

Minor, Beth

From: Rice, Danille
Sent: Friday, December 4, 2020 4:03 PM
To: Council Agenda Email; Council, City
Cc: Executive Leadership Team
Subject: Council Agenda Consent Questions for December 7: Items 5, 6 ,8 ,10



Council Question Response

Dear Mayor and Council Members:

On behalf of City Manager Ed Shikada, please find below the staff responses to inquiries made by Council Member Tanaka in regard to the December 7, 2020 Council Meeting agenda.

- **Item 5: Contract with Canopy for Urban Forestry Outreach and Tree Planting Events**
- **Item 6: Approval to Increase Compensation & Extend Term of Design Contract for the Secondary Treatment**
- **Item 8: Corte Madera Tank Replacement**
- **Item 10: Approval of Airport On Call Consulting Contracts**

Item 5: Contract with Canopy for Urban Forestry Outreach and Tree Planting Events

1. **Does Canopy expect to significantly increase the number of trees in South Palo Alto?**
During the last 3-year contract (2017-2020), Canopy was tasked with implementing a strategy to plant more trees in South Palo Alto. They successfully planted over 300 trees in South Palo Alto during the term of the contract. The annual number of South Palo Alto trees planted by Canopy’s program has been increasing each year as the outreach, planning, and groundwork for the program have taken effect. While these numbers do not translate to a dramatic increase in South Palo Alto canopy cover, they indicate progress toward that goal.

2. **Why has the city gone with a one year contract instead of a 3 year contract as previously done?**
The projects included in this one-year contract were originally intended to be included in a one-year extension of the previous contract. Due to the uncertainty surrounding the impact of COVID-19, the amendment was delayed and the contract term expired. Canopy agreed to honor the pricing of the previous contract for this new one-year contract. Staff believes this is advantageous for the City, as a new multiyear contract would likely include an increased rate for all services provided. Additionally, this one-year contract will allow staff to develop a fuller picture of the post-COVID-19 situation before entering into a longer term contract.

Item 6: Approval to Increase Compensation & Extend Term of Design Contract for the Secondary Treatment

1. **Is 61.84% of other agencies' share a combined total of the 5 other cities?**

Yes it is, as stated in the report.

2. **Was there further discussion/bid of reducing the fee more than 6%? How did staff or BC come up with a 6% reduction?**

Staff negotiated and believes Brown and Caldwell's fee reduction of 6% reflects fair compensation. BC reduced their costs by holding their labor rates constant on work expected to occur after 2020, in light of the financial impacts of the current economy.

3. **Are there any grants, bonds, or loans that can help in financing this project?**

As stated in the report, staff is filing applications for both a California SWRCB State Revolving Fund loan (for up to 100% of project expenses) and a USEPA WIFIA (Water Infrastructure Finance & Innovation Act) loan (for up to 49% of project expenses). A utility revenue bond from the commercial market is also a potential financing mechanism. These are potential sources of funding for design and construction. Eligibility for the low interest state and federal loans will be established after completion of design by Brown and Caldwell, as these loans cannot help finance the project until completion of most of the design.

Item 8: Corte Madera Tank Replacement

1. **What is the urgency of this project, and can it wait until after the pandemic?**

As stated in the Background section of the CMR – "Staff observed that Corte Madera Reservoir was in the worst shape of the three remaining tanks. The exterior walls are exhibiting heavy corrosion near the reservoir base, and the interior roof coating is delaminating due to the corrosion underneath it. As a result, staff has spent significantly more time and effort to maintain the water quality in the tank; for example, the reservoir flushing needs are performed weekly. The structural condition has also led to safety concerns for staff to access the roof, which has prevented regular roof inspections of the reservoir. Staff has notified the State about the missed inspections and that the City was in the process of evaluating the tank rehabilitation or replacement. Additionally, the reservoir does not meet current seismic and structural code requirements for its location."

In short, replacement of the existing reservoir is urgent.

There is significant uncertainty in the speed of the spreading of corrosion within the tank walls. The actual duration of the pandemic is unknown at this point. Staff does not see an advantage of waiting until the pandemic is over; due to the current safety concerns of the condition of the tank.

Item 10: Approval of Airport On Call Consulting Contracts

1. **What caused the shift from two consulting providers from 2014 to 2019 to three consulting providers now?**

FAA regulations allow and encourage the selection of multiple consultants

during any selection process. During the review process for these contracts, the Evaluating Panel determined that the specialized expertise of the three qualifying consulting firms suited the Capital Improvement Program (CIP) for the Airport better than any pair of two firms.

2. Why were costs for the two consulting services more expensive in the previous contract?

The Apron Reconstruction Project to address the deferred maintenance of the airport apron was a significant cost in the previous contracts. The CIP for the next five years is not as extensive as the airport apron work and has an estimated lower cost.

3. What projects are consulting required for at the Palo Alto Airport in the immediate future?

These consultants will provide design/engineering, environmental review, planning, and construction administration services in accordance with the Airport's 5-year Capital Improvement Program. In the immediate future, they will perform work needed to prepare the Airport for possible 100% FAA project funding in the next fiscal year. They will also be working on the Airport Layout Plan update, which is planned in the CIP for Fiscal Year 2022, within the next year.

4. What construction is planned in the future at the Palo Alto airport?

The projects planned for the Airport are detailed in the Capital Budget, beginning on page 325 of the electronic document, which can be viewed at this link: <https://www.cityofpaloalto.org/civicax/filebank/documents/78470>. Future planned projects include the Airport Layout Plan update, electrical upgrades, and an automated weather observation system.

Thank you.



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