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From: Rice, Danille
Sent: Thursday, November 14, 2019 4:58 PM
To: Council, City; Council Agenda Email
Cc: Executive Leadership Team; Dauler, Heather; ORG - Clerk's Office
Subject: November 18 Council Agenda Consent Questions for Items 4, 5, 7, 8, 11, 12



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 Cormack, DuBois, and Tanaka in regard to the September 23, 2019 Council Meeting agenda.

- **Item 4: Page and Turnbull Contract Amendment to Increase by \$50,000 and Extend Term to Oct. 2021**
- **Item 5: Extending the state advocacy service contract**
- **Item 7: Delegation of Authority to Execute CALeVIP Grant Related Agreements**
- **Item 8: Approval of a BPO for Off-Haul Services**
- **Item 11: 1050 Page Mill Road: Update Timing of Traffic Mitigation to Consolidate Projects**
- **Item 12: Amendment 3 to MRG Contract for Transportation Services to Increase Compensation by \$50,000**

Item 4: Page and Turnbull Contract Amendment to Increase by \$50,000 and Extend Term to Oct. 2021 *(Question submitted by Council Member Tanaka)*

- 1. Why do we need two planning contracts with Lexington Planning and Page and Turnbull?**
The two contracts provide two different services for the City. Page and Turnbull provides support services related to historic preservation; Lexington Planning provides support advancing policy initiatives directed by Council.
- 2. Do we have performance data on Page and Turnbull? If so, what is it?**
The scope of services and contract set forth the expectation of the consultant. Work products are reviewed upon completion by staff for consistency with local policies and codes as applicable.
- 3. What is Page and Turnbull's rate per hour? Is it higher or lower than Lexington Planning? Is their rate increasing?**

The rate per hour in the contract depends upon the consultant resources used per project. Specific hourly rates can be found in Exhibit C-1 of the contract amendment attached to the staff report. For Lexington Planning, rates range from \$155 to \$225 per hour. Page and Turnbull's rates range from \$85 to \$380 per hour.

- 4. What projects will Page and Turnbull be expected to complete in the coming year? What upcoming historic planning projects do we have?**

Page and Turnbull reviews proposed modifications to Palo Alto's listed and eligible historic resources to ensure compliance with the Secretary of the Interior's Standards.

Item 5: Extending the state advocacy service contract *(Question submitted by Council Member Tanaka)*

- 1. Is \$8,500 per month a lot compared to other services?**

With regard to legislative services specifically, no, the monthly amount is not a lot and is in line with what other cities pay for similar services.

- 2. What metrics are in place to ensure that Townsend public advocates are doing what they are set out to do, in a satisfactory manner?**

As with any City contractor, Townsend must perform in accordance with the legal agreement and the services described in the contract. The City may audit Townsend's records at any reasonable time, and may terminate the agreement if warranted.

- 3. Who was our previous advocate, and why did we change from them?**

Records indicate that the City previously contracted with the Ochoa & Moore Law Firm for legislative matters and with the Professional Evaluation Group for issues related to High Speed Rail. Through a Request for Proposal (RFP) process, Townsend Public Affairs was selected from seven firms submitting proposals, four of which participated in a City interview process.

- 4. If a contract amendment rolls around next time, what should we expect Townsend public affairs to have done in these extra 2 years?**

It is difficult to make contractual predictions for 2022 and beyond. However, it can be expected that during the contract extension currently before Council, Townsend will work on behalf of the City to further the City's priorities through all of the specific items noted in Exhibit A (Scope of Services) in the underlying agreement, linked in page 1 of the staff report and here.

5. **What would be required in order for us to change our advocate?**
The City would follow its regular procurement procedure in securing a replacement contractor, perhaps through an RFP process.

Item 7: Delegation of Authority to Execute CALeVIP Grant Related Agreements *(Question submitted by Council Member Tanaka)*

1. **How many chargers are installed in Palo Alto right now?**
City currently owns and operates 53 EV chargers at public garages. 26 new public EV charging ports will be installed at 3 downtown parking garages within a year and 33 new public ports are planned for the new California Avenue garage. In addition, commercial centers (e.g. Stanford shopping mall) and office campuses have hundreds of chargers installed – estimated at close to 1,000. Stanford Shopping Center just completed installation of 20 Tesla superchargers and SAP is currently under construction to install 200 Powerflex Level 2 chargers. Chargers at multi-family homes are more difficult to estimate, likely to be less than a hundred.
2. **How much are other cities spending on this program?**
City of Santa Clara (\$4M), Silicon Valley Clean Energy (\$6M), City of San Jose (\$7M), Peninsula Clean Energy (\$12M)
3. **How many electric cars are being used in Palo Alto?**
About 4,000 EVs are registered in Palo Alto, with thousands of EV commuters visiting Palo Alto each year.

Item 8: Approval of a BPO for Off-Haul Services *(Question submitted by Council Member Tanaka)*

1. **How many hours (total) of work did TMT Enterprise do during their last contract?**
Contract pricing is not based on number of hours. Pricing is based on tonnage and types of material (i.e. mixed concrete, asphalt rubble, clean fill dirt and mixed dirt, and concrete/asphalt rubble). Utilities generates approximately 5,000 tons of off-haul material a year. Public Works generates a much smaller amount including yard waste, brush material and asphalt grindings.
2. **How was the quantity of each type of debris determined for the purpose of the Bid Summary? Is it representative of previous years?**
The bid quantities are based on historical usage and forecasted workloads in Utilities and Public Works. Yes, the quantities are representative of previous years. This is a blanket purchase contract so we will only pay for what we actually use.
3. **Is TMT offering the same unit prices as the last period?**
For most services, the pricing is comparable or less than the current unit price with the exception of yard waste and brush material,

however these materials represent about 10% of total off-hauling material.

Item 11: 1050 Page Mill Road: Update Timing of Traffic Mitigation to Consolidate Projects *(Question submitted by Council Member DuBois)*

1. Why were the EIR mitigations not completed?

The approved mitigation measures are mostly complete and could be completed within the approved timeframe, however, the County has asked the developer to add an unrelated long-term improvements to their project. The developer is agreeable to this request, but does not want the added work to cause delays in building occupancy. These County changes would normally happen years from now, but given the developer is already familiar with the area and infrastructure in the street, they are able to more quickly implement these changes, which would result in more timely traffic improvements.

2. The staff report mentioned improvements at El Camino and Page Mill - what are those improvements? Is this included in Sandhills construction?

No, the developer would only implement improvements at Hanover and Page Mill Road.

3. Why hasn't the city implemented the Hanover changes?

The intersection of Page Mill Road and Hanover is owned and operated by the County. The City of Palo Alto has a funding agreement to assist with the costs, but the County is the lead agency.

4. What is the justification for not requiring the 1050 Page Mill mitigations to be completed prior to occupancy, as agreed?

The applicant has nearly completed the required mitigation measures, which include extending a left turn lane, making median modifications and relocating a streetlight, all on Page Mill Road. The deferral only grants a delay in some of the finishing work typically associated with these projects, until completion of the County's project at the corner of Hanover and Page Mill Road.

5. If Council agrees to an extension, why is staff suggesting a 9 mo from occupancy plus an additional six months for up to 15 months after occupancy?

This was negotiated between the City/County/Developer. All agreed the improvements could be completed within 9 months, however, the additional 6 months allows unanticipated delays that may happen with the County's process.

Item 11: 1050 Page Mill Road: Update Timing of Traffic Mitigation to Consolidate Projects *(Question submitted by Council Member Cormack)*

1. **What do we expect the traffic impacts to be of delaying the mitigation work until after the building is occupied?**

No significant traffic-related impact is anticipated with this action. The applicant has nearly completed the required mitigation measures, which includes extending a left turn lane, making median modifications and relocating a streetlight all on Page Mill Road. The deferral only grants a delay in some of the finishing work typically associated with these projects, until completion of the County's project at the corner of Hanover and Page Mill Road. The County's construction project will result in occasional lane closures that would temporarily and moderately impact non-peak traffic flow, however this impact would be experienced regardless of the Council's action to approve the mitigation deferral.

Item 12: Amendment 3 to MRG Contract for Transportation Services to Increase Compensation by \$50,000 *(Question submitted by Council Member Cormack)*

1. **Since the contract amendment indicates that the bicycle boulevard review work, part of Task 1, was to be completed by the consultant in October, when may we expect to receive the results of the evaluation?**

Following approval of this contract, the Bicycle Boulevard follow-up report and discussion is anticipated to be delivered to the City Council in early 2020.

Thank you.



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