99:25 102:17 106:21,23 108:11 110:15,16,18	transcribing 18:18
test 22:6 104:3	Tom's 62:2	transcript 18:18
tested 19:7	tomorrow 65:9	transfer 17:13 28:1
Texas 17:5 19:15 46:20	ton 6:7	transferring 43:7
texted 113:21	tonight 3:22 4:3 5:11,19 6:2,14 7:25 11:13 13:25 19:25 44:7 45:11 46:3 65:5,8 66:19,21 67:18 81:4 83:9 93:16 111:22 113:23 119:8	transition 42:11
thankful 57:22	tonight's 7:2 96:11	translates 34:24
thanking 117:24		transport 7:13 48:14,21,23 49:11 54:4
thesis 114:19		transportation 3:25 4:5,11 5:8, 9,22 6:4,8,13,25 7:19 8:1,2,3,6 11:19,21 13:23 20:8,20,23 21:3
thing 29:3 31:4,12,22 32:2,23 39:14 41:17 62:10 67:24 87:25 88:20 89:3 101:16 119:20,24		
things 9:17 10:2 12:5 13:22 25:9 30:2,23 35:9 42:6 49:25 55:14		

22:12 24:6,16 26:7,8 27:6,13,22
28:2,19 29:9,13 30:4 32:3,20 33:4
35:12 36:14 37:12 39:9,10 41:5
42:24 43:2 45:4,15,22 46:14 47:3,
11 48:5,12,15,21 49:4,6 50:22
51:5,9 52:23 54:23 55:19 56:16,
17 57:20 59:13 63:15 66:21 67:2,
8,9,17,21,25 68:15 71:7 72:6
76:8,11 77:25 79:25 84:22 85:16,
25 86:7 95:20,22 111:24 114:4
115:21 118:5 119:7,9

transportation-related 77:13

transported 4:2 13:16 19:15
25:19 27:16 44:13 93:25 115:4

transporting 5:18 6:14,22 7:5,9,
17 14:1 65:24 93:17,21 95:8

transuranic 9:7

travel 48:15 93:6

traveled 48:25 77:15

traveling 35:19 112:16

travels 26:23

treatment 10:1

tremendous 54:18 103:9

tremendously 56:7

trend 74:4

Trevor 11:3,4,9 12:8 15:12 19:23
24:9 25:5,8 37:5 46:17 66:2,4,5,8,
14 83:3,14,16 84:5,6 85:20,21,23
86:12,25 87:8 89:13,17 100:15,22
101:17 102:9

Trevor's 47:25

triangle 14:10 17:17

Triathlon 74:19

tribal 104:22

trip 32:4 35:25 36:1 73:15

trips 7:13,21,22 14:13 29:22
66:25 67:9,22 69:6,7,14 71:8,16,
20 72:22 73:23,25 74:1,2,16,17
75:9,14,16,17,22 78:22 83:17,24
84:3,7,8,15 87:5

tritium 9:18

truck 7:10,21 13:12 14:13 16:15,
20,23 22:11 24:17 26:23 29:10
31:9,10 34:1 36:3 37:1,8 38:8
46:23,25 47:7,12,19 48:16,17,25

51:9 54:7 55:18 56:1,23 66:25
67:9,22 69:6,7,14 71:19 72:22,25
73:23,25 74:1,2,12,17 75:9,14,16,
17 83:17,24 84:3,7,8,15 91:6
92:12 94:6 112:3,6

trucked 25:16,18

trucking 24:20 29:11 31:18
45:12 48:13,22 60:11 77:5 78:22
81:2,6 86:16 87:2,5,9 115:22

truckloads 25:10 44:18

trucks 14:15,18,20,22 29:5,7,8
47:1 54:8 76:3 80:21 85:3 86:14
92:22 93:20 95:7 112:5

true 70:23

trusts 109:3

tsunamis 28:17

tune 114:20

turbidity 97:8

turn 3:4,14 23:22 43:10 66:8,25
76:6

turns 26:18 29:8 32:6 34:6 35:25

two-way 7:21,22 77:10

type 13:21 15:3 19:24,25 20:8
27:19 39:19 56:15 61:22,25 62:4
64:21 77:10 79:18 87:10 92:7
100:25 119:24

types 9:2 13:7 24:10,11 66:24
79:24 100:19

typically 64:4

U

U.S. 8:5 22:3

UCLA 4:13 5:16 7:8 10:22 20:12,
16,22 21:21 23:9 45:15 46:14
48:11 111:23 113:6

ultimate 13:16 50:22

unable 42:1

unaware 105:16

unclassified 28:14

uncontaminated 6:21,25

undergoing 116:10

undermine 109:12

understand 3:25 30:8 58:24
105:3

understanding 18:9 46:7 57:14
59:12 88:17

undertaking 58:6 61:2

underway 52:25 53:6

unfair 107:8

Union 112:11,12,14,18

unit 34:3 93:13

United 19:6 34:4 106:11 107:16

units 34:2

University 23:7

unloading 42:13

unmute 111:14,15 114:9,10,15
115:9

unmuting 114:14

Unocal 71:6 73:1

upcoming 61:23

update 4:8 5:23 61:13 78:11 89:4
99:5,25 102:17,20 105:25 107:23
118:5,24 119:5

updated 102:22

updates 80:2 105:18 118:20

upper 30:18 67:17

upside 15:15

upwards 90:13

uranium-234 10:10

UREG 37:15 38:10

US-101 75:10

usable 32:13

USC 17:7

Utah 17:6 46:20

utilities 103:1,4 104:13 106:7,19
108:12,18

utility 106:9

V

valid 86:3 105:9

validated 33:10

Valley 73:9 84:21 90:2 101:16	voted 109:13	week 53:7 84:10,15 86:14
valleys 15:4		week-of 117:22
values 40:13 80:23	W	weekday 79:10
variety 24:9	Waddell 66:6 76:7,9 86:25	weekdays 79:18,20,21
Vegas 16:17 25:13	wait 8:15 53:21 99:8 113:18	weekend 78:13 79:16,17 106:11
vehicle 71:8,16 74:14 77:14 91:5 92:16 93:14,23 94:1,5	waiting 11:16,18 90:17	weekends 79:19,21
vehicles 71:25 92:12 93:16	waiving 63:9	weekly 87:3
vehicular 74:10	walk 66:19 67:6	weeks 87:17 103:12,13
vendor 19:6 107:5	walls 113:1	weighted 30:7
vendors 103:12,15,17 104:1 106:25 107:7,10	wanted 10:6 11:11 21:17 22:19 60:5,16 66:19 67:12 75:7 88:20 89:16 108:9 119:11,16,20	weights 12:1
verbal 99:20	wanting 90:1	Weisman 111:13,14,18,20 113:16
verify 22:20	waste 5:12,13 6:15,17,23 7:4,6,9, 14,18 8:19,21,22,25 9:5,6,13,17 10:1,8,17 12:11,12,16,20,21,24 13:4,18,21 14:2,8,9,10,11,13 15:16,25 17:4,6,13,20,21,23 18:6, 8,15,24 19:4,8,9,10 20:1 22:16 24:9 25:14 32:24 33:6,7,8 49:9 64:22 112:13 113:11	Weisman's 119:1
versa 77:11	waste-carrying 19:12	well-done 60:19
version 24:18	wastes 9:7 10:2 12:10 16:21 20:20 24:6 25:22 26:8,23 27:4,7, 13 29:15,16 31:19 33:1,2,9 38:23 39:23 42:1	well-informed 57:23
versus 20:21 45:12 47:22 62:12 107:22	watching 10:14	well-received 93:11
vessels 88:5	water 27:16 36:12,21 39:14,20 40:12 55:4 56:4 60:23 62:9 97:7 101:10	well-supported 22:12
vested 110:23	watermark 96:17	west 73:13 74:2
viable 20:18 115:24	waters 49:4 55:23	wholesome 106:1
vials 23:6	waterways 101:10	width 53:9
vice 77:11	ways 13:15 49:16 60:8	Wild 105:6 109:4,5,9 110:7
vicinity 26:24 27:17	WCS 17:5 19:15	wildfires 106:18
victims 106:18	wealth 109:20	Wildflower 74:19
video 99:20	wear 117:4	wildlife 101:6
view 13:11 21:1 65:9 80:18 104:4,6 110:5	wearing 117:25	William 62:18
views 110:9	weather 12:4	wind 27:16 36:11 38:17
virtual 23:3	website 17:12 21:1 65:9 98:25 99:22 110:6	winding 103:20
virtually 66:17	Webtravis 34:19	window 60:23
visible 26:20		winter 79:5
vision 88:22 109:21		wondering 94:16 113:6,13 114:23
visual 105:2		Woodruff 6:6 15:12,15,21,23 16:2 43:18 44:1 45:1 80:11,17 83:3,12 88:15 98:6,11 101:25 106:23 107:9,18 108:2,9 113:18, 25 115:14 116:5,19 119:11
voice 8:14 82:16		word 23:4 115:21
voices 83:7 114:20		words 22:5 68:19 93:4
volume 15:25 111:25 112:13		work 6:7 15:5 22:6,10 23:19
volumes 10:24 11:2 12:2 15:5 79:3,6		

24:15 28:15 37:14 38:10 39:16,22
42:10 53:7 57:21 59:20 60:19
72:5 73:18,24 89:9 90:8 91:10
93:10 95:23 96:14 98:3 100:25
101:5 103:23 108:6

worked 53:12 92:8 119:12

worker 78:22 87:5

workers 73:24 74:13 83:25 87:9
91:6 92:22 93:6

working 5:8 94:11 111:18 116:20

workload 15:9

works 5:20 13:25 30:17 65:23
66:6 117:9

workshop 114:18

workshops 118:7

world 88:10 107:12,17

worse 78:9

worst 78:16

worth 29:2,7,8 34:12 39:3

worthy 112:9

wrap 96:2

write 83:1 115:11

wrong 26:5,10,11,13,17,19 62:22
111:24

wrote 108:12,18

Y

yard 25:1,12,17,18 27:25 30:11
31:17,25 47:3,11 52:2 98:18,20
112:3 113:21

year 32:4 34:7 40:5

years 7:21 9:19,20,21 29:2 33:16
44:5,19 62:19 71:6 81:2 84:9
88:10,11 103:5 105:8,11 109:5
112:15,21

yesterday 104:18

Z

Zoom 3:19