



Human Welfare and Community Action Commission

AGENDA

Wednesday, October 18, 2017

7:00 PM

South Berkeley Senior Center, 2939 Ellis St.

Berkeley, CA 94703

Preliminary Matters

1. Roll Call
2. Public Comment

Update/Action Items

The Commission may take action related to any subject listed on the agenda, except where noted.

Berkeley Community Action Agency Board Business

3. Approve Minutes from the 9/20/2017 Regular Meeting (Attachment A)
4. Update on Strategic Planning Training Process – Staff
5. Review City Of Berkeley Funded Agency Program And Financial Reports – Staff
 - A. SEEDS Community Resolution Center (Attachment B)

Other Discussion Items

6. Discuss Community Meeting Locations – Commissioner Sood
7. Update on the Closure of Alta Bates Hospital – Commissioner Omodele (Attachment C)
8. Discuss Berkeley Homeless Policy – Commissioner Omodele
9. Update on Air Quality in West Berkeley – Commissioner Sood (Attachment D)
10. Update on the Development of an Office of the Anti-Displacement Advocate – Commissioner Sood
11. Discuss Skills Training Programs for Low-income Residents – Commissioner Sood
12. Discuss Extended Early Childcare – Commissioner Sood
13. Discuss Ways to Increase Accessibility of Banking and Business Loan for Low-income Residents – Commissioner Sood
14. Discuss Residential Preferential Parking (RPP) Program – Commissioner Sood (Attachment E)
15. Review Latest City Council Meeting Agenda – All (Attachment F)
16. Announcements

17. Future Agenda Items

Adjournment

Attachments

- A. Draft Minutes of the 9/20/2017 Meeting
- B. SEEDS program and financial reports
- C. Email communications
- D. Email communication from West Berkeley Alliance
- E. Residential Preferential Parking Worksession Report
- F. Review City Council Meeting Agenda at City Clerk Dept. or <http://www.cityofberkeley.info/citycouncil>

Communications

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Secretary:

Wing Wong
Health, Housing & Community Services Department
510-981-5428
wywong@CityofBerkeley.info

Mailing Address:

Human Welfare and Community Action Commission
Wing Wong, Secretary
2180 Milvia Street, 2nd Floor
Berkeley, CA 94704



Human Welfare and Community Action Commission

DRAFT MINUTES

Wednesday, September 20, 2017

7:00 PM

South Berkeley Senior Center, 2939 Ellis St.
Berkeley, CA 94703

Preliminary Matters

1. Roll Call: 7:04 PM
Present: Dunner, Sood, Mutombu, Omodele, Sarkodee-Adoo
Absent: Bookstein (excused), Earl (excused)
Quorum: 4 (Attended: 5)
Staff Present: Kristen Lee and Wing Wong
2. Public Comment: 1 (for item #11)

Update/Action Items

The Commission may take action related to any subject listed on the agenda, except where noted.

Berkeley Community Action Agency Board Business

3. Approve Minutes from the 7/19/2017 Regular Meeting

Action: M/S/C (Dunner/Sarkodee-Adoo) to approve the 7/19/2017 minutes.
Vote: Ayes – Dunner, Sood, Mutombu, Omodele, Sarkodee-Adoo; Noes – None; Abstain – None; Absent – Bookstein, Earl.
4. Election of Low-Income Representative (Candidate Howard)
A candidate (Ms. Dru Howard) has been elected as the Representative of the Low-Income Individuals and Families for District 2. Her appointment will be considered for confirmation by the City Council on 11/14/2017.

Action: M/S/C (Dunner/Sarkodee-Adoo) to elect Ms. Howard to fill one of the current vacancies in District 2.
Vote: Ayes – Dunner, Sood, Mutombu, Omodele, Sarkodee-Adoo; Noes – None; Abstain – None; Absent – Bookstein, Earl.
5. Discuss Strategic Planning Training Process
Commissioners discussed cancelling the 11/15/2017 regular meeting and scheduling a special meeting for Strategic Planning Training on 11/5/2017 with CalCAPA. Continued to the 10/18/2017 meeting.
6. Review City of Berkeley FY 2016 Single Audit Report
Commissioners reviewed and discussed the FY 2016 Single Audit Report.
7. Review Community Services Block Grant (CSBG) Organizational Standards Report
Commissioners reviewed and discussed CSBG Organizational Standards Report.
8. Review City Of Berkeley Funded Agency Program And Financial Reports – Staff

Commissioners reviewed and discussed (A) the FY 18 program and financial report review schedule (B) the financial and program reports for McGee Avenue Baptist Church and (C) the financial and program reports for Multicultural Institute.

Other Discussion Items

9. Discuss Community Meeting Locations

Commissioners discussed the feasibility of holding meetings for community feedback at various locations such as restaurants or barbershops. They considered factors such as work schedules and transportation issues. They discussed forming subcommittee to go to different locations and report back. Continued to the 10/18/2017 meeting.

10. Update on the Closure of Alta Bates Hospital

Commissioners voted to invite Alta Bates administrators to attend the meeting and address concerns regarding the closure of the facility. A Subcommittee of the HWCAC was formed in June and will attend meetings held by Community Health Commission, Planning Commission, and Disaster and Fire Safety Commission. Continued to the 10/18/2017 meeting.

Action: M/S/C (Dunner/Omodele) to invite Alta Bates administrators to attend the next HWCAC meeting.

Vote: Ayes – Dunner, Sood, Mutombu, Omodele, Sarkodee-Adoo; Noes – None; Abstain – None; Absent – Bookstein, Earl.

11. Discuss Berkeley Homeless Policy

Speaker: 1

Commissioners discussed homeless issues. Continued to the 10/18/2017 meeting.

12. Update on HWCAC Recommendations to City Council to Change BMC Section 3.78.030, 040, and 050 Related to Commission Procedures

Berkeley Municipal Code Chapter 3.78 is the ordinance governing the functions and procedures of HWCAC. HWCAC re-submitted a report to the City Council on 5/2/2017 for consideration to amend vacancy and termination procedures. City Council postponed this item at its 5/2/2017, 5/16/2017, and 6/13/2017 meetings, and finally declined to take any action on this item at its 7/11/2017 meeting.

13. Update on Air Quality in West Berkeley

Action: M/S/C (Sood/Sarkodee-Adoo) to invite West Berkeley Alliance for a presentation.

Vote: Ayes – Dunner, Sood, Mutombu, Omodele, Sarkodee-Adoo; Noes – None; Abstain – None; Absent – Bookstein, Earl.

Continued to the 10/18/2017 meeting.

14. Update on the Development of an Office of the Anti-Displacement Advocate

Commissioner Sood reported that the City Council developed an Anti-Displacement Advocate, but had no more information about the status of this position. Continued to the 10/18/2017 meeting.

15. Discuss Skills Training Programs for Low-income Residents

Commissioners discussed the possibility for the HWCAC to review skill training and employment funding applications in the next Request For Proposal (RFP) process. Continued to the 10/18/2017 meeting.

16. Discuss Extended Early Childcare

Commissioner Sood wanted to explore the possibility of extending the hours of Berkeley Child Development Center. Commissioners will explore any opportunity to collaborate with the Children, Youth and Recreation Commission on this item. Continued to the 10/18/2017 meeting.

17. Discuss Ways to Increase Accessibility of Banking and Business Loan for Low-income Residents

Continued to the 10/18/2017 meeting.

18. Review Latest City Council Meeting Agenda

Commissioners reviewed City Council Meeting Agenda. Continued to the 10/18/2017 meeting.

Adjournment

Adjourned at: 9:15 pm

Minutes approved on: _____

Commission Secretary: Wing Wong

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**City of Berkeley
Community Agency
CLIENT CHARACTERISTICS REPORT**

Contract No: 10021A

Agency: SEEDS Community Resolution Center
 Program: Comm Mediation & Conflict Res.
 Phone: 510-548-2377

Period of: 2nd Half 2017
 Report Prepared By: Barbara Lipson
 E-mail: barbara@seedscrc.org

1. CLIENT SUMMARY - 2nd Half

	2nd Half	YTD
A. Total New Clients Served by the Program (Berkeley and Non-Berkeley)	812	1,486
B. Total New Berkeley Clients Served for Whom You Were Able to Gather Statistics on Age, Race/Ethnicity, and Income:	53	97
C. Total New Berkeley Clients Served for Whom You Were NOT Able to Gather Statistics on Age, Race/Ethnicity, and Income:	201	414
D. Total New Berkeley Clients Served:	254	511

2. DEMOGRAPHIC DATA

RACE - Unduplicated Count	Previous Periods		Report Period		Year-To-Date	
	Non-Hispanic	Hispanic Ethnicity	Non-Hispanic	Hispanic Ethnicity?	Non-Hispanic	Hispanic Ethnicity
Single Race Categories						
American Indian/Alaskan Native	0	0	1		1	0
Asian	0	0	7		7	0
Black/African American	4	0	5		9	0
Native Hawaiian/Pacific Islander	0	0			0	0
White	33	0	26	2	59	2
Combined Race Categories						
American Indian/Alaskan Native & White	1	1			1	1
Asian & White	1	0			1	0
Black/African American & White	1	0			1	0
American Indian/Alaskan Native & Black/African American	0	0			0	0
Other Combined Race Categories	3	0	11	1	14	1
TOTALS	43	1	50	3	93	4
TOTAL SERVED	44		53		97	

3. INCOME LEVEL

Income Level - Unduplicated Count	Previous Periods	This Period	YTD
Poverty	0	15	15
Poverty to 30% of AMI (Ex. Low)	11	5	16
31-50% of AMI (Low)	11	6	17
51-80% of AMI (Moderate)	4	2	6
Above 80% of AMI	18	25	43
TOTALS	44	53	97

4. AGE

Age - Unduplicated Count	Previous Periods	This Period	YTD
0-5	0		0
6-11	0		0
12-17	0		0
18-24	0	2	2
25-44	11	21	32

45-54	7	11	18
55-61	8	6	14
62 and Over	8	9	17
Unknown	10	4	14
TOTALS	44	53	97

5. OTHER CHARACTERISTICS

Other Characteristics - Unduplicated Count	Previous Periods	This Period	YTD
Female	32	35	67
Male	36	17	53
Disabled	0	10	10
Homeless	0		0
Chronically Homeless	0		0
Female Head of Household	3	8	11

6. SERVICE MEASURES

Service Measures	Annual Goal		1st Half		2nd Half		Served YTD		% Served	
	UOS	New Clients	UOS	New Clients	UOS	New Clients	UOS	New Clients	UOS	New Clients
***** Other Services *****										
1 Educational/Training Workshops	2	50	2	54	3	63	5	117	250%	234%
***** Fair Housing Services *****										
2 Mediation Sessions	14	46	12	18	6	13	18	31	129%	67%

1st Half Narrative

2nd Half Narrative

Our reporting system has improved, which is why some of our numbers look different - we haven't substantially shifted our client base (although we're always looking to reach a more diverse population of clients), we're just reporting more accurately.

7. OUTCOMES

Outcomes	Annual Goal	1st Half Achieved Outcome	2nd Half Achieved Outcome	Achieved Outcome YTD	% Achieved Outcome of Annual Goal	% Achieved Outcome of Total Served
1 Participants achieved enhanced skills or knowledge	48	51	60	111	231%	22%
2 Clients	44	17	22	39	89%	8%

1st Half Narrative

We were in a time of transition with regards to our Case Development program, and didn't collect as much demographic data as we typically do. We have a new system and should have more data for our next report.

2nd Half Narrative

Date Signed

08/17/2017

Approved By
Date Signed

Wing Wong
09/12/2017

Initially submitted: Aug 17, 2017 - 13:35:48

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**CITY OF BERKELEY
COMMUNITY AGENCY STATEMENT OF EXPENSE
01/01/2017 TO 03/31/2017**

Note: Any variation from the Approved Budget exceeding ten percent (10%) requires a Budget Modification Form.

Agency Name: [SEEDS Community Resolution Center](#) Contract #: [10021A](#)

Program Name: [Comm Mediation & Conflict Res.](#) PO #: [105585](#)

Funding Source : ESG

Expenditure Category	Staff Name	Approved Budget	Jul-Sep 2016	Oct-Dec 2016	Jan-Mar 2017	Apr-Jun 2017	Total Expenditure	Budget Balance
Executive Director	Jeffrey Sloan	\$5,000.00	\$1,250.00	\$1,250.00	\$1,250.00		\$3,750.00	\$1,250.00
Senior Program Manager	Barbara Lipson	\$10,000.00	\$2,500.00	\$2,500.00	\$2,500.00		\$7,500.00	\$2,500.00
Rent		\$5,000.00	\$1,250.00	\$1,250.00	\$1,250.00		\$3,750.00	\$1,250.00
TOTAL		\$20,000.00	\$5,000.00	\$5,000.00	\$5,000.00		\$15,000.00	\$5,000.00

Advances Received [\\$15,000.00](#)
Underspent/(Overspent) [\\$0.00](#)

Explain any staffing changes and/or spending anomalies that do not require a budget modification at this time:

Upload of Resumes for New Staff (required): [Go to Document Upload page](#)

- Expenditures reported in this statement are in accordance with our contract agreement and are taken from our books of account which are supported by source documentation.
- All federal and state taxes withheld from employees for this reporting period were remitted to the appropriate government agencies. Furthermore, the employer's share or contributions for Social Security, Medicare, Unemployment and State Disability insurance, and any related government contribution required were remitted as well.

Prepared By: [Jeffrey Sloan](#)

Email: jeff@seedscrc.org

Date: [05/08/2017](#)

Authorized By: [Jeffrey Sloan](#)

Email: jeff@seedscrc.org

Name of Authorized Signatory with Signature on File

Approved By: Wing Wong 05/09/2017 Project Manager Date	Examined By: _____ CSA Fiscal Unit Date	Approved By: _____ CSA Fiscal Unit Date
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Initially submitted: May 8, 2017 - 14:33:46

Wong, Wingyin

From: Remi Omodele <adabrire7@gmail.com>
Sent: Monday, October 02, 2017 3:04 PM
To: Wong, Wingyin; Denah S. Bookstein
Subject: Fwd: Found a way to ask Sarah Koreans a question

Don't know about "annoying her", but Jenny's is a valid question.
 Please share with HWCAC.

Thank you.

Sincerely,
 Remi

----- Forwarded message -----

From: **Wenk Jenny** <jwenk69@gmail.com>
Date: Mon, Oct 2, 2017 at 2:40 PM
Subject: Found a way to ask Sarah Koreans a question
To: Omodele Remi <adabrire7@gmail.com>, "Wengraf, Susan" <swengraf@cityofberkeley.info>, Sarah Jones <sarah@socrates.berkeley.edu>, VQ Legg <VQLegg@gmail.com>

Ladies,

I just became a "follower" of Sarah Koreans, CEO of Sutter Health, on Twitter.

Since there's no way to send her a message on their web site, and I'm not in a Letter Writing mood right now, I Googled her name. And the first result was her Twitter link.

Obviously this probably won't show up on her phone immediately. But it is a way to annoy her with questions via her Assistant.

The question I asked was "Ur website says a Berkeley patient with Heart Attack should go to Castro Valley. Why?" and I added the link to their geographically challenged web site: https://www.sutterhealth.org/location-search/location-results?location-service=Trauma_Emergency+Services&location-lat=37.886277899999996&location-lng=-122.26534880000001&

If we can find enough non-Kaiser using Berkeley residents we may have a way to communicate with this woman who says she is "passionate about healthcare, philanthropy, family and running."

Yes, that is her self description on Twitter.

jw

Wong, Wingyin

From: Wong, Wingyin
Sent: Wednesday, September 27, 2017 1:24 PM
To: Wong, Wingyin
Cc: Lee, Kristen S.
Subject: FW: **[**External**]** invitation for a presentation
Attachments: Alta Bates Summit overview.docx

Hi Commissioner,

Please review the attachment email below. We can invite them again in 2018.

Wing Wong
City of Berkeley
Department of Health, Housing & Community Services
Phone: (510) 981-5428
Fax: (510) 981-5450
wywong@cityofberkeley.info

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From: Wells, Stacey [mailto:WellsS@sutterhealth.org]
Sent: Tuesday, September 26, 2017 8:53 AM
To: Wong, Wingyin <wywong@cityofberkeley.info>
Cc: Lee, Kristen S. <KSLee@cityofberkeley.info>; Warren, Clayton <WarrenC@sutterhealth.org>
Subject: RE: **[**External**]** invitation for a presentation

Thank you for the invitation Wing.

The closure you mention is actually a rebuild: we plan to replace the hospital and its services less than 3 miles away. According to the State of California, the Alta Bates Campus will no longer be seismically compliant in 2030.

We are in regular touch with the Mayor's office but at this point, there is nothing more to add. We'd be happy to come speak at a later date and will be in touch once we have details to share, likely within the next year.

In the meantime, I suggest you reach out to the California Office of State Planning and Development of to learn about seismic regulations behind the closure of hospitals across California.

I've also attached an overview, for you and the commissioners.

Thank you again for your email and we will be in touch.

Stacey

From: Wong, Wingyin [mailto:wywong@cityofberkeley.info]
Sent: Thursday, September 21, 2017 9:54 AM

To: Warren, Clayton <WarrenC@sutterhealth.org>; Wells, Stacey <WellsS@sutterhealth.org>

Cc: Lee, Kristen S. <KSLee@cityofberkeley.info>

Subject: [**External**] invitation for a presentation

WARNING: This email originated outside of the Sutter Health email system!
DO NOT CLICK links if the sender is unknown and never provide your User ID or Password.

Hi Clayton and Stacey,

My name is Wing Wong and I am the Secretary for the City of Berkeley Human Welfare and Community Action Commission. Our commissioners are concerned regarding the closure of the Alta Bates Hospital and want to invite you for a presentation to understand more. Our next meeting is on 10/18/2017 (W) at 7pm at the South Berkeley Senior Center. We can set aside a time period for the presentation. Please let me know if you can come to our meeting. Thank you.

Wing Wong
City of Berkeley
Department of Health, Housing & Community Services
Phone: (510) 981-5428
Fax: (510) 981-5450
wyywong@cityofberkeley.info

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Alta Bates Summit Rebuild Plans

Alta Bates acute care services will be rebuilt before the 2030 seismic deadline, and they will be built adjacent to the Summit Campus in Oakland. Health care has changed and this plan will better accommodate changes in the way patients seek health care services today.

The new, larger regional medical center in Oakland will be sized to meet the needs of all the patients currently seen across both the Alta Bates and Summit campuses, with a new, larger ER, new ICUs and surgery suites, a new L&D, and all private patient rooms.

In Berkeley we also plan to expand access to outpatient services, including doctors' visits, surgery and cancer care centers, and urgent care clinics.

The Alta Bates campus is not closing. We are examining ways to repurpose the campus for medical services and/ or support staff office space that would carry less of an impact on the neighborhood.

Background

In October 2015, Sutter Health confirmed its well-known and widely discussed plans to replace the seismically-challenged Alta Bates campus in Berkeley with a new regional medical center in Oakland adjacent to our Summit campus, less than 3 miles away.

We began discussing this important transition with civic leaders more than a decade ago and have partnered with civic and health care leaders to arrive at the right solutions for all stakeholders.

This consolidation plan is based on how patients access hospital care today. Fewer people receive inpatient care in hospitals. Most care today is delivered in lower-cost outpatient settings, like a doctor's office, surgery center, or walk-in or urgent care clinic. As the East Bay grows and changes, Alta Bates Summit is looking toward the future, planning now to ensure it adapts to meet these changing needs.

Furthermore, SB 1953 mandates that all California acute care facilities either retrofit their buildings to meet stricter earthquake standards or discontinue acute care in those locations by the year 2030. These regulations will make the current Alta Bates campus in Berkeley ineligible for inpatient hospital use by 2030. Hospital planning takes decades and thus we have no choice but to plan a future, seismically compliant facility that continues providing safe care for the East Bay community.

This new, consolidated, state-of-the-art acute care medical center will include a new, expanded Emergency Department. All inpatient and emergency hospital services at this

new medical center will meet the rigorous seismic standards mandated by the state of California.

In Berkeley, at the Alta Bates and Herrick Campuses, we plan to expand access to outpatient services, including doctors' visits, surgery and cancer care centers, and urgent care clinics. Alta Bates Summit recently rebuilt a medical office building for primary care with a new urgent care facility, and invested more than \$2 million in a community partnership with LifeLong Medical Care. We will also continue our Cancer and much-needed Behavioral Health services at the Herrick campus in Berkeley and will, as we have for more than a century, continue to assess and meet the changing needs of the communities we serves, including patients in the City of Berkeley.

This vision for the future ensures the most technologically advanced care with more emergency capacity, improved access to services and a better health care experience for our community. We anticipate no reduction in services across Berkeley and Oakland nor will the realignment result in job loss. It is simply a reallocation of resources and facilities in a way that responds to changing state and regional health care needs and laws.

We have had many discussions with City officials to best meet the health care needs of the Berkeley community while adequately serving the regional needs. Hospital officials have met with the Mayor and all available Council members, neighborhood representatives and our community clinic partners, and have pledged to continue doing so as planning evolves.

For more than a century, Alta Bates Summit has been deeply committed to the health of the communities in the East Bay. We have always operated with the needs of the communities served, the region and the state firmly in mind and will continue to do so.

Frequently asked questions and answers can be found on our website at:
[http://www.altabatessummit.org/ourfuture/.](http://www.altabatessummit.org/ourfuture/)

Wong, Wingyin

From: West Berkeley Alliance <westberkeleyalliance@yahoo.com>
Sent: Monday, October 02, 2017 6:47 PM
To: Wong, Wingyin
Subject: Re: RE: Presentation

Hello Mr. Wong,

The Alliance responded quickly to allow commissioners time to read all of the material included in the letter. After commissioners have read the Alliance letter and gone to the links to read the documents, the Alliance looks forward to getting commissioner questions and feedback.

Your invitation was very vague so members of the Alliance were confused about exactly what specific air quality information the HWCAC wanted. Once we get specific questions and feedback, the Alliance can decide about attending the October 18 meeting.

Sincerely,
Janice

----- www.westberkeleyalliance.org Use the Bay Area Air Quality Management District complaint hotline: 800-334-6367 Available days, nights, and weekends! 24/7

On Monday, October 2, 2017, 9:37:49 AM PDT, Wong, Wingyin <wywong@cityofberkeley.info> wrote:

Hi

Thank you for the reading material. Can you confirm if you are able to attend our meeting?

Wing Wong

City of Berkeley

Department of Health, Housing & Community Services

Phone: (510) 981-5428

Fax: (510) 981-5450

wywong@cityofberkeley.info

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disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

From: West Berkeley Alliance [mailto:westberkeleyalliance@yahoo.com]
Sent: Sunday, October 01, 2017 12:42 PM
To: Wong, Wingyin <wywong@cityofberkeley.info>
Cc: Lee, Kristen S. <KSLee@cityofberkeley.info>
Subject: Re: Presentation

Dear Mr. Wong,

The West Berkeley Alliance for Clean Air and Safe Jobs (Alliance) appreciates your interest in the air quality issues in West Berkeley. Please distribute the attached letter to all of the HWCAC commissioners and let the Alliance know of any follow-up questions that commissioners may have.

Sincerely,

Janice Schroeder

Core Member

----- www.westberkeleyalliance.org Use the Bay Area Air Quality Management District complaint hotline:
800-334-6367 Available days, nights, and weekends! 24/7

On Friday, September 29, 2017, 2:50:20 PM PDT, Wong, Wingyin <wywong@cityofberkeley.info> wrote:

Hi,

My name is Wing and I am the secretary for the Human Welfare and Community Action Commission. Our commissioners are interested in the air quality issue and would like to invite you for an update/presentation. Our next meeting is on 10/18/2017(W) at 7pm. Please let me know if you can attend our meeting.

Thank you.

Wing Wong

City of Berkeley

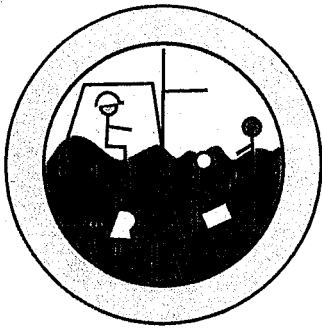
Department of Health, Housing & Community Services

Phone: (510) 981-5428

Fax: (510) 981-5450

wywong@cityofberkeley.info

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West Berkeley Alliance for Clean Air and Safe Jobs

2017 West Berkeley Air Quality

The West Berkeley Alliance for Clean Air and Safe Jobs (Alliance) remains concerned about these air quality issues and inaction by the City and the Bay Area Air Quality Management District to protect the community:

- Community members impacted by Pacific Steel Casting Company (PSC) have shared that they have experienced worsening asthma and other respiratory problems. Some have shared their cancer stories or stories of their very young children with cancers and children with learning and behavior issues. Some have shared their heart conditions and heartbreaking stories of fetal developmental problems, as well as increased symptoms of those suffering from environmental illness.
- http://westberkeleyalliance.org/wp-content/uploads/2012/10/toxics_and_your_health.pdf
- What are the cumulative impacts and synergistic effects of pollution from multiple sources in Berkeley on the health of the community? (freeway, railroad, local industries)
- Some of the toxic emissions emanating from PSC are odorous and others are not. The public is limited to calling the Bay Area Air Quality Management (BAAQMD) only for odor and opacity complaints. Levels of particulate matter (PM, PM 10 and PM 2.5) have increased dramatically since 2005 and continue to rise.
- <http://westberkeleyalliance.org/wp-content/uploads/2012/10/PSC-Emissions.pdf>
- PSC is in full operation after regular business hours (after 5 pm) making enforcement action for odor nuisance complaints very unlikely. BAAQMD inspectors work during regular business hours and often travel long distances to arrive in Berkeley to investigate odor complaints.
- It takes 5 confirmed complaints in a 24 hour period for inspectors to issue a Notice of Violation (NOV) to the offending company, which could result in a fine.
- The BAAQMD Enforcement and Compliance Guidelines state that if 3 or more complaints are received after regular business hours, it is up to the supervisor's discretion if an inspector will be sent out to confirm odor complaints. Most inspectors live a distance from Berkeley. If no inspector is sent, or if it takes an hour or more for an inspector to arrive, it effectively makes it impossible for NOVs to be issued for after regular hours odor complaints and discourages complainants from continuing to call the BAAQMD Hotline to make complaints.
- The ZAB and the Berkeley City Council have repeatedly failed to effectively protect the community, especially sensitive receptors (infants, children, pregnant women, elders) by ignoring the Precautionary Principle adopted by the city, and by not adding stringent conditions to PSC's use permit.
- http://westberkeleyalliance.org/wp-content/uploads/2012/10/Berkeley_City_Council_letter.pdf
- The BAAQMD has still not issued PSC a SMOP permit.
- <http://westberkeleyalliance.org/wp-content/uploads/2017/01/L170119-WBA-PSC-SMOP-Final-Comments-1.pdf>

Janice Schroeder, Core Member, West Berkeley Alliance for Clean Air and Safe Jobs



Office of the City Manager

Attachment E

WORKSESSION
September 19, 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: Residential Preferential Parking (RPP) Program Recommendations

INTRODUCTION

This worksession shall discuss the origins of the Residential Preferential Parking (RPP) Program including related City policies; challenges facing the current RPP Program; recommendations for improving Program operation in the existing 14 RPP areas, and applying those improvements to new RPP areas as the Program expands.

CURRENT SITUATION AND ITS EFFECTS

At the May 31, 2016 Work Session,¹ staff presented an update to City Council on the feasibility of expanding the RPP Program citywide. As a follow-up, staff conducted a comprehensive FY 2016 analysis of the City's RPP Program. That analysis reviewed the Program's fiscal solvency, considered its efficacy in meeting City policy goals (summarized in Attachment 1), and identified several existing challenges:

1. The RPP Program operates at a deficit. In FY 2016, the Program accrued an operational deficit of \$290,354, meaning the General Fund effectively subsidizes 11% of the Program. This does not satisfy Council-adopted fiscal policies, which call for "developing long-term strategies to reduce unfunded liabilities," and if the RPP Program is to be expanded, "requiring...new programs to pay for themselves."²
2. There are no limits on annual permit purchases, meaning residents may purchase as many permits as they want. Berkeley is an outlier as most cities with residential permit programs, including San Francisco and Oakland, have a cap on the number of annual permits available per year to discourage individual overuse of shared on-street parking resources.³
3. The two-hour time limit for non-permit holders results in adverse impacts within neighborhoods. Anecdotal evidence from merchants and residents

¹May 31, 2016 Council Work Session: *Citywide Residential Preferential Parking Expansion* at <http://bit.ly/2k6uGkG>

²City of Berkeley Budget Office: Council Budget Policies: <http://bit.ly/2k5n2b7>

³A summary of policies guiding permit maximums in San Francisco, Oakland, and Walnut Creek is provided as Attachment 2.

- indicates that the current two-hour time limit leads to the “two-hour shuffle,” as nonresidents (e.g., employees of nearby commercial districts) move their cars every two hours to avoid the risk of a citation. This behavior causes increased congestion, noise, and greenhouse gas emissions.
4. The RPP Program may not fully reflect new transportation options, current resident needs, or Council priorities and goals. Berkeley has changed in the nearly 40 years since the RPP Program was first implemented, and a larger conversation about the goals and strategies of the RPP Program is needed to ensure it continues to effectively and equitably address the City’s needs.
 5. Football game day parking poses a unique, infrequent but perennial challenge in certain RPP areas. At the July 25, 2017 Council Meeting, staff presented a recommendation from the Transportation Commission summarizing current problems with non-resident parking in RPP areas surrounding the University of California-Berkeley (UC Berkeley) campus on football game days. Staff recommended new resident-only permit restrictions, and a \$300 fine for others parking in RPP areas during these events.⁴ While a more robust strategy is needed to address this issue, the specific nature of this problem calls for a targeted strategy independent of the RPP Program at large (i.e., football games occur six days per year, while the RPP Program is in effect 313 days per year).

BACKGROUND

The RPP Program was instituted in 1980 (1) to protect Berkeley residential neighborhoods from an influx of non-resident vehicles and related traffic (2) to assure continued quality of life for residents, and (3) to provide neighborhood parking for residents. The Program limits parking for vehicles not displaying an RPP permit in most RPP areas to two hours, and reserves available daytime parking for residents, between 9:00a.m. and 7:00p.m. Monday through Friday, and on some blocks Saturday.

There are currently fourteen RPP zones (Zones A-N) that cover central Berkeley and lie largely adjacent to commercial areas and/or the UC Berkeley campus. Eligible streets are added to the RPP Program when residents on an eligible block submit a qualifying number of signatures exceeding 51% on petitions to “opt-in” to the RPP Program, and a parking survey shows at least 75% of available on-street parking spaces of the subject blocks are occupied during mid-morning and mid-afternoon.

In March 2014,⁵ Council asked staff to evaluate the costs and benefits of allowing the RPP Program to expand beyond its current geographic boundaries. Staff has

⁴July 25, 2017 *City Council Agenda: Referral Response: Reassess UC Berkeley Game Day Parking Fines in RPP Areas A, B, D, F, and G Surrounding Campus* at <http://bit.ly/2fwXaEj>

⁵March 11, 2014 *City Council Agenda: Expansion of Permit Parking to Impacted Areas* <http://bit.ly/2vTgnqD>

periodically returned to Council since then to solicit feedback on expanding the Program.

ENVIRONMENTAL SUSTAINABILITY

Expansion of the RPP Program may encourage some drivers who work in commercial areas adjacent to proposed RPP areas to consider using other modes of travel, thereby potentially reducing parking demand and congestion. However, based upon feedback from merchants adjacent to existing RPP Program areas, staff anticipate the “two-hour shuffle” may also begin to occur in RPP expansion areas. This behavior would have an adverse impact on traffic congestion, air quality, and excess fuel consumption. Implementing limits on the number of available permits, and progressive rates for purchasing more than one permit, may also encourage residents to consider alternatives to driving and parking for trips within the City.

POSSIBLE FUTURE ACTION

Staff recommends three tiers of adjustments to the RPP Program that would be implemented over the next several years:

Short-Term Recommendations (FY 2018): Strengthen Existing RPP Program

- **Increase permit costs to eliminate the Program deficit.** Cost neutrality is achievable by increasing all permit costs by 31%, with the annual residential permit increasing to \$72/year.
- **Implement a cap on the number of annual permits that can be purchased by a single address/household.** Staff recommends a maximum of three (3) permits, with a waiver available for special circumstances. Permit maximums could also be variable by RPP area depending on demand and available supply.
- **Implement progressive rates for multiple permits.** Under this model, residents would pay more for a second and third annual permit, with a similar model established for visitor permits.
- **Evaluate the feasibility of providing low-income permits while maintaining Program cost neutrality.**

Develop Targeted Strategy for Game Day Parking in Campus-Adjacent RPP Areas

- **Implement a “Special Event Permit” overlay in parts of RPP areas surrounding the UC Berkeley campus.** The Transportation Commission recommendation to solve game day parking issues represented a “stick” (i.e., largely punitive) approach to addressing resident concerns. By contrast, Staff recommend a “carrot” approach which would include increasing game day fines and offering a limited number of strategically priced game-time permits allowing visitors to park in residential areas near the stadium. Under this program, revenue from the visitor permits would help support the overall RPP Program, and non-residents needing to park in residential areas for non-game reasons (i.e., employees for a shift) would not be unduly penalized. Staff plan to collect data during upcoming games to better understand parking

availability constraints and recommend where to implement the special event overlay.

Mid-Term Recommendations (FY 2019): Strategically Expand RPP Program

- **Incrementally expand RPP Program “citywide,” increasing permit fees commensurately to maintain cost neutrality.** Staff recommend initially allowing either 50 or 125 new blocks to opt into the Program. Based on staff’s analysis, the annual permit price should be set at \$79/year for up to 50 new blocks, or \$87/year for up to 125 new blocks to maintain cost neutrality.
- **Consider a longer time limit for non-residents in some areas to reduce the frequency of the “two-hour shuffle.”**
- **Reassess the RPP Program’s fiscal solvency on a yearly basis.**

Long-Term Recommendations (FY 2018-2021): Reassess Overall RPP Program

- **Conduct a full assessment of the RPP Program.** In 2015, the San Francisco Municipal Transportation Agency launched a comprehensive review of its 40-year old Residential Parking Permit program.⁶ Staff recommends a similar evaluation of our RPP Program, which would include setting new goals and metrics to track effectiveness. The upcoming Residential Shared Parking Pilot program may assist this process, modeling stakeholder outreach, goal setting, and new strategies in pilot RPP areas around the Elmwood and Southside.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

Revenue supporting the RPP Program comes from permit sales and RPP-related parking citations. While staff assumes revenue increases with new Special Event Permits for football game days, and as the Program expands to new blocks, actual amounts of new permit purchases and citations are unknown, making future revenues difficult to forecast. Nevertheless, increasing permit fees to eliminate the ongoing operational deficit at existing and future geographic extents will result in a cost-neutral Program, allowing permit issuance and parking enforcement services to continue without depriving other City programs of needed General Fund support. Further evaluation of recommended policy adjustments will require an undetermined amount of staff time and resources.

CONTACT PERSON

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Attachments:

- 1: Summary of Adopted City Policies Related to RPP

⁶San Francisco Municipal Transportation Agency: Residential Parking Permit Evaluation & Reform Project
<http://bit.ly/1OSUmw6>

2: Summary of Peer City Residential Parking Permit Policies

City Policies Related to the Residential Preferential Parking (RPP) Program

This document summarizes adopted City plans and other policies that address the Residential Preferential Parking (RPP) Program, driving and parking behavior in Berkeley, and/or City fiscal policies. These plans/policies include:

1. Berkeley Municipal Code
2. City of Berkeley General Plan
3. Berkeley Climate Action Plan
4. Southside Plan
5. West Berkeley Circulation Master Plan: Transportation Demand Management (TDM) Plan Report
6. Council Budget Priorities

1. Berkeley Municipal Code

The Berkeley Municipal Code (BMC) sets forth the laws of the City of Berkeley. It is periodically modified by Council Ordinance.

Chapter 14.72 of the BMC outlines the premise, purpose, and methods of the RPP Program. Chapters 14.72, 14.76, and 14.80 provide specific guidance on RPP Areas A (Bateman), B (Willard), and C (Magna), respectively.

These BMC sections are too long to include in this summary in full, so only certain provisions are excerpted here. The full BMC is available here:

<http://www.codepublishing.com/CA/Berkeley/>

Section 14.72.010 Legislative Purpose.

This chapter is enacted in response to the serious adverse effects caused in certain areas and neighborhoods of Berkeley by motor vehicle congestion, particularly the long-term parking of motor vehicles on the streets of such areas and neighborhoods by nonresidents thereof. As set forth in more specific detail in Section 14.72.020, such long term parking by nonresidents threatens the health, safety and welfare of all of the residents of Berkeley. In order to protect and promote the integrity of these areas and neighborhoods, it is necessary to enact parking regulations restricting unlimited parking by nonresidents therein, while providing the opportunity for residents to park near their homes. Uniform parking regulations restricting residents and nonresidents alike would not serve the public interest, rather such regulations would contribute to neighborhood decline while ignoring the public transit alternatives to automobile travel available to nonresidents. For the reasons set forth in this chapter, a system of preferential resident parking is enacted hereby for the City of Berkeley (Ord. 5908-NS § I, 1989; Ord. 5803-NS § 2, (part), 1987)

Section 14.72.020 Legislative Findings

A. General Finding. The City Council finds as a result of public testimony, evidence generated by both professional urban planning studies and derived from other sources, that the continued vitality of Berkeley depends on the preservation of safe, healthy and attractive neighborhoods and other residential areas therein. The Council further finds that one factor that has detracted from the safety, health and attractiveness of neighborhoods and other residential areas of the City is the excessive and burdensome

practice of nonresidents of certain areas and neighborhoods parking their motor vehicles for extended periods of time therein. Since there is in Berkeley at any one time a large surplus of motor vehicles over available on and off-street parking spaces, this condition detracts from a healthy and complete urban environment. A system of preferential resident parking will serve to reduce a number of strains on residents of the City and thus promote the general public welfare.

B. Specific Findings. The following specific legislative findings of the City Council in support of preferential resident parking are set forth as illustrations only and do not exhaust the subject of the factual basis supporting its adoption:

1. The safety, health, and welfare of the residents of Berkeley can be greatly enhanced by maintenance of the attractiveness and livability of its neighborhoods and other residential areas.
2. A large portion of Berkeley residents possess automobiles and, as a result, are daily faced with the need to store these automobiles in or near their residences.
3. Certain neighborhoods and areas of Berkeley do not have sufficient on or off-street space to accommodate the convenient parking of motor vehicles by residents thereof in the vicinity of their homes. To the extent that such facilities do exist, the program set forth herein is designed to encourage the maximum feasible utilization of off-street parking facilities.
4. Such areas as described above are often further burdened by influxes of motor vehicles owned by nonresidents which compete for the inadequate available on-street parking spaces.
5. There further exist certain parking "attractors" within Berkeley, such as hospital and university complexes, employment centers, BART stations, and locations convenient for commute parking, which further exacerbate resident parking problems.
6. Unnecessary vehicle miles, noise, pollution, and strains on interpersonal relationships caused by the conditions set forth herein work unacceptable hardships on residents of these neighborhoods and other residential areas by causing the deterioration of air quality, safety, tranquility, and other values available in an urban residential environment.
7. If allowed to continue unchecked, these adverse effects on the residents of Berkeley will contribute to a further decline of the living conditions therein, a reduction in the attractiveness of residing within Berkeley, and consequent injury to the general public welfare.
8. The system of residential permit parking as enacted by this chapter will serve to promote the safety, health and welfare of all the residents of Berkeley by (a) reducing unnecessary personal motor vehicle travel, noise, and pollution, and (b) promoting improvements in air quality, the convenience and attractiveness of urban residential living, and the increased use of public mass transit facilities available now and in the future. (Ord. 5908-NS § 1, 1989; Ord. 5803-NS § 2 (part), 1987)

Section 14.72.040 Permit Parking Exemption.

A. A motor vehicle on which is displayed a valid residential parking permit as provided for herein shall be permitted to stand or be parked in the residential permit parking areas for which the permit has been issued without being limited by time restrictions established pursuant to this chapter or any resolution thereunder. Additionally, a motor vehicle displaying a valid local business parking permit or a valid neighborhood-serving community facility permit as provided herein shall be permitted to stand or park in a designated residential permit parking area for which the permit has been issued without being limited by time restrictions established pursuant to this chapter. Any vehicle which does not display a valid parking permit shall be subject to the preferential parking regulation and consequent penalties in effect for such area.

B. A residential or local business parking permit or any other permit as designated by council shall not guarantee or reserve to the holder thereof an on-street parking space within the designated residential permit parking area.

C. This chapter shall not be interpreted or applied in a manner which shall abridge or alter regulations established by authority other than this chapter. (Ord. 5908-NS § 1, 1989; Ord. 5803-NS § 2, (part), 1987)

2. City of Berkeley General Plan: A Guide for Public Decision-Making (2001)

The Berkeley General Plan (Plan) is a comprehensive, long-range statement of community priorities and values developed to guide public decision-making. The Plan's goals, objectives, and policies serve as a guide for day-to-day decisions that are essential for responsive government. It was last updated in 2001. The following excerpts are from the "Transportation Element" of the General Plan, which establishes policies for the movement of people, goods, and vehicles through the City.

The full Plan is available here: <http://bit.ly/2uKUvZr>

The Transportation Element is available here: <http://bit.ly/2fx0v6l>

Policy T-10 Trip Reduction

To reduce automobile traffic and congestion and increase transit use and alternative modes in Berkeley, support, and when appropriate require, programs to encourage Berkeley citizens and commuters to reduce automobile trips, such as:

6. "Car-sharing" programs.
8. Programs to encourage neighborhood-level initiatives to reduce traffic by encouraging residents to combine trips, carpool, telecommute, reduce the number of cars owned, shop locally, and use alternative modes.
9. Programs to reward Berkeley citizens and neighborhoods that can document reduced car use.

Policy T-12 Education and Enforcement

Support, and when possible require, education and enforcement programs to encourage carpooling and alternatives to single-occupant automobile use, reduce speeding, and increase pedestrian, bicyclist, and automobile safety.

Actions:

A. Consider developing a program that rewards households, block groups, or neighborhood organizations that can document their reduction in automobile use. Consider discounts on electric bicycles to reward automobile use reduction.

Policy T-13 Major Public Institutions

Work with other agencies and institutions, such as the University of California, the Berkeley Unified School District, Lawrence Berkeley Laboratory, Vista Community College, the Alameda County Court, and neighboring cities to promote Eco-Pass and to pursue other efforts to reduce automobile trips. (Also see Land Use Policy LU-39.)

Actions:

F. Continue limiting the number of residential parking permits given to BUSD faculty and staff.

Policy T-31 Residential Parking

Regulate use of on-street parking in residential areas to minimize parking impacts on neighborhoods. (Also see Land Use Policy LU-10.)

Actions:

A. Improve enforcement of the Residential Preferential Parking Program.

B. Restrict Residential Parking Permits to residents of the district and further limit the number of guest passes that can be issued to a single address.

C. Correct abuses of 14-day and 1-day Residential Preferential Parking visitor permits.

D. Do not issue parking permits to residents of new car-free housing developments or to residents of projects which have been granted variances to reduce required off-street parking.

E. Discourage use of on-street parking for long-term storage of cars.

F. Enforce regulations against parking on lawns and sidewalks.

G. Ensure provision of adequate off-street parking for new projects in low-density residential areas.

H. Add information on transit alternatives on parking tickets.

I. Allow the expansion of RPP areas if it is found that additional residential streets are being used for employee and other commercial parking or vehicle storage.

J. Revise the RPP program to further restrict the number of permits issued to institutional users and set clear standards for issuance of RPP permits to institutions that include requirements for on-site transportation demand management programs and transportation alternatives.

Policy T-40 Parking Impacts

When considering parking impacts under the California Environmental Quality Act for residential projects with more than two units located in the Avenue Commercial, Downtown, or High Density Residential land use classifications, any significant parking impacts identified that result from the project should be mitigated by improving alternatives to automobile travel and thereby reducing the need for parking. Examples include improvements to public transportation, pedestrian access, car sharing programs, and bicycle facility improvements. Parking impacts for these projects should not be mitigated through the provision of additional parking on the site. The City finds that:

1. Parking supply and demand may easily be adjusted by changing local pricing policies and by changing how the supply is managed.
2. As the parking supply increases or parking costs decrease, automobile use becomes a more attractive transportation alternative and demand for parking increases. As parking supply decreases and its price increases, demand decreases.
3. Increasing the parking supply increases automobile use, which causes a measurably negative impact on the environment.

3. Berkeley Climate Action Plan (2009)

In 2006, Berkeley voters approved ballot Measure G, which set forth a mandate to reduce the city's greenhouse gas emissions by 80% below 2000 levels by 2050. The Berkeley Climate Action Plan was written through a community-wide process and was adopted by City Council on June 2, 2009. The community's target for the year 2020 is to reduce community-wide GHG emissions 33% (below 2000 levels).

Chapter 3: Sustainable Transportation & Land Use: Pricing Strategies

As well as encouraging residents to choose an alternative to the car, it is important that those who choose or need to drive a car pay the full costs, including environmental costs, of doing so. This is especially true for individuals who drive alone. Examples of how these costs may be addressed in Berkeley include:

- Expanding parking pricing (e.g., meters and/or permit zones) to certain areas where parking is currently free
- Implementing a parking fee that would make it more expensive for individuals to own multiple cars

- Increasing parking costs associated with existing on- and off-street parking facilities

As well as serving as a disincentive to driving, such fees also serve to build revenue that can be used to provide enhanced, more sustainable mobility options in Berkeley and in the region. Action must be taken to ensure that any additional fees do not negatively affect low-income households. On the contrary, fees should be structured and employed to improve access to a range of transportation modes. (pp. 19-20)

Chapter 3: Sustainable Transportation & Land Use: Goal #3: Manage Parking More Effectively to Minimize Driving Demand and to Encourage and Support Alternatives to Driving

a. Policy: Design and implement parking strategies to create disincentives for driving – especially for single-occupancy commuting – and, where possible, to build revenue for transportation services.

Implementing Actions

- Identify areas in Berkeley in which increased parking rates would effectively discourage driving and generate new revenue while not having a significant negative effect on local businesses. Such neighborhoods should be well served by alternative transportation options.
- Identify areas in Berkeley in which extending parking meter hours of enforcement would effectively discourage driving and build new revenue while not having a significant negative effect on local businesses.
- Evaluate the feasibility and efficacy of redesigning the Residential Preferential Parking (RPP) Program so as to apply it citywide (in every neighborhood) and utilize the revenue to design programs and infrastructure that make alternative transportation options more accessible, convenient, and attractive.
- Structure RPP permit costs so that each additional permit acquired by a given household escalates in cost.
- Consider setting RPP permit prices based on the fuel efficiency of the vehicle for which the permit is being acquired.
- Install RPP permit holder-exempt parking meters in some RPP zones. (pp. 35-36)

4. Southside Plan (2001/2011)

Strategic Statement: Overarching goal #2: Reduce the number of trips to, from, and through the Southside made in single occupant automobiles (p. 67)

Policy T-E3: Rigorously enforce the Residential Preferential Parking Program. Make changes to the visitor/guest permits to eliminate abuses of 14-day and 1-day visitor/guest permits. Consider increasing the cost of these temporary permits; placing a limit on the number that can be purchased at one time and over the course of a year; replacing 14-day permits with 7-day permits; and/or making them more difficult to counterfeit. (p.95)

5. West Berkeley Circulation Master Plan: Transportation Demand Management (TDM) Plan Report (2009)

Program Integration Goals

Development of a Parking Strategy that Makes Transit User Costs Lower than Single Occupancy Vehicle Parking Costs. Parking is perhaps the most critical “background condition” within the TDM modeling that significantly increases the effectiveness of many individual TDM measures. It is recommended that the City take on a proactive monitoring effort to target areas where parking management is necessary and work with local residents, business owners and stakeholders to identify strategies that make the cost of driving and/or parking more expensive than the transit alternative. Different strategies should be developed for the different user groups and types of new development in the area. For residents, this plan should consider a residential parking permit (RPP) zone to preserve existing parking for West Berkeley residents and enforced meters or time-restrictions to manage auto trips made by employees or visitors. While on-street pricing may be used to effectively discourage employee travel to West Berkeley, its implementation should balance the needs of all users in West Berkeley to ensure retail uses are not negatively impacted.

6. Council Budget Policies

The City Council has established budget policies which guide the development of the City’s budget. These policies have been established to help manage financial pressures to address growing demands upon City resources, while preserving long-term fiscal stability.

The fiscal policies adopted by the Council include:

- Focusing on the long-term fiscal health of the City by adopting a two-year budget and conducting multi-year planning;
- Building a prudent reserve;
- Developing long-term strategies to reduce unfunded liabilities;
- Controlling labor costs while minimizing layoffs;
- Allocating one-time revenue for one-time expenses;
- Requiring enterprise and grant funds to balance and new programs to pay for themselves;
- Any new expenditure requires revenue or expenditure reductions; and
- New policy: no new capital projects until current program is funded.

Summary of Peer City Residential Parking Permit Policies

Oakland, San Francisco, and Walnut Creek all have Residential Parking Permit programs. Each one of these cities also has rules limiting the maximum number of permits that residents may purchase. This document summarizes these policies in comparison with Berkeley's current policies.

City of Berkeley

- Annual Residential Permits (\$55):
 - The City currently imposes no caps on the number of annual RPP permits.
- Visitor Permits (\$2.75 for 1-Day, \$28.50 for 14-Day):
 - Residents may purchase up to 20 1-Day Visitor Permits in a permit year.
 - Residents may purchase three (3) 14-Day Visitor Permits in a permit year.
- Other Permits:
 - Annual In-Home Care Permit (\$55): If customers require 24-hour, in-home care services, they may purchase up to a maximum of three (3) In-Home Care Permits.
 - Annual Merchant Parking Permit (\$154): Businesses within a designated Merchant Permit address range may purchase one (1) Merchant Parking Permit annually.
 - Annual Neighborhood-Serving Community Facility Permit (\$69): The total number of permits issued must not exceed 60% of the enterprise's employees.
 - One-Day Senior Event Permit (\$1): The total number of permits issued must not exceed 60% of the senior event group's membership.

City of Oakland

- Annual Residential Permits (\$82 all areas except Area M; Area M \$160): There are limits to the number of residential permits issued per address by RPP area:
 - Area F: One (1) permit
 - Areas A, B, C, D, E, G, I, J, K, and L: Three (3) permits
 - Area M: No limit
 - Area N: Two (2) permits
- Visitor Permits (\$5 for 1-day; \$50 for 2-week):
 - Residents may purchase up to five (5) 1-day and/or 2-week temporary permits on any calendar day.
- Merchant Permits (\$96 all areas except Area M):
 - Merchants receive one transferable hanging permit. The maximum number of merchants that can be issued per business license is either one (1) permit or two (2) stickers.

Note: Some sections of some RPP areas in Oakland have first year "free" permits.

City of San Francisco

- Annual Permit for Residents (\$128 passenger vehicle, \$96 motorcycle):
 - A maximum of four (4) annual residential permits may be issued to a single address. In special circumstances, residents may request a waiver to this limit.
- Short-Term Permits: The City limits the number of visitor permits that can be purchased with a yearly maximum and a progressive rate structure:
 - One-Day Permits: Up to 20 one-day permits per address are available for purchase with the following rates:
 - 1-5 permits per calendar year: \$6.00 per permit
 - 6-15 permits per calendar year: \$8.00 per permit
 - 16-20 permits per calendar year: \$11.00 per permit
 - Weekly Permits: Two-week increment permits may be purchased with the following rates – maximum 32 weeks allowed per calendar year per address:
 - Two weeks: \$45.00
 - Four weeks: \$65.00
 - Six weeks: \$84.00
 - Eight weeks: \$109.00
- Other Permits:
 - Business Permit (\$128):
 - Commercial property owners operating a business on an RPP zoned block may obtain one (1) parking permit for a personal vehicle per postal address.
 - Up to three (3) additional permits may be purchased for delivery vehicles with commercial license plates that are registered to the business address.
 - Annual Permit for Medical Caregiver (\$128): Up to three (3) permits may be issued for use by the resident's health care provider.
 - Annual Permit for Child Caregiver (\$128): One (1) transferable parking permit for use by persons who provide childcare for a minor 12 years of age and under. This permit is counted towards the maximum four (4) permits allowed per address.
 - Teacher/Fire Station/Foreign Consulate Permits: A limited number of parking permits are available by special request.

City of Walnut Creek

- Annual Residential Permit (\$15):
 - Up to three (3) permits per dwelling unit for specific vehicles owned by residents of that dwelling unit.
 - Up to two (2) guest permits per dwelling unit for residents of such unit for visitors. One (1) additional guest permit may be issued to nonresident

property owners for properties owned in that RPP area upon submission of proof of ownership.

- A maximum of ten (10) free one (1) day guest parking permits, per special event by special request.