



Office of the City Manager

ACTION CALENDAR
January 16, 2024

To: Honorable Mayor and Members of the City Council
 From: Dee Williams-Ridley, City Manager
 Submitted by: Anne Cardwell, Deputy City Manager
 Subject: Consideration of Options for Berkeley High School Staff Parking

RECOMMENDATION

Receive information on several options for providing additional parking for Berkeley High School staff. Provide feedback to staff, which will then be shared with 2x2 Committee with the goal of identifying a mutually agreeable solution for both the school district and the City.

FISCAL IMPACTS OF RECOMMENDATION

Potential fiscal impacts will vary by option, as described in the following sections.

CURRENT SITUATION AND ITS EFFECTS

Representatives of Berkeley High School state that Berkeley High School teachers use breaks in their schedule to move their vehicles around within the time-limited parking spaces near the school, for the purpose of avoiding parking tickets. For these reasons, the District has requested that the City issue Preferential Parking Program permits for use by Berkeley High School teachers in both the zone where the school is located, and the zones immediately adjacent to the school.

According to the District, the recipients of permits issued to Berkeley High School are already parking on the streets in the vicinity of the school, and therefore the issuance of these permits would have a negligible impact upon parking conditions in the area.

BACKGROUND

The Preferential Parking Program (Chapter 14.72) creates various categories of parking permits that may be issued by the Department of Finance and establishes various criteria for issuance of those permits. In addition to residential parking permits (14.72.090) and local business permits (14.72.100), parking permits may be issued to Neighborhood-serving Community Facilities, such as “churches, schools, senior centers and alcohol and drug rehabilitation facilities.” (14.72.110.B.). The criteria for issuance of permits to Neighborhood-serving Community Facilities is enumerated at Section 14.72.105.B. as follows:

1. An enterprise for which there is inadequate off-street parking and no financially feasible way of creating adequate off-street parking on the site of the enterprise;
2. An enterprise for which there is no off-street parking available nearby for lease or rental;
3. The total number of permits issued does not exceed the number representing 60% of the enterprise's employees;
4. The total number of permits issued to a Berkeley Unified School District (BUSD) school that is not within 1/2 mile of a Bay Area Rapid Transit (BART) Station, and not within 1/4 mile from a rapid transit bus stop, and not within 1/4 mile from two bus routes that run at a frequency of 20 minutes or less does not exceed 70% of the enterprise's employees;
5. Distribution of permits shall be through a designated representative of the enterprise who will be responsible for allocation of the permits to employees, or in the case of the senior centers, to users of the enterprise; and
6. Degree of impact on parking conditions for residents and merchants in the area.

Berkeley Unified School District asserts that it meets the criteria for issuance of permits. Berkeley High School currently lacks adequate off-street parking on its campus.

The City operates a parking garage nearby, and while the district has expressed a willingness to analyze options for funding of spaces, they have also noted that the current cost quoted for the needed number of spaces (approximately \$150,000 per year) is likely not fiscally feasible.

1. Quantity of Permits

Whereas businesses and residents have a limit of between one (1) and three (3) permits per address, the only limit for schools is set forth in 14.72.105.B.3.: the total number of permits issued for a Neighborhood-Serving Community Facility cannot exceed 60% of Berkeley High School Preferential Parking Permits Page 3 the enterprise's employees, unless the facility is a BUSD school that is located more than 1/2 mile from BART or more than 1/4 mile from a bus rapid transit stop. Berkeley High School is located well within 1/2 mile of the Downtown Berkeley BART station, so the operative limit is 60% of the school's employees.

Without any amendments to the ordinance, the City can issue a number of permits equal to 60% of the employees of Berkeley High School. At the November 2x2 Committee meeting, Berkeley Unified School District Facilities Manager John Calise indicated that there are approximately 400 employees at the school, which would result in 240 permits utilizing the 60% figure.

2. Location of permits

There is no area restriction applicable to Neighborhood-Serving Community Facility permits. In drafting and passing the Preferential Parking Program, Council chose to impose geographical limitations for certain kinds of permits but not for others. Residential permits can only be issued for a vehicle that is registered with the DMV to an address within the zone. (14.72.090.B.3.) Local business permits can only be issued "for a motor vehicle regularly used in the business activity of such commercial establishment for parking such motor vehicle in such designated local business parking subarea." (14.72.100.B.) However, for Neighborhood-Serving Community Facility permits, the only geographical limitation is a broad consideration of the "Degree of impact on parking conditions for residents and merchants in the area." (14.72.105.B.6.)

It is reasonable to assume that the lack of criteria for the location of NSCF permits is intentional, but City staff is seeking Council feedback as to whether or not to issue a substantial number of permits in this area (and potentially others). There may be many facilities located on a boundary of a designated parking area and so they intent may have been to spread the permits around to multiple areas. Moreover, the Department "shall issue permits such that they will not unduly be concentrated on a specific block front in any given residential permit parking area." (14.72.080.B.) Where a facility such as Berkeley High School is located on the border of a residential permit parking area, this undue concentration requirement can more readily be met by dividing the permits between adjacent permit areas.

For additional context, a staff report from October 17, 2017 entitled *Referral Response: Additional Neighborhood Serving Community Facility Parking Permits for Berkley Unified School District Facilities* is attached.

Options for Council Consideration

The following five options for addressing the request for additional parking for Berkeley High School staff are being presented for Council to review, discuss and provide feedback to staff. This feedback will be shared with 2x2 Committee, with the end goal of identifying a mutually agreeable solution for both the school district and the City.

As part of this exercise of developing options, opportunities for increasing access to parking for City employees are also noted, as City employees are experiencing challenges with finding parking similar to Berkeley High School staff.

- **Option 1: Provide an increased number of permits to Berkeley High School staff and City staff**

As previously noted, under the current ordinance, the City can grant up to 60% of the employees of Berkeley High School. One option would be to amend the ordinance to

allow for more permits to be provided to High School staff. It would be beneficial for the City if a similar approach could be applied to City of Berkeley staff (City staff are currently ineligible for permits under the Preferential Parking Program), perhaps under a new, similar program. As previously noted, City staff are also having significant difficulty finding sufficient, inexpensive parking around the Civic Center area.

If the desire is to pursue this option, it should also be clarified whether the increase in permits will be within the existing parking permit area, or will be spread across neighboring parking permit areas.

- **Option 2: Amend parking hours around Berkeley High School/Civic Center**

Another option would be to amend the parking hours in the parking permit area around the High School/Civic Center from two (2) to four (4) hours. While this option would likely result in staff still needing to move their cars at least once during the work day, it would reduce the total number of times they would need to do so.

A related, alternate option would be to remove parking time limits entirely, which would allow staff that are able to find a spot to remain in that spot all day. However, that option would require further study, as the purpose of parking time limitations is to encourage the circulation of vehicles (thus increasing the available spaces at any given time) and eliminating restrictions could reduce the use of the Center Street garage, which was funded via interest bearing bonds with specific performance obligations.

- **Option 3: Permits based on criteria, coupled with changes to parking hours**

A hybrid of the above two options would be to provide permits to only those High School and City staff who aren't able to move their cars throughout the day due to the need to remain in the classroom or at their assigned working space. For example, teachers in classrooms and City positions that are public facing, and so may not be able to readily leave their desks during the day. Additionally, the City could issue these permits in several adjacent zones, to deconcentrate impacts and spread vehicles farther than under current conditions.

For those employees not eligible for permits under the hybrid option criteria, there could also be consideration of making an increase of parking times to four (4) hours on every-other block throughout adjacent zones within two (2) to twelve (12) blocks from the High School and Civic Center. To illustrate, starting one block away from the core area, one side of the street would be two (2) hours and the other is four (4). This would help avoid the majority of vehicles being right next to the High School and Civic Center and distribute parking a bit further out. (Note that in this scenario, blocks immediately next to the Civic Center would remain two (2) hours on both sides in order to serve shorter term visitors.)

- **Option 4: “Swap” use of garage by Berkeley High staff for City Council use of the School Board Chambers (or other swap options)**

Currently the City Council has an agreement with the Berkeley School District to use the School Board Chambers for Berkeley City Council meetings. One suggested option is to explore amending that agreement to “swap” a number of spaces in the Center Street parking garage for use of the chambers. Additionally, there may be other options for a swap that could be explored.

- **Option 5: Discount Parking at Center Street garage**

Another option for consideration would be to continue exploring whether the High School could lease a certain number of spaces at the Center Street garage at a discount. As noted previously, the district has expressed a willingness to look at options for funding of spaces for BHS staff, but has also expressed that the current cost quoted of approximately \$150,000 per year would be too costly. Further, the City is limited in terms of the amount of discount that can be provided, given that the parking revenues have been pledged to bondholders and the City is not currently meeting its revenue ratio covenant. If the District is able to make funds available for this type of expense, the City and District could explore further how many spaces at what cost they could be made available.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects, climate impacts, or sustainability opportunities associated with the subject of this report.

RATIONALE FOR RECOMMENDATION

These options are being provided for the Council in response to the school district’s request for additional parking spaces for their staff and subsequent discussions by 2x2 Committee members (see attached 2x2 Committee minutes). Additionally, several of the options provide an opportunity to provide increased parking for City staff, which is also a significant need expressed by various labor groups and also aligned with the City’s Employer of Choice Initiative.

ALTERNATIVE ACTIONS CONSIDERED

Staff considered a number of options, all of which are presented in this report.

CONTACT PERSON

Anne Cardwell, Deputy City Manager, City Manager's Office, (510) 981-7014

Attachments:

1. October 17, 2017 Staff Report
2. 2x2 Committee Minutes – February - June, 2023



Office of the City Manager

CONSENT CALENDAR
October 17, 2017

To: Honorable Mayor and Members of the City Council
From: Dee Williams-Ridley, City Manager
Submitted by: Phillip L. Harrington, Director, Department of Public Works
Subject: Referral Response: Additional Neighborhood Serving Community Facility
Parking Permits for Berkley Unified School District Facilities

RECOMMENDATION

To implement the policy change requested by a February 28, 2017 Council referral, adopt first reading of an Ordinance amending Berkeley Municipal Code section 14.72.105 to increase residential preferential parking permits for Berkley Unified School District schools from a maximum of 60% to a maximum of 70% of total Berkley Unified School District staff (including teachers), for schools more than one half mile from a BART Station, more than one quarter mile from a Rapid Transit Stop, and more than one quarter mile from two major transit lines.

FISCAL IMPACTS OF RECOMMENDATION

Based on current Berkley Unified School District (BUSD) staffing levels, City staff expect to generate \$621 annually for the General Fund from the sale of nine additional residential preferential parking (RPP) permits.

CURRENT SITUATION AND ITS EFFECTS

At the January 19, 2017 2X2 Committee meeting, two Council members and BUSD Staff proposed increasing the limit on Neighborhood Serving Community Facility (NSCF) permits from 60% to 70% for schools outside areas well served by transit. This report responds to referral #2017-35 that originally appeared on the agenda of the February 28, 2017 meeting, sponsored by Councilmember Maio and Mayor Arreguin, where City Council approved a referral to the City Manager formalizing that requested increase. Individual schools have requested additional permits because they have staff that drive who don't have NSCF permits, and who are subject to limited transit service or a lack of access to reasonable parking choices. Those employees often park in Residential Preferential Parking (RPP) areas with two-hour visitor time limits, and subsequently move their cars every two hours. This proposed ordinance would codify an increase in the number of available permits in the Berkeley Municipal Code (BMC), and will allow staff to implement the requested change.

BACKGROUND

Every September, NSCFs apply for permits for RPP permits for staff subject to the following guidelines:

- Per BMC 14.72.105, the number of permits may be no more than 60% of the number of employees at each facility.
- Only K-12 Schools are eligible for NSCF Permits.
- Part time staff (under 30 hours/week) count as one half of an employee for purposes of determining 60%.
- Off-Street Parking available to NSCF staff is subtracted from 60%.
- The BMC also takes into account the parking impact on residents. This has caused a cap on the number of permits allocated in area E, as the blocks bounded by Cedar, MLK, University and Shattuck are particularly impacted.
- The City does not issue permits to NSCFs in area I due to severely limited RPP parking availability in that area.
- Permits are allocated to staff by the facility administration using whatever criteria they choose.

The primary purpose of RPP is to ensure adequate on-street parking availability for residents of a neighborhood when parking demand from employees and visitors of nearby businesses may otherwise exceed the supply of on-street parking spaces. When parking supply is particularly low or demand is particularly high, issuing too many NSCF permits in the area may impact the ability of residents and other permit holders to find available parking spaces.

Although the RPP program is intended to discourage use of single occupant vehicles by visitors and employees of nearby businesses, staff acknowledges that for some BUSD employees it is difficult to commute to work by means other than personal vehicles for reasons including limited access to transit services in their commute area. Thus City policy allows issuance of NSCF permits to minimize some of the impacts to BUSD employees.

ENVIRONMENTAL SUSTAINABILITY

Using current BUSD staffing levels, this change would result in the issuance of approximately nine more permits. Because this increase would apply only at those schools where commuting by public transit is a less feasible option, there could be a very small decrease in greenhouse gas emissions associated with fewer BUSD staff who would move their cars every two hours.

RATIONALE FOR RECOMMENDATION

BUSD has expressed a need for more permits for staff who cannot easily commute by public transit. The proposed changes would have minimal impacts to residential parking.

ALTERNATIVE ACTIONS CONSIDERED

None

Referral Response: Additional Neighborhood Serving Community Facility
Parking Permits for Berkley Unified School District Facilities

CONSENT CALENDAR
October 17, 2017

CONTACT PERSON

Matthew Cotterill, Traffic Engineering Assistant, Public Works, 510-981-6433

Attachments:

- 1: Ordinance
- 2: Map of Transit Rich area and BUSD Schools
3. Original Referral Report from February 28, 2017

ORDINANCE NO. #,###-N.S.

AMENDING THE RESIDENTIAL PREFERENTIAL PARKING ORDINANCE, BERKELEY MUNICIPAL CODE SECTION 14.72.105, TO INCREASE ALLOWABLE PERMITS TO 70% FOR BERKELEY UNIFIED SCHOOL DISTRICT FACILITIES OUTSIDE THE TRANSIT RICH ZONE

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Berkeley Municipal Code 14.72.105 is amended to read as follows:

14.72.105 Neighborhood-serving community facility permits.

A. The Department of Finance may issue neighborhood-serving community facility enterprise permits with a term not to exceed one year subject to the requirements set forth in this section and in administrative rules and regulations issued pursuant to this chapter.

B. A neighborhood-serving community facility parking permit may be issued to representatives of the following neighborhood-serving community facilities: churches, schools, and senior centers. The issuance of permit can occur no sooner than 30 days after implementation of a residential permit parking area and the following criteria shall be used in establishing eligibility of an enterprise and the number of permits to be issued any enterprise:

1. An enterprise for which there is inadequate off-street parking and no financially feasible way of creating adequate off-street parking on the site of the enterprise;
2. An enterprise for which there is no off-street parking available nearby for lease or rental;
3. The total number of permits issued under no circumstances does not exceeds the number representing 60% of the enterprise's employees;
4. The total number of permits issued to a Berkeley Unified School District (BUSD) school that is not within ½ mile of a Bay Area Rapid Transit (BART) Station, and not within ¼ mile from a rapid transit bus

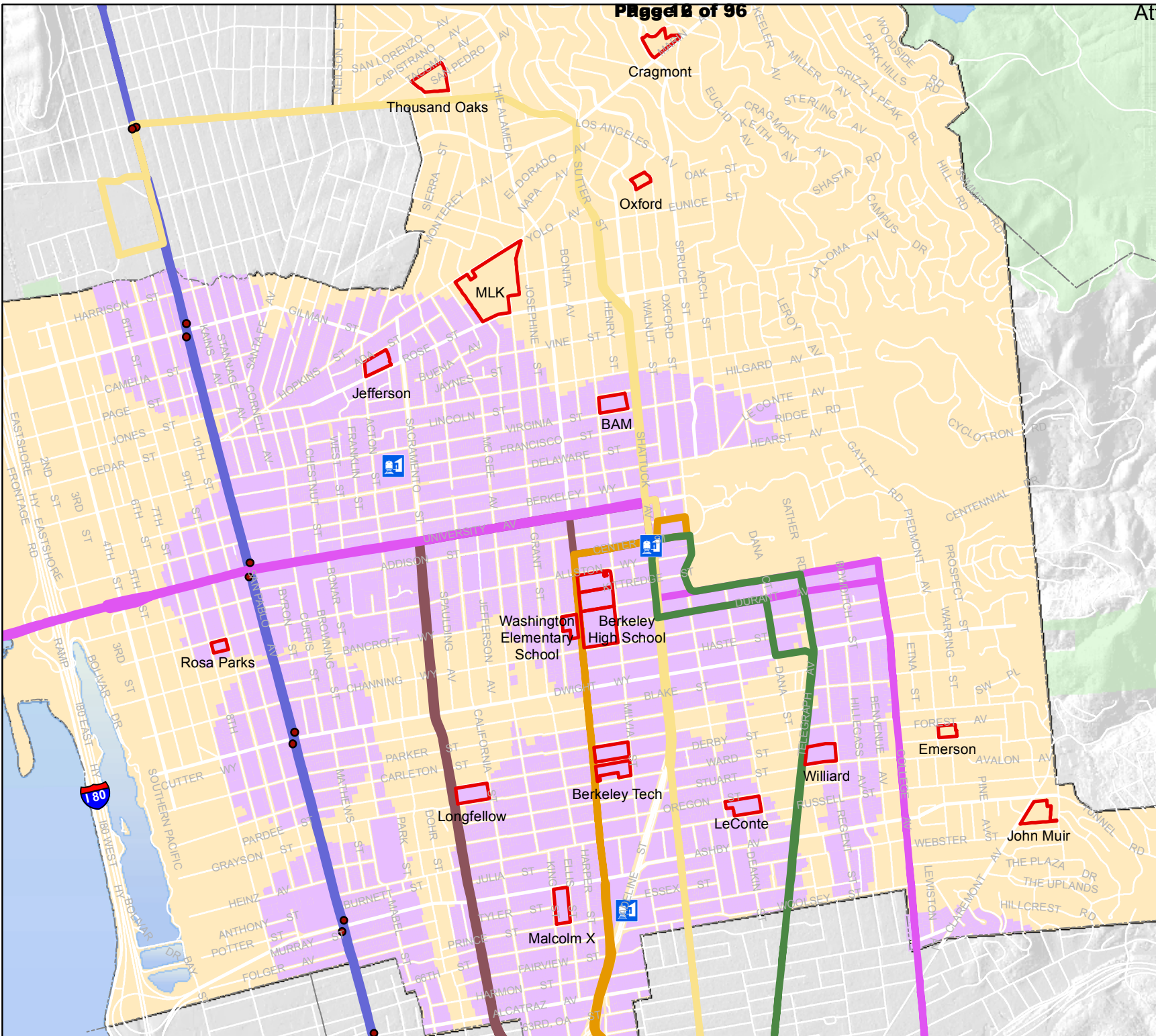
stop, and not within ¼ mile from two bus routes that run at a frequency of 20 minutes or less does not exceed 70% of the enterprise's employees;

45. Distribution of permits shall be through a designated representative of the enterprise who will be responsible for allocation of the permits to employees, or in the case of the senior centers, to users of the enterprise; and

56. Degree of impact on parking conditions for residents and merchants in the area. (Ord. 6762-NS § 4 (part), 2003; Ord. 5972-NS § 1, 1990; Ord. 5803-NS § 2 (part), 1987)

Section 2. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of Council Chambers, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

NSCF TRANSIT PROXIMITY



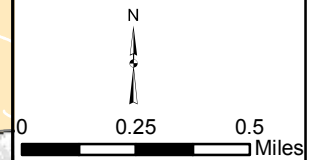
Major AC Transit Routes

- █ 6
- █ 12
- █ 18
- █ 51B
- █ 72/72R
- █ 88
- 72R Stops
- BART Stations
- BUSD Schools
- Transit Rich Zone

The "Transit Rich Zone" consists of parcels within 1/2 mile of a BART station or 1/4 mile from a rapid bus stop or 1/4 mile from 2 bus major bus lines. A "major" bus line is a bus line that runs at peak hours at a frequency of every 20 minutes or less.

This map is representational only. Data are not survey precise.

11/19/2017





CITY COUNCIL
Linda Maio

CONSENT CALENDAR
February 28, 2017

TO: Honorable Mayor and Members of the City Council

FROM: Mayor Jesse Arreguin and Councilmember Linda Maio

SUBJECT: Increasing the Parking Permit Guidelines for Two BUSD Schools with Limited Access to Public Transit

RECOMMENDATION:

Request the City Manager to increase the guidelines used to grant residential permit parking to BUSD schools from 60% to 70% of the number of BUSD staff (includes teachers) for schools more than 1/2 mile from a BART Station, or 1/4 mile from a Rapid Transit Stop, or 1/4 mile from two (2) major transit lines.

BACKGROUND:

This recommendation will be able to address serious parking impacts for Emerson School as described by its Principal (Susan Hodge) at a recent 2x2 Committee meeting. John Muir School would also be eligible for allocation increase from 60% to 70% under the proposed policy (see below). The recommendation was discussed at the 2x2 Committee, attended by City transportation staff and the City Manager. The 10% increase will amount to an addition of approximately five additional parking permits.

Given that there are parking issues at most of the BUSD schools, the 2x2 Committee will continue to work within the 2x2 structure, along with City staff, on ways in which we can address the parking needs of our schools while also being sensitive to neighborhood impacts. In addition, staff will be looking into allowing the acquisition of some commercial yellow zone permits for BUSD maintenance staff. It was also requested, as we pursue parking issues, that the Superintendent will share with us the District's program(s) for incentives staff to utilize public transit.

Neighborhood Serving Community Facility (NSCF) Process

- Every September, NSCFs apply for permits for staff. Per Berkeley Municipal Code, the number of permits may be no more than 60% of the number of employees.
- Part time staff (under 30 hrs./week) count as ½ of an employee for purposes of determining 60% figure.
- Off-Street Parking available to NSCF staff is subtracted from the 60% figure.
- BMC also requires that we take into account the impact on residents with respect to parking. This has caused us to effectively cap the number of

permits allocated in area E as the blocks bounded by Cedar, MLK, University and Shattuck are particularly impacted.

- We also do not issue permits to NSCFs in area I due to severely limited RPP parking availability in area I.
- Permits are allocated by the facility administration using whatever criteria they choose.

BMC 14.72.105 Neighborhood-serving community facility permits.

- A. The Department of Finance may issue neighborhood-serving community facility enterprise permits with a term not to exceed one year subject to the requirements set forth in this section and in administrative rules and regulations issued pursuant to this chapter.
- B. A neighborhood-serving community facility parking permit may be issued to representatives of the following neighborhood-serving community facilities: churches, schools, and senior centers. The issuance of permit can occur no sooner than 30 days after implementation of a residential permit parking area and the following criteria shall be used in establishing eligibility of an enterprise and the number of permits to be issued any enterprise:
 1. An enterprise for which there is inadequate off-street parking and no financially feasible way of creating adequate off-street parking on the site of the enterprise;
 2. An enterprise for which there is no off-street parking available nearby for lease or rental;
 3. The total number of permits issued under no circumstances exceeds the number representing 60% of the enterprise's employees;
 4. Distribution of permits shall be through a designated representative of the enterprise who will be responsible for allocation of the permits to employees, or in the case of the senior centers, to users of the enterprise; and
 5. Degree of impact on parking conditions for residents and merchants in the area. (Ord. 6762-NS § 4 (part), 2003: Ord. 5972-NS § 1, 1990: Ord. 5803-NS § 2 (part), 1987)

Possible actions for Council to consider:

1. Allow distribution of a limited number of visitor passes to substitute teachers (number based on previous years substitute days).
2. Increase permit allocation to 70% of staff only for BUSD locations not ½ mile from a BART Station or ¼ mile from Rapid Transit Stop or ¼ mile from 2 major transit lines.

ENVIRONMENTAL SUSTAINABILITY:

No environmental sustainability impact.

FINANCIAL IMPLICATIONS:

None.

CONTACT:

Mayor Jesse Arreguin, 510-981-7100

Councilmember Linda Maio, District 1, 510-981-7110



Attachment 1

2x2 Committee Meeting Notes

February 16, 2023

2:30 – 4:00 p.m.

Quorum: 3:00 p.m.

Roll Call:

All members are present (BUSD Board President Babitt, BUSD Board Director Vasudeo, City Council Member Hahn, and City Council Member Taplin)

Approval of Meeting Notes for April 22, 2022

There was a motion to approve meeting notes from November 4, 2022, the motion was seconded.

Vote:

Yes: 4

No: 0

Motion passes

Public Comment:

The following public comment was heard by the committee:

Cordell Hinder spoke regarding an upcoming event in Contra Costa County on March 2, 2023. He also spoke regarding the parking item and encouraged the school and city to work together to promote more sustainable transportation and good parking.

Mati Teiblum spoke regarding parking and noted that BUSD and City of Berkeley should work collaboratively to tackle the issue.

Damien spoke regarding parking and the various hurdles.

Liza Lutzker spoke regarding the need to get the data from the transportation survey and a detailed analysis of cost. She also expressed that she hopes there will be more regular meetings around student safety. She shared that on March 8th, there will be an Oxford elementary school meeting. She also spoke regarding need for workforce housing for teachers.

Douglas Legg spoke about the opportunity for the use of the existing City garage and using the bond dollars to support needs of children.

Ken talked about using bond dollars for classrooms.

Cielo Rios expressed thanks to the City and BUSD staff and noted that the parking space options should be put on pause.

Dietmar Lorenz spoke about need for workforce housing and classrooms. Expressed shock regarding the parking structure, and that it is not needed, particularly in that location.

2x2 Committee Meeting Calendar for 2023

Council Member Hahn expressed that the committee is very committed to having these meetings.

She suggested the committee think about what standing topics the committee should focus on. The following topics were noted:

- Afterschool care/activities
- Food and nutrition
- Health
- Zero waste
- Recreational equity
- Pool

The committee discussed this briefly and then agreed they would work further on identifying topics at their next regular meeting.

The committee agreed to meet every other month, with the exception of holidays, winter and spring break and summer.

Discussion of Milvia Street Project (BHS Tennis and Parking Structure)

The committee received a presentation from BUSD staff. This was followed by each committee member asking questions. It was agreed there would be that staff responses would occur at a subsequent special meeting on this topic.

President Babitt asked for an update on the use of the Center Street garage, and what the next steps, including expected cost.

Council Member Taplin asked about when the tennis courts became a lot. He also inquired about the status of RPP and Center Street Garage. He asked if there was any update on researching alternative options.

BUSD staff responded that the thought is the City would provide a portion of Center Street garage as easements. The District is checking on the legality of this cost with use of bond funds. It was also noted that regarding the parking permits for teachers, the City Council would need to change policy on provision of parking permits.

The City of Berkeley's Deputy Public Works Director mentioned that the new parking surveys and associated data will be important. He estimated approximately \$100,000 per space for cost. He noted that the Center Street garage would be more costly because it is public, paid parking.

Director Vasudeo inquired about the Environmental Impact Report (EIR) and the associated public process. She also asked about trip alternatives and what is the ongoing maintenance cost for the district.

Council Member Hahn asked for additional information on demographics and the need. Specifically, who would be using the parking and where are they traveling from.

She also noted she would like to better understand the constraints around the use of the bond funds, and what are the options. She encouraged exploring creative solutions.

At this point, Council Member Hahn suggested they extend the meeting to 4:10 p.m. and the committee members agreed.

President Babitt asked if the rates for Center Street garage have gone down given vacancies going up, and if the cost could be lower for Berkeley High School staff.

The Deputy Director of Public Works noted that the garage is busier in the evening than during the day, but not to the point where there is a need to drop the cost. He also noted that the cost to the district would need to be the same as cost charged to public.

Council Member Hahn talked about other options through changing policy, for example, perhaps the City could look at subsidizing cost for teachers and/or perhaps the district could offer something to the City in exchange.

The committee agreed they would like to schedule a special meeting to discuss this item further. It was noted the parking surveys should be completed in March, and so the meeting should be scheduled after that information is available.

Adjourn: 4:10



Office of the City Manager

Notes - April 28, 2023 2x2 Committee Meeting

1. Call to Order: 9:18 am

Present: Laura Babitt, BUSD, Board President; Ana Vasudeo, BUSD, Board Vice President; and Sophie Hahn, Councilmember

Absent: Terry Taplin, Councilmember

Others Present: Anne Cardwell, Deputy City Manager and Ramonda Clarke, Secretary to City Manager from City of Berkeley. Enikia Ford Morthel, Superintendent; John Calise, Executive Director of Facilities; and Max Eisssler, Director of Technology from Berkeley Unified School District

2. Approval of Meeting Agenda for April 28, 2023

President Babitt moved to approve agenda. The motion was seconded, and passed.

3. Approval of Minutes for February 16, 2023

President Babitt moved to approve minutes. The motion was seconded, and passed.

4. Public Comment

Tom Lent commented that he was pleased by creative thinking being applied for the Milvia lot. Strongly support the proposal to add classrooms and move softball field to Derby. The required transportation needs can be met with a combination of RPP and robust TDM. Need top, notch comprehensive professional TDM survey to understand the potential and design.

Phyllis Orrick spoke commented that the school board considered a possible surplus on Oxbow Elementary site; no action was taken. Suggested that City and BUSD work together to create affordable housing site, in a very highly resourced neighborhood, close to transit, schools and shops.

Mati Teiblum commented that Milvia Parking Project be taken off the books until proven viable and asked how new project presented is part of a master plan for BHS.

Liza Lutzker thanked the committee for creative new solutions around the Berkeley High parking issue. Commented about draft survey to the District and that input gets used; consult with the city. Comments on RPP and cost to teachers.

Cielo Rios thanked the District and City for working together to pursue creative options that reserve bond money and physical space for our kids instead of cars. Help remedy challenges for elementary and middle school staff, who use cars as primary forms of transit due to Berkeley's unaffordable housing crisis and challenges the comprehensive public transit to school sites.

Rachey Lee expressed excitement about new solutions. Agreed with completely eliminating the parking structure project. Offered to help or serve on a committee, to move new efforts forward.

5. Discussion Items

5.1 - Partnership to Mitigate Ongoing Vandalism Around School Sites, and Fines Imposed by Code Enforcement

Director Calise presented. He spoke about commitment from Board and Council Members to create a partnership for ongoing issues with vandalism. He stated that BUSD's walls are tagged heavier and it requires BUSD to paint windscreens each time - typically 15 hours overtime on a Saturday and within 24 hours, 75 to 85% of the graffiti is back. He mentioned that BUSD has been issued fines by code enforcement. They are looking for additional solutions, such as windscreens with preprinted murals.

Councilmember Hahn commented that this goes in the broader context of how the City should prioritize the needs of our sister organizations and sister agencies. She mentioned that they had created a program to prioritize BUSD's Public Works requests, which would include dealing with city signs that had graffiti on it and keeping curbs and crosswalks painted -- Bright Streets. The referral to have the City establish a form to have BUSD's Public Works requests jump the line has not been implemented. At recent City Council meeting, it was asked that this be treated as a short-term referral.

Peter Radu who oversees Neighborhood Services for the City provided an update on BUSD's property at 1222 University with the windscreens. He clarified that no citations have been issued to BUSD in the past three years. He also stated that after looking into issue more closely with the City Attorney, the determination was reached that the City does not have authority to enforce Graffiti Ordinance against BUSD - BMC 1398. The City team will halt current and future enforcement of BMC 1398 against BUSD properties and will rescind any outstanding notices or citation warnings. He further expressed genuine interest in being collaborative in working with property owners.

Director Calise stated that fines were never paid during COVID and no refunds are required. He further commented that PD indicated that the repeat offenders, particularly at West Campus, are the ones tagging the majority of the City and with talking PD, they were willing to put officers on overtime overnight in hopes of apprehending repeat offenders.

President Babitt commented that support is needed for making sure the graffiti stops as it is costing the District a lot of money to constantly address graffiti.

Deputy City Manager Cardwell stated that the City will touch base with Police Chief on the overtime issue.

PW Director Garland advised that the City Manager issued an off-agenda memo in August 2022, updating the community on the progress with the Bright Streets initiative. He also advised that in advance of start of school year, Public Works circles all schools (about a block radius) to make sure that signage, curb painting, pavement markings, etc., are all updated and refreshed.

Vice President Vasudeo commented that at a previous 2x2 meeting the discussion regarding Bright Street was to follow the same model that SFMTA with SFSD which is to reach out to principals. Do you know if that's being followed?

PW Director Garland advised that they will share department update at next 2x2 meeting.

Vice President Vasudeo stated she would like to coordinate with the principals regarding traffic safety concerns of the parents within the three blocks.

PW Director Garland stated that principals who have traffic safety concerns can reach him directly and get prioritized.

Councilmember Hahn commented regarding clarifying two things. One, giving priority to Bright Streets before the school year begins along perimeter of school and kids' routes to school. Two, ongoing, all year requests and having a system for those making sure they get to head of queue.

5.2 - Update on the Milvia Street Project

The committee received a PowerPoint presentation from Director Calise regarding Update on Milvia Street Project. This was followed by committee members asking questions.

Vice President Vasudeo asked clarifying question regarding why TDM survey is being done separate from the staff survey and why the different timelines.

Director Calise responded that the TDM survey is a robust survey much bigger than what can be done in house. There is a need to know how many people are driving and why; and how many spots are available in the neighborhood. TDM is forthcoming; but there is limit on what can be produced.

Vice President Vasudeo asked who is doing the TDM survey, the timeline and how is the District incentivizing staff to use sustainable means for transportation.

Director Calise responded that the District has not picked a consultant to do the TDM. The District currently incentivizes staff with the Cafeteria Plan; but could not speak as to whether the District has additional money to incentivize.

President Babitt asked for next steps to solve teachers' need to move cars every two hours and if there were different policy issues to work on in interim for more parking permits.

PW Director Liam Garland commented that the plan is to take the presentation to the City's technical experts in parking program, do some further analysis, especially the pros and cons of different policy options in front of the USD and the City and return with analysis and alternatives at next 2x2 meeting.

Councilmember Hahn requested clarification regarding placement of proposed new building and tennis courts.

Director Calise responded that four tennis courts, the new building, and additional parking will be on the main campus.

Councilmember Hahn stated she was looking forward to having data about how many parking permits are desired and what the City will decide to do.

Director Calise stated the intent to have results regarding how many people are driving by next meeting.

Director Vasudeo spoke about the conversation needed for TDM and how are we incentivizing staff to travel more sustainably.

5.3. - Update on Berkeley Youth Equity Partnership

Director of Health, Housing and Community Services, Dr. Lisa Warhuus, along with Nina Goldman, Katie Cobian presented on Berkeley Youth Equity Partnership. The presentation covered the New Name, Impacts of Berkeley's 2020 Vision; Lessons Learned; YEP's Framework and Key Activities. This was followed by committee members asking questions.

President Babbitt thanked HHCS for presentation and expressed BUSD goal for partnership with the City to support students. President Babbitt acknowledged the work and asked for a moment of silence for Hon. Karen Hempfield, former BUSD Board Member and President.

Director Vasudeo commented about having targeted outreach to Umoja and Puente program participants for an opportunity to be a part of the panel. She also spoke about learning how the City is working with CBOs.

Nina Goldman responded that the City funds almost every CBO in Berkeley, in Umoja and Puente, as well as connecting with the three community-based organizations that are serving the Black Lives Matter Resolution. Everyone will be invited to apply in the Fall for next round of funding.

Councilmember Hahn commented about the need for crisper goals in terms of metrics.

President Ford Morthel mentioned a lot of the partners are not clear on metrics around what the program does or what they are trying to accomplish. President Ford Morthel also commented

about how to first get clear on what District goals and outcome goals are for students, then working with partners on what their role is in supporting goals. The other discussion was creating clear metrics as partners on the quantitative measures and qualitative measures.

Nina Goldman added that one of the things learned is the complexity of the numbers – collecting data and how it interacts with each other - programs are doing amazing things with kids; but looking at the community measures, there's a disconnect. Expertise is needed in data analysis.

6. Action Item

6.1 - Develop and Prioritize Future Agenda Items

President Babitt asked the committee to have an agreement to prioritize issues for next meeting:

1. Giving more time to resolving parking permit issue;
2. Getting updates on Milvia project; and
3. focusing on next steps on YEP.

Vice President Vasudeo expressed that there are priority topics that come up at 2x2 meetings – 1. Transportation -- Bright Streets and Milvia project; 2. Closing opportunity gap and agencies collaborating; and 3. Safety in our schools.

Councilmember Hahn commented about having 2x2 meetings every month. Other topics of interest are seeing zero waste in plastics, including issues around recycling, composting, reusables at BUSD and how the City can support; interested in shared facilities and expanding shared facilities for more accessible spaces for the rest of the community.

Committees collected list of topics for future meetings: 1. YEP; 2. Safety Task Force; 3. Milvia Street Project; 4. Shared equitable recreation; 5. Transportation – traffic around school; 6. Zero Waste; and 7. Meeting regularly.

Committee agreed on upcoming Special Meeting on May 17, 2023 at 11:00 am and Regular Meeting on June 16, 2023 at 1:00 pm. Further discussion is needed for proposed dates of September 8 at 10:30 am -12:00 pm, November 9 and/or possible date in October.

7. Next Meeting

Special Meeting on May 17, 2023, at 11:00 am – 12:30 pm

Regular Meeting on June 16, 2023, at 1:00 pm – 2:30 pm

8. Adjournment

Meeting adjourned at 10:50 am



Office of the City Manager

**Notes of 2x2 Committee Meeting
May 17, 2023**

Called to Order

Meeting commenced at 11:02 am

Approval of Special Meeting Agenda for May 17, 2023

President Laura Babitt moved to approve agenda for meeting. The motion was seconded, and passed.

Roll Call

Director Jennifer Shanoski, BUSD; Councilmember Sophie Hahn, City of Berkeley and President Laura Babitt, BUSD were present. Councilmember Terry Taplin, City of Berkeley was absent. Director Shanoski was the alternate for BUSD Board Member, Director Ana Vasudeo.

Others Present

Matt Meyer, President of Berkeley Federation for Teachers for public comment; Regina Chagolla, Vice President of Berkeley Federation of Teachers for public comment; Ramonda Clarke, City of Berkeley; Anne Cardwell, City of Berkeley; Enikia Ford Morthel, Superintendent BUSD; John Calise, Executive Director of Facilities BUSD; Tom Lent, President of Walk Bike Berkeley for public comment and Jessica Lopez, Executive Assistant BUSD

Approval of Minutes for April 28, 2023

Councilmember Hahn moved to approve minutes of April 28, 2023 meeting. The motion was seconded, and passed.

Public Comment

Matt Myers commented about the parking situation at Berkeley High for staff around commuting with their children with different drop off locations and unable to use ebike for this purpose and

lack of available parking for school day. He also expressed support of Director Calise's alternatives and the need for the City's collaboration.

Tom Lent commented about the BUSD survey that was shared with staff members and the need for a TDM survey to evaluate needs for BHS staff.

Liza Lutzker expressed appreciation of new flexible approach. She also commented about the survey to staff and suggested District collaboration with City transportation for more accurate data.

Cielo Rios commented about the need for a survey design to create an unbiased and comprehensive analysis of how staff get to work, the distance they travel and where they live.

Discussion Item – 5.1 Update on Milvia Street Project

Director John Calise presented. The objective of presentation was to review high level findings of the parking study. Director Calise clarified that the internal survey is different from a TDM survey and that the District will bring in a consultant to do a TDM survey and then, engage 2x2 in discussion about possible next steps. The internal survey has been shared with City staff.

Parking study survey has been finalized. There was 40% participation in survey. Out of the respondents 80% drove to work out of necessity; 85% are able to use the staff lot; 5% parked in city or private parking garages; and 14% use surface street parking in the neighborhood.

President Babitt requested clarification of which lot, and if the 220 permits all go to Berkeley High School staff.

Director Calise responded that there are approximately 220 BHS parking permits issued for the 144 spaces, lot on Milvia between Bancroft and Durant. The spaces are first come, first serve with permit.

President Babitt stated that there are zero permits offered to staff by the City.

Director Calise thanked Babitt for clarifying stating that there are no RPP permits issued for anyone who works at BHS.

Director Calise further stated the study showed that if a financial incentive was offered, would driving to work change, 75% said no.

Director Shanoski asked about timeline for TDM survey.

Director Calise advised they anticipated putting out an RFP sometime this summer.

Director of Public Works, Liam Garland advised that the City is still digesting presentation and introduced parking policy team members Gordon Hansen and Hamid Mostowfi.

Gordon Hansen of Public Works advised that the City manages parking via RPP permits for the purpose to protect parking for residents. The area around BHS, Area C, where John's team did the parking survey was established in 1986. BHS is located within Area I, which covers the southside and downtown area. RPP permits are intended for residents only. The City has several other programs that allow different classes of users to be able to park in our different areas. One of those programs is the neighborhood serving Community Facility program or NCF that allows employees of schools, churches and rehab centers to be able to purchase permits for the areas in which the facilities are located. The City also has a program for local merchants that allows them to get permits for certain commercial districts.

Under the current program, facilities apply every year using the same standard process. By using a standard formula, we look at the number of full-time staff, multiply that by 60%, that gives us the top line of parking permits that can be issued at the facility. Off-street parking available to that facility is also taken into account.

Historically BHS and other schools and churches in Area I have been excluded from eligibility for that program due to Area I being quite compacted. The other reason for this is that the City is guided by the Berkeley Municipal Code that staff must consider the degree of impact on parking conditions for residents and merchants in the area where we would consider extending eligibility for these community facility permits. Because of the unique constraints and pressures in Area I, BHS and other facilities have been excluded by administrative regulation in keeping with the direction from the code.

The question is, how do we move forward from here from the city's perspective. These are high level for discussion purposes, not proposals or plans. One idea, we say we will allow Berkeley High School to apply for these permits in Area I. That would be a departure from our past practice and would raise a lot of concern for the City for major impacts on existing permits holders.

Area C borders Berkeley High School. BHS is not actually within the boundaries of Area C where John's team did the parking survey analysis. Area C is a little more tricky and requires additional conversation, it may actually require council action to change the location of RPP area boundaries.

If we wanted to say, allow BHS to apply for community facility permits for Area C. The other piece is changing boundaries of Area I and Area C could disproportionately impact the existing RPP Area I parking, that's located on the periphery of Berkeley High School. Further reducing

opportunities for residents in the downtown area to find Area I parking. Those are two potential ways forward that we can discuss.

President Babitt interjected to allow Q & A on what was heard thus far.

Councilmember Hahn thanked Gordon for helpful information. She further commented that the reason for this conversation is because City Council referred it 2x2 saying we don't think it's optimal to have a parking garage in the middle of the downtown and please help problem solve hand in hand with the district. In that spirit, we need a well-developed plan to go to council.

Councilmember Hahn also stated that Area J and Area E, along with Area C should be looked at. From a regulatory perspective, we would need council action to say Berkeley High is special and we will allow them to apply for permits in these other areas, or we would have to put them in another area.

Councilmember Hahn commented that surveys are helpful but definitive. What is more important even without a study is, putting programs and incentives in place at all our schools, i.e., electric trikes that have a big cargo and enhancing programs BUSD already has in place.

Councilmember Hahn expressed understanding and sympathy of people having complicated lives and being at different stages of life, and some have the need to drive for different reasons and some can take an ebike or other transit. Hahn also stated that they are trying to find solutions and personally thinks getting permits will be part of that solution, and is committed to all of the above.

Director Shanoski appreciated problem solving approach and the City partnering with the school district regarding issue of parking for teachers and staff and concerns about building a parking structure. Further comments about the big issue of subs and part-time teachers parking on city streets and if it would be possible to alleviate some of the city concerns if those folks were prioritized with the city street permits, to minimize the impact on city streets.

Councilmember Hahn clarified that once BUSD has the permits that it is up to District to allocate them.

Director Shanoski confirmed Hahn's statement and advised that she was just voicing it as a possibility and that in collaboration with labor partners, they can figure out how to prioritize the permanent spaces and we use the permits in a more flexible way

Director Calise provided feedback that Berkeley High is the only school with a parking lot. The lottery is done now for subs, part-time and full-time teachers, but the itinerant staff aren't considered in lottery - special ed folks who roam school to school, do not get into that lottery and

are stuck looking for a spot. The reason is to try and maximize lot to make sure every spot is filled for the entire day.

Director Shanoski questioned if those included in the survey, includes the subs and part-time teachers because of the need to understand the impact to all.

Director Calise advised that subs were not included, as they are not part of BHS council.

President Babitt agreed with colleagues regarding being in problem solving mode. Babitt further commented about the fact that people are driving and parking in the neighborhoods from 8:00 am to 4:30 pm every day, and moving their cars every two hours. This is extremely disruptive for the city's educational program. The district needs help eliminating the fact that teachers are moving every two hours and to use the spaces that are already being used in a more efficient way.

Councilmember Hahn asked if the survey taken of Area C that showed 73% of spaces taken, included all the BHS staff, etc., on a school day.

Director Calise responded majority parked in the west in Area C because that's where most spots are available and why the area was studied.

Councilmember Hahn expressed to Deputy City Manager Anne Cardwell that no matter what, the City is going to have to take a look at this. BUSD has not taken action on the alternative plan, etc.; but feels like this needs to get in front of council in some fashion – maybe by writing a discussion item that President Babitt and Councilmember Hahn could write it together with support from Public Works, BUSD, to lay out all these great “ha-has” we have, with imperfect information.

Councilmember Hahn suggested a general outline of a path forward for the City's piece. The city's piece would be to consider a special dispensation for a certain number of permits to be allowed in one, two, or three adjoining areas by a possible ordinance change to see if we can get a certain number of permits in the three outlining areas. The second thing that should be looked at jointly is a robust electric cargo bike program. Teachers and staff can help us understand what would work for them. Maybe there's some grant funding out there for a pilot of a really well thought through program, either loaners; maybe we give some kind of an incentive to purchase one. Let's have a broad dive into an innovative program. The third is to look at what are the transit incentives that BUSD has in place.

Director Calise responded that BUSD currently has a cafeteria plan for all staff members who use public transit that they show their receipts and that amount is pre-taxed out of their check.

Councilmember Hahn asked if there is something we can do that is better or a way to design this so that more people take advantage of it. Is there any other thing that we should put in the council's idea box?

President Babitt said that she heard Gordon say that permits are offered at a cost and asked what is the portion that BUSD in the current structure of these neighborhood community service programs would have to pay.

Gordon Hansen responded the NCF permits? Yes, I believe it's \$82 a year.

President Babitt responded \$66 and then \$185? We will need that information.

Director Calise advised that it comes come out of a different fund. The way that the permits are paid for is out of the site funds. The sites are allocated x amount of dollars of general fund dollars to use discretionary. Those permits at the sites are actually paid for by the sites.

Councilmember Hahn would like to explore allocating permits in the three nearby areas, some kind of cargo bike program, reevaluating the effectiveness of the transit incentive and whether that can be enhanced in some way. The possibility that some portion of the vehicle parking need might be handled in some way with a shared cost or something at the new half empty parking facility downtown. Hahn would invite BUSD to present at meeting and having the conversation about BUSD and the City of Berkeley's piece with council.

President Babitt asked where are we landing on the need for additional surveys or the TDM and what are the outcomes we expect a TDM to help offer, giving the framing that we have come up with to solving the immediate problem.

Gordon Hansen first confirmed the permit cost is \$83 year. He further commented BUSD already provides a pretax commute benefit which allows employees to set aside funding from their paycheck to be used for any type of transit that they use. Other options to consider an AC Transit Easy Pass program. It offers bulk discounts typically used by either large institutions. What it does is provide a discounted transit pass for use on transit at a much lower cost to the employer than a normal monthly or yearly pass would be.

Director Babitt responded that it sounds like the results of the TDM would be to basically let us know how to advocate for more of the public transit uses, the funding sources, the discounts or any kind of offerings we could partner with mass transit.

Gordon Hansen responded yes, that's definitely one approach.

Councilmember Hahn responded to Gordon saying that the question is, do we really need to spend money to do a special study; or with your expertise, would we be able to just potentially show a menu of things that could help reduce driving? Or do we need to spend the money on a study?

President Babitt said she thinks the study would help us negotiate with AC transit or BART.

Gordon Hansen responded not necessarily. To the first question, we could start with a list of TDM policies that already exist in Berkeley or that we have studied in the past in a parking pilot the city did about 10 years ago. He further stated that there is value to pursuing some external support given we are not always aware of what new programs or policies might be available so there is some research that could be valuable from a consultant.

Director Babitt thanked Gordon for feedback and asked if anyone else had anything pertinent to the solutions that we are moving towards that they would like to add before we adjourn.

Councilmember Hahn asked if we should take some action for the City team to work with the BUSD team to put an item together, a discussion item to bring before the city council so that the city council can engage in a preliminary discussion of how the city can participate in solving this problem.

Approval of Motion for City Team to Prepare Discussion Item for City Council

Councilmember Hahn moved for a Motion to request that the City team prepare a discussion item for City Council to begin exploring the City's options to help solve the parking garage question.

The motion was seconded and passed

Director Calise asked if there was a timeline. He further advised that per the Board's direction, they are completing the CEQA and it is almost ready to publish. He further indicated that they are supposed to be writing and releasing the RFP for the design build of the garage project in July. He again asked if he can ask for a timeline, so he understands the direction to look for from the Board as to whether or not to postpone, pause, etc.

Director Babitt asked if there is a difference between pause and terminating.

Director Calise responded there is. But what he is asking is, does the 2x2 have a timeline to work with the City or when would this action or discussion be brought to the City?

Councilmember Hahn responded that it is about putting the item together which includes a little bit of background of everything Gordon laid out about our existing rules and explain what it would take to work around them and maybe some pros and cons of the different workarounds.

Director Calise advised that he can make July work and that it is helpful to understand from a planning perspective when we would begin. If we can do it in July, I think it's helpful cause it informs their work and what needed from team.

Councilmember Hahn advised that she is not prepared to give a timeline due to it not yet being an action item. She suggested that by the end of September, she hoped to have had a discussion and an indication of the general direction that council would like to move in.

Director Babitt advised that her concern is money continuing to be spent on this \$27 million parking garage.

Director Calise responded we are but not continuing. The EIR and the bridging documents contracts are already in play and in the finalization stage. The dollars have been encumbered and expensed for that. For those particular contracts, is why he asked if there was a timeframe so not to put staff time and dollars or any public dollars, as far as bond dollars into moving this project to the next phase, until we understand. To not encumber or expense more dollars on this project, he'll need to update the Board. He further stated if this is where we are with project, they are pressing pause since the 2x2 has indicated is a willingness to partner and that it will go before city council for a conversation.

Deputy City Manager Cardwell advised that she will have internal meetings and then update on timing.

President Babitt thanked everyone and advised the next meeting is scheduled for June 16th and advised if any other meeting dates had been finalized.

Deputy City Manager Cardwell advised that Jessica and Ramonda are working on getting those on calendars and double checking that it works for everybody's schedule.

Next Meeting

June 16, 2023 from 1:00pm – 2:30 pm

Adjournment

Meeting adjourned at 12:23 pm



Office of the City Manager

**Notes - 2x2 Committee Meeting
June 16, 2023**

Called to Order

Meeting commenced at 1:03 pm

Approval of Meeting Agenda for June 16, 2023

President Laura Babitt moved to approve agenda for meeting. The motion was seconded, and passed.

Present

Ana Vasudeo, BUSD Board Vice President; Councilmember Sophie Hahn, City of Berkeley and Laura Babitt, BUSD Board President were present at commencement of meeting.
Councilmember Terry Taplin arrived at 1:12 pm

Approval of Minutes for May 17, 2023

President Laura Babitt moved to approve minutes of May 17, 2023 meeting. The motion was seconded, and passed.

Public Comment

Jeff Jue made comments regarding appreciation of work relating to teacher parking issue; as well as BHS students looking forward to getting tennis courts back at BHS.

Peter Wright echoed Coach Jue's comments about tennis courts, as well as commented regarding being encouraged by bond measure that passed with tennis courts and parking.

Ray Yep commented regarding need for tennis courts to return to Berkeley High and offered support and assistance for same.

Cordell Hindler invited 2x2 Committee members to Contra Costa Mayor's Conference on July 6th hosted by the town of Moraga.

Martha Cain commented regarding zero waste and discussion of reusable dishes in some BUSD cafeterias. Applauded the effort to get it launched in 23/24.

Discussion Item – 5.1 BUSD Presentation on Zero Waste Efforts

Superintendent Ford-Morthel presented on BUSD's Zero Waste Efforts. The presentation included Reusable Foodware Pilot Project which included challenges/barriers and where additional support is needed. BUSD would like City's input around the implementation of the single use ordinance. Sofia Peltz and Stephen Collins of BUSD presented slides for discussion item.

Questions and Answers following Discussion Item 5.1 Presentation

Councilmember Hahn stated excitement that efforts are in pilot mode. She also talked about advocacy at schools and districts for these types of programs and the work that Deborah Moore did on the Green Schools initiatives in hopes to get schools to go to reusables, recycle and other changes for zero waste. BUSD is the only one that Moore was never able to get to move forward. Zero waste has been a longstanding goal of the community.

Councilmember Hahn talked about a couple of ideas:

- Using the City's compostable list. Solution is reusables, any disposables are not a good solution
- Services that service corporate dining rooms like Google and contract with them to pick up/wash dishes
- Hotels and restaurants in Berkeley; kitchens are closed at night; dishwashing capacity in Berkeley that could be available.
- Labor – there are programs in Berkeley to partner with to provide entry level jobs and job training opportunities. The City has formerly homeless individuals who are ambassadors downtown.
- Motivated parents that are willing to volunteer.

Councilmember Taplin commended the District and recognized the work being done.

Director Vasudeo expressed thanks for updates. Further comments regarding the current use of a dishwasher at Cragmont, the Green team and use of reusable cutlery at the school.

Director Vasudeo requested more information regarding which campuses do not have a dishwasher, more specifics around cost and what it would take to make sure this is available to all our campuses or what a shared model could look like and, on the labor side, staffing numbers. Expressed curiosity of how a homeless ambassador program would work, as mentioned by Councilmember Hahn, from an equity perspective.

President Babbitt stated excitement to take it to next level and expressed confidence that it can be done. She expressed need to understand the cost benefit analysis of the services available to District to contract work out. Acknowledged significant challenges with hiring staff to do this type of work and we also the added layer of being on the school campus and clearances needed. Further suggested that the District partner with Cal Berkeley or Berkeley City Community College and find out how they are washing their dishes. Also, looking into how BHS can be a spot for Vessel, as mentioned by a student at Climate Fair.

President Babbitt asked what was the plan for the next school year 23/24.

Stephen Collins advised that a plan was not currently in place.

Superintendent Ford-Morthel stated this meeting was one of the things to get a plan in place. The challenges are getting people, facilities having dishwashers and funding. Would like to work with executive team, work on a plan and discuss further at next 2x2 meeting.

President Babbitt summarized that the District will come back with a plan and agreement for a target date of 24/25 school year, which also meets BUSD sustainability plan goals. Babbitt asked to understand what is involved in a pilot program of washing dishes?

Stephen Collins responded that it is having the people to wash the dishes. Money is needed to fill the positions.

Councilmember Hahn suggested having as part of the plan -- recruitment and retention for this classification and look at you whether increasing pay, different working conditions, bonuses, referring friends.

Councilmember Taplin asked if a union gets brought into the project, who do they bargain with.

Stephen Collins responded staff is unionized. The partner organization called the Merit Commission controls all of the recruiting.

President Babitt summarized that staffing is the current challenge. Would also like to understand costs, possibly partnering with Cal Berkeley or Berkeley Community College or bigger entities.

Prioritize Future Agenda Items

President Babitt mentioned continuing the conversation around the parking structure and the permits.

Director Vasudeo mentioned Bright Streets and that there are specific requests from district principals around public works projects at the school sites. Would like to know if there are public works requests that district needs to collaborate on. There are also pending safe routes to school safety assessments and need collaboration with planning staff at the city to implement some of the recommendations.

President Babbitt commented about needing updates around the 2020 vision (YEP) and how those funds are being allocated. RFP needed, Grants. Collaborate more with being able to expand things that are working and just simplifying that process in general.

Anne Cardwell advised that Dr. Lisa Warhuus (Director of HHCS) requested that YEP be a standing item on agenda.

Councilmember Hahn commented about Bright Streets and asked regarding status of work from Public Works.

Summary of agenda topics

- Zero Waste
- Bright Streets
- 2020 Vision/YEP
- Transportation - Safety
- Parking Structure and Permits

Next Meeting

September 8, 2023 from 10:30 am – 12:00 pm

Meeting adjourned at 2:01pm.