

Expanded Community Advisory Panel (XCAP)

January 15, 2020

Summary - Special Meeting

Community Meeting Room

1. Welcome and Roll Call

Present: Gregory Brail, Phil Burton, Tony Carrasco, Judy Kleinberg, Meghan Kanne, Larry Klein, Patricia Lau, Adina Levin, Nadia Naik, Keith Reckdahl, David Shen, Cari Templeton

Absent: Inyoung Cho

2. Oral Communications

A female speaker emphasized that the frequency of trains is not dependent on electrification or the modernization of signal systems and that grade separations were a component of increased rail capacity.

3. Action: Update XCAP List of Questions

Chair Naik answered that members were only supposed to look at their questions and remove which ones they believed have been answered.

XCAP Member Kleinberg requested clarification on if the questions remaining were questions that still needed to be answered.

XCAP Member Lau expressed that she only left questions she wished to have answered.

XCAP Member Burton explained that he had extracted Caltrain related questions from the list and applied them to the Caltrain list of questions.

Chair Naik asked XCAP Members what topics they felt needed more clarification.

XCAP Member Lau disclosed she is concerned about cost and also, wished to add a question about means restriction in terms of a public health approach.

XCAP Member Templeton felt comfortable with the questions as is.

XCAP Member Brail wanted more details on comparable noise impacts. He noted that his questions were geared toward Caltrain.

Chair Naik announced that a representative from Caltrain is going to be presenting at the January 22nd, 2020 meeting.

XCAP Member Levin requested that a question about what is the relationship between the potential passing tracks in Palo Alto and High Speed Rail be added to the Caltrain list.

Chair Naik stated that she will provide to Staff the Organizational Assessment, with emphasis on Page 89 of the report, from Caltrain and have that distributed to XCAP Members before the Caltrain presentation.

XCAP Member Levin answered that Caltrain had not reached a specific conclusion about the Organizational Assessment. She suggested that a question regarding that report be added to the list for the Caltrain representative.

XCAP Member Carrasco wanted to know what the total time delay in terms of traffic for each of the alternatives during construction is, would residents feel secure in their backyards if a viaduct or trench is built, what is the construction details of various solution components, and why is the public sector cost so much higher than the private sector.

Chair Naik expressed that the Committee did not have the bandwidth to explore why the public sector is so high.

Ed Shikada, City Manager, disclosed that there were multiple variations on construction methods that will get more examined as the City moves into the design phase.

In terms of a noise analysis, Mr. Shikada confirmed that he would discuss XCAP Member's request for a broad noise analysis comparing each alternative against each other with AECOM.

Chair Naik requested XCAP Member Carrasco to clarify what he is looking for in terms of residential security. He answered that he wished to see a cross-section of a proposed alternative compared to the backyard fences of a resident. There was consensus among the members that it is important to get those diagrams. Mr. Shikada noted that the information might not be available because it depended on which alternative is chosen for that section of the railroad tracks. XCAP Member Burton summarized that members were asking if a viaduct would protrude over the fence line of residential properties or stay in the fence line of the right of way.

Mr. Shikada articulated that in terms of traffic delays during construction, quantifying that answer is not part of the scope of work for AECOM. XCAP Member Kleinberg believed it is important to know the traffic delays and impacts for Embarcadero Street as well as for Town and Country.

XCAP Member Burton emphasized that adding more review criteria to the list will make it impossible for the City to agree on a preferred alternative.

XCAP Member Levin asked for a brief statement regarding the timeline for the Business Tax.

Mr. Shikada noted that the City Council had given the Committee the assignment of making recommendation for preferred alternatives for Churchill Avenue, Meadow Drive and Charleston Street crossings by April 30th of 2020.

Chair Naik remarked that XCAP Members could recommend that City Council consider more detailed plans about how to deal with mitigations for the business community.

XCAP Member Kleinberg declared that local businesses were severely impacted during the California Avenue and University Avenue Upgrade. She expressed that she wanted to see the Business Tax agenda.

XCAP Member Reckdahl reported that traffic during construction could be a discriminator and requested that Hexagon provide more information regarding one-lane each way during construction for Alma Street.

Chair Naik announced that XCAP had not received traffic counts for Charleston Street and Meadow Drive at Alma Street.

XCAP Member Reckdahl reported that he is interested in knowing if there would be compensation for Day Light Plain impacts as well as tie back compensation if the tie-backs are located in a resident's backyard. Chair Naik reported that those questioned were better suited for the property impacts and eminent domain attorney that is coming to present to the XCAP at a future meeting. Mr. Shikada noted that a resident is compensated if there is an impact on the value of their property.

XCAP Member Reckdahl wanted to know if the City could follow Redwood City and provide a train under-crossing that is 14.5 feet.

Mr. Shikada opined that a lot of XCAP Member's questions could be answered by AECOM and suggested that a presentation from AECOM be agenda.

XCAP Member Shen indicated he wanted to know how to incorporate the Downtown Plan in to the process or pull Palo Alto Avenue out of the Downtown Plan for further review. He also wanted to see a rendering from a person's back yard in terms of a viaduct, a rendering of a viaduct across Alma Street, and a rendering of a viaduct in South Gate. XCAP Members expressed that those renderings already existed. XCAP Member Carrasco clarified that XCAP Members needed a more detailed section rather than a video when it comes to the viaduct alternative.

Regarding Palo Alto Avenue crossing, several XCAP Members expressed that they wished for it to be included in their scope of work. Several other members noted that the group could bring up the topic to City Council. Mr. Shikada emphasized that none of the options would have an impact that far north.

XCAP Member Kleinberg believed that any decisions made regarding designs for downtown that did not include the Palo Alto Avenue crossing would not be an educated decision.

XCAP Member Levin stated that by asking for XCAP to review Palo Alto Avenue and land use in downtown would cause a time delay. She disclosed that possibly Palo Alto Avenue could be incorporated into a phased approach.

XCAP Member Carrasco noted that the University Platform has to be reconstructed and that could cause impacts to Palo Alto Avenue. He suggested that XCAP discuss the location of the tracks at Palo Alto Avenue instead of land use.

Chair Naik explained that the XCAP may look at and recommend that the City Council approve a phased approach to installing all the grade crossings. XCAP Member Levin suggested that a question for Council could be whether it would be acceptable to share ideas that are related to phasing.

XCAP Member Klein noted that any phasing suggestions should be part of the final recommendation and that XCAP will not be receiving all the information that they request from the consultants and City Council. He voiced concerns about delays to the process and how impactful Caltrain's expansion will be to the City if the review and construction process is delayed.

Chantal Cotton Gaines, Assistant to the City Manager, clarified that the November 2020 ballot will not contain specific alternatives, but a measure regarding a Business Tax.

XCAP Member Kleinberg stated strongly that she is not in support of moving quickly to make the November 2020 ballot so that a Business Tax can be applied to other things and not grade separations.

XCAP Member Klein added that the Bay Area as a whole is looking into having a \$0.01 sale tax for the whole Bay Area and those funds would be used for transit projects.

XCAP Member Carrasco emphasized that he did not understand how the alignment of the railroad could be decided on if a portion of it is removed from the scope of work.

XCAP Member Kanne suggested that XCAP start a list of consequences associated with the alternatives.

Public comment on this item.

Roland Lebrun reported that the reason why Redwood City is opting for four tracks is that they will receive automatic grade separations. In terms of technical questions, all the information is on Google under Caltrain Design Criteria. High Speed Rail is releasing its EIR along with its Business Plan soon. In terms of noise and vibration, he suggested XCAP review High Speed ARUP's findings. He supported getting more renderings in a 3-Dimensional platform.

Rachael Croft articulated that all of the alternatives were bad and she believed that the City should push the state to figure out how to handle emissions better.

A female noted that the neighborhoods are interested in seeing a more comprehensive approach which included the Downtown Plan.

A female encouraged the XCAP to push for new renderings of the viaduct option. In terms of the Charleston/Meadow across, one rendering appears less high, and she requested what assumptions were made when that rendering was created. She

wanted to know what the impacts would be if the train is moved closer to Alma Street for the Churchill Avenue crossing.

In terms of XCAP Member Klein's concern, Chair Naik expressed that the questions would be brought back to the XCAP at a future meeting.

4. Action: Review the 2017 City Council-Adopted Rail Evaluation Criteria and Determine Recommendations for how to Quantify and Qualify the Criteria

Chair Naik requested that XCAP Members review the criteria questions offline and that the topic will be agendaized for a future meeting.

XCAP Member Kleinberg asked at what point can XCAP Members add to, modify, or clarify criteria.

Chair Naik answered that if the group decided to make changes to the criteria, it would need to be discussed among the whole group and agendaized on the City Council agenda.

XCAP Member Kleinberg indicated that there is a missing impact on the criteria in terms of businesses.

XCAP Member Kanne agreed with XCAP Member Kleinberg's concern.

Chair Naik explained to XCAP Members that in the final report there can be recommendation from the group regarding color schemes and scoring.

XCAP Member Shen disclosed that he is concerned about Row A in Closure for Churchill Avenue and that the selection of color was chosen before the information regarding Embarcadero Road mitigations was received. With the new information, the color scheme needed to be changed.

Chair Naik encouraged XCAP Member Shen to voice that concern to City Council at their next rail meeting. She added that XCAP Members should write down traffic questions that they are interested in.

Phillip Kamhi, Director of Office of Transportation, announced that Caltrain is holding a community meeting on their electrification program on January 28th, 2020 from 6:00 to 7:00 pm at the Rinconada Library.

Public comment on this item.

Mr. Lebrun reported that he is concerned about the engineering challenges written in the criteria. He asked if there is an opportunity to have a table at the community meetings that showed all of the alternatives.

A male asked if the two options for Churchill Avenue are either close it or install a full viaduct. He did not believe there were enough questions about the acquisition of properties.

Chair Naik commented that all the proposed alternatives are listed on the City's website and that XCAP will be having a presenter regarding acquisition of properties.

5. XCAP Member Updates and Working Groups Update

Chair Naik reported that the upcoming meeting dates included January 21, 2020, January 22nd, 2020, as well as February 5th, 2020. Due to the timeline, she emphasized that it is very important that the group meet as frequently as possible.

XCAP Member Kleinberg reported that she is going to miss half of the proposed meeting dates and she is concerned that she can't meet the commitment if the schedule stays the way it is.

Chair Naik advised XCAP Member Kleinberg to email herself as well as Ms. Cotton Gaines offline.

6. Action: XCAP Update to City Council on January 21, 2020

Chair Naik summarized that the three new alternatives are being presented to City Council. If City Council agreed that one of the new alternatives warranted further study, that would impact the timeline and she wanted to know how that would impact XCAP's meetings.

Ms. Cotton Gaines gave a summary of what is provided in the City Council's Packet for the January 21, 2020 meeting.

XCAP Member Carrasco urged that City Council not speed up the process to a point where quality is decreased.

7. Staff Updates

None.

8. Adjourn

The meeting adjourned at 7:00 P.M.