

Expanded Community Advisory Panel (XCAP)

January 6, 2021

Summary – Regular Meeting (virtual, through Zoom)

1. Welcome and Roll Call

Present: Gregory Brail, Phil Burton, Tony Carrasco, Larry Klein, Nadia Naik, Keith Reckdahl, David Shen, Cari Templeton

Absent: Inyoung Cho

2. Staff Updates

Ripon Bhatia, Senior Engineer, announced that Staff was working on the fact sheets as well as making requested changes on the right of way of Caltrans. That work was predicted to be completed by the end of the week or the following week.

Chair Naik clarified that the requested language change had to do with the matrix that talked about encroachment into the right of way, whether it was permanent or just during construction.

Mr. Bhatia added that all requested renderings, layouts, and plans were being complied into compatible formats for the Appendix. A City rail grade safety project was happening at the intersection of Alma Avenue and Churchill Avenue. The project was a separate project from the XCAP's work and is funded through Section 130 Caltrans funds. A community meeting would take place to inform residents of the safety project and information is available on the City's website.

XCAP Member Brail understood that Section 130 is a state pool of funding for grade crossings safety improvements only. He asked if Section 130 funds could be used for grade separations or if they were one time use funds.

Philip Kamhi, Chief Transportation Official, answered that the Federal Railroad Administration (FRA) identified the safety projects.

Mr. Bhatia added that the funds could not be used for grade separations, only safety improvements.

XCAP Member Carrasco questioned when the safety improvements would be completed.

Mr. Bhatia predicted by the year 2024.

Chair Naik announced that an editor had been secured and will be working on the final report. XCAP will do the bulk of the edits and then the editor will check for tone and consistency of voice. Once the editor is done with the work, the XCAP will review it but no substantial changes could be made once the editor is done with the document.

XCAP Member Carrasco wanted to know when will be the last time member can suggest word changes.

Chair Naik indicated that it will be discussed later in the meeting.

3. Oral Communications

Roland LeBrun disclosed that Supervisor Simitian was not appointed a position on the Santa Clara Valley Transportation Authority (VTA) Board and Glen Hendricks, Chair of VTA, was appointed to the Caltrain Board.

4. XCAP Member Updates and Working Groups Update

Chair Naik announced that she read the report in its entirety except for the media sections and all edits that were discussed between herself and XCAP Member Klein were reflected in the Packet. In terms of the Appendix, she had pulled out key documents she felt should be included in the Appendix.

XCAP Member Carrasco asked where the modified viaduct was located within the Appendix.

Chair Naik explained that a reference would be included in the Churchill Avenue section referencing the viaduct and all the documents on the viaduct would be located within the Appendix.

XCAP Member Carrasco agreed that he saw the reference in the report, but felt that further elaboration was needed.

XCAP Member Brail disclosed that a discussion took place with XCAP Member Shen about what duplicative sections should be removed from Section 3.2. He felt that the Chapter was complete and did not need any further revisions. He briefly summarized the changes.

Chair Naik asked if XCAP Member Reckdahl's comments went into the trench section; or was part of it in the description of the trench alternatives and then if AECOM questions should go under future technical questions.

XCAP Member Reckdahl clarified that his comments were broken up into three sections about the trench. These key comments included why is building a trench not easy, that he had questions about AECOM's analysis, and going forward, important things that should be remembered.

XCAP Member Carrasco believed that overall the entire study was automobile dominated rather than Palo Alto's Comprehensive Plan. It was not super clear in the document that there was a bias in the process.

Chair Naik suggested to added to the Lessons Learned page language emphasizing that the work was more car-centric than bicycle and pedestrian centric. She asked again where XCAP Member Reckdahl's comments should be placed.

XCAP Member Brail believed that XCAP Member Reckdahl's comments should be listed under Trench Specific Study Areas, page 19 to page 22.

XCAP Member Reckdahl agreed and advised to replace the first six bullets with his comments.

Chair Naik advised XCAP Member Brail and Reckdahl to revise the section again together. She suggested they send the new version to Staff and Staff will distribute it to the entire XCAP.

XCAP Member Carrasco shared that more details in the trench section will result in fewer questions from the public.

XCAP Member Shen went over suggested changes regarding Grade Separation Alternatives for Churchill Avenue.

XCAP Member Carrasco wanted to see clarification in the language discussing the viaduct alternative regarding increased maintenance.

XCAP Member Burton agreed.

Discussion took place on what clarification language would be best.

XCAP Member Klein believed that shoofly issues should be quantified.

Chair Naik suggested that the word significantly be removed in terms of a shoofly. She announced that she and Mr. Bhatia would review Draft E, page 10, of closures plus mitigations under local streets circulation impacts during construction. She added that the minority opinion will be supplied to XCAP Member Shen soon.

XCAP Member Shen and Mr. Kamhi will review the structural differences for the Table of Contents.

Chair Naik summarized what contents were included in Appendix A, Appendix B, Appendix C, and Appendix D. She noted that Staff is exploring how to long-term archive the Connecting Palo Alto website.

XCAP Member Burton asked who is responsible for modifying the report as was suggested by many members of the public.

Chair Naik expressed that she had skimmed over the suggested changes, but suggested all members review public comment suggestions. She advised XCAP Members to reread their sections and bring any substantive changes to the next meeting.

XCAP Member Carrasco asked if the least expensive alternative is chosen now, will there be negotiating room to get a better alternative with public money.

Chair Naik advised that question be raised with City Council. She shared that she and XCAP Member Klein will meet with Staff who will work with the Mayor and the City Manager on how XCAP will present the report to Council. The January 20, 2021 XCAP

meeting will be the final meeting to make changes to the document, a second XCAP meeting may be held in February of 2021 to review the final draft and then XCAP is scheduled to present the document to Council in February of 2021. The next XCAP meeting will be on January 13, 2021.

5. Writing and Editing of Final Report

[Item 5 was heard with Item 4.]

7. Adjourn

The meeting adjourned at 5:30 P.M.