

Dear Mayor and Council Members,

On behalf of City Manager Ed Shikada, please see staff responses below for questions from Council Member Tanaka on the [Monday, August 12 Council Meeting](#).

Item 4: Adoption of a Resolution Authorizing the City Manager to Accept on Behalf of the City of Palo Alto a Grant of Funds from the County of Santa Clara for the 2023 Emergency Management Performance Grant (EMPG) Program and Approve FY 2025 Budget Amendments in the General Fund; CEQA Status: Not a Project

1. **In light of the staff report's lack of clear performance indicators, what specific metrics or benchmarks will the city use to evaluate the success and effectiveness of the new technology equipment in the EOC? How will these metrics ensure that the \$20,000 investment translates into measurable improvements in emergency management capabilities?**

Staff response: The addition of docking stations and monitors to enable a staff member to improve the basic performance of a laptop computer is difficult to objectively evaluate with metrics. Most individuals have experienced the limitations of a single laptop when performing complex tasks sometimes using multiple software systems. In our current EOC we do not have these additional workstations and have seen how this can hamper the work efforts of staff members. In some cases, staff have brought additional monitors to the EOC to enhance their work efforts.

2. **Given the staff report outlines immediate technology upgrades but does not address long-term sustainability, provide a detailed strategy for the ongoing maintenance and eventual replacement of the new EOC equipment. Include specific funding sources and budget allocations to ensure these future costs do not detract from other essential city services.**

Staff response: As this equipment is not expected to be used daily, staff will keep electronics off unless testing or used during training/actual activations to extend the life of the equipment. Replacement of this equipment will occur over an estimated 5-6 year cycle and likely will involve a few systems at a time. Staff will attempt grant funding sources for replacements first, and if not available, will use allocated general funds that do not detract from other essential services. We also anticipate that costs for these systems will be less in the 5-6 year replacement window as technology matures.

Item 6: Adoption of Resolutions Amending the Evergreen Park-Mayfield and Southgate Residential Preferential Parking Program Districts to Remove Parking Spots on El Camino Real Due to Caltrans' Repaving and Bikeway Project and Moving Employee Permits to Other Locations in Each District; CEQA status - categorically exempt.

- 1. Considering the staff report acknowledges business concerns but provides limited economic solutions, what specific compensatory measures are planned to support businesses facing significant parking losses on El Camino Real? Additionally, how will the city address potential revenue impacts on these businesses, incorporating direct feedback from local business owners and proven mitigation strategies from other cities with similar experiences?**

Staff response: Staff is taking measures to mitigate the loss of parking for local businesses. This includes providing information about 1) Requesting short-term parking designations on cross streets. 2) The TMA is prepared to provide transit passes, bicycle incentives, and alternatives to single occupancy vehicle parking. 3) Council action is recommended to allow employee permit holders to park in neighborhood zones. 4) Additional re-distribution of employee permit holders will be evaluated for 2025. 5) Additional bike parking can be requested via 311.

- 2. The staff report does not thoroughly address potential legal or regulatory risks. What specific legal and regulatory challenges are anticipated with reallocating public space and modifying traffic patterns? Explain the city's strategy for mitigating these risks, including a comprehensive risk assessment of potential lawsuits or regulatory issues and ensuring adherence to all relevant local, state, and federal regulations.**

Staff response: Caltrans controls El Camino Real and is responsible for the design of the roadway. This includes the final decision to remove parking and create bike lanes. The City does not have the ability to regulate parking on El Camino Real without Caltrans' approval.

- 3. The staff report emphasizes short-term monitoring and adjustments but lacks a detailed long-term sustainability plan. Outline the specific long-term strategies to ensure the effectiveness of the new parking and transportation arrangements beyond the initial monitoring period. Include measures to sustain alternative transportation incentives over the next five to ten years and contingency plans if these solutions fail to meet the evolving parking needs of both residents and employees.**

Staff response: The RPP's are established to direct staff to put in place measures to reduce daytime occupancy of program streets to ~65% or lower. Where blocks are impacted by business intrusions putting occupancy above 65% or higher, staff will consider reallocating employee permit availability to other nearby zones with more availability.