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Office of the City Manager

CONSENT CALENDAR
January 27, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Terrance Davis, Director, Public Works

Subject: goBerkeley Parking Management Program Recommended Adjustments to Address a Forecasted Deficit in the Off-Street and Parking Meter Funds

RECOMMENDATION

Adopt a Resolution concurring with the Public Works Department's proposed strategies to implement near-term adjustments consistent with the goBerkeley Parking Management Program's (Parking Program) goals to improve parking management and lessen traffic congestion and vehicle emissions; and to authorize the City Manager to proceed with public outreach and data collection for long-term strategies to address a declining fund balance in the Off-Street and Parking Meter funds.

SUMMARY

The Public Works Department has conducted a review of the Parking Program's operational and financial status to address ongoing budgetary challenges and align with the City's strategic goals. This report provides:

1) Off-Street and Parking Meter Fund revenues and expenses;
2) Near-term planned adjustments to the Parking Program; and
3) A roadmap for long-term changes to the Parking Program that may be presented for Council's consideration in the future.

These strategies aim to strengthen the City's financial position, optimize resource allocation, and support the City's commitment to fiscal responsibility.

Near-Term Strategies

The near-term planned adjustments herein are consistent with the defined rate setting authority given to staff by Council in 2013 (Ordinance No. 7,305-N.S. Repeal and Re-enact Berkeley Municipal Code Chapter 14.52 to Establish Policies and Fee Schedule for On-Street Parking Meters to Enable the goBerkeley Pilot Program, adopted July 22, 2013). This authority provides a more responsive and flexible process by which staff may adjust parking rates to achieve optimal parking availability based on observed behavior. Near-term planned adjustments scheduled to go into effect on March 1, 2026, include:

- Parking meter rates for select parking meters will increase by $.50/hour to address parking demand (see Attachment 3);

- The minimum rate for parking meters Citywide will increase from $.50-.75/hour to $1.50/hour, which was the minimum rate for parking meters prior to the COVID-19 Pandemic;
- Parking meters closest to California Memorial Stadium will have special event surcharge pricing of about 50% higher rates on Cal Football home game days (see Attachment 4);
- The hourly rate at the Telegraph-Channing Garage will increase by $1 for vehicles parked up to 4 hours, including replacing free parking for the first hour with a $1 fee; and increasing by $2 for vehicles parked more than 4 hours. In addition, the Early Bird, Evening, Overnight, and Lost Ticket rates will increase by $2-$4 (see Attachment 2, Table 3).
- The monthly rate for parking permits in the three City garages will increase by $20/month (see Attachment 5); and
- Having exhausted the monthly permit request backlog, increasing the number of monthly parking permits issued in all three City garages by a total of 31 permits.

Long-Term Strategies
This report also provides a road map for long-term changes to the Parking Program. Long-term changes could include, but are not limited to, the following:

- Extend parking meter operating hours from 6 p.m. up to 8 p.m. Citywide;
- Operating parking meters and parking enforcement on Sundays;
- Installing parking meters in commercial areas where they currently do not exist;
- Replacing existing pay stations that accept coins or cards with newer versions that accept tap-to-pay (or mobile) payment options only; and
- Update the Schedule of Parking Violations and Fines.
- Increase advertising efforts to surrounding businesses and educational institutions to attract additional users.

This resolution does not seek City Council's approval to implement any of the above long-term strategies. Instead, these long-term strategies are introduced to inform Council of the intention to proceed with data collection and public outreach to inform the potential for these changes.

The long-term strategies would subsequently be considered by Council prior to implementation; they require amendments to the Berkeley Municipal Code.

FISCAL IMPACTS OF RECOMMENDATION

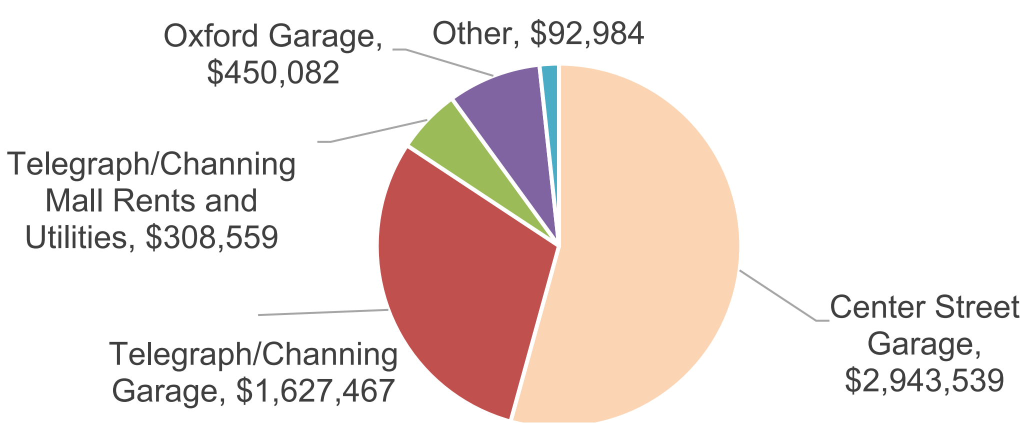
As shown in Figure 5 under "Combined Parking Fund Financial Status and Outlook," below, the combined parking fund balance is projected to be negative by the end of Fiscal Year (FY) 2026. The near-term strategies included in this report are expected to increase annual revenue starting in FY 2027, by approximately $660,000; however, even with implementation of these near-term strategies, the combined parking fund balance is projected to be over $2,000,000 in deficit by the end of FY 2027. Therefore, implementation of some or all long-term strategies is also needed, which could increase annual revenue by up to $2,000,000 and would set the parking funds on a path to fiscal sustainability.

Cost reduction strategies implemented in mid-2025 are anticipated to save the City about $195,000 starting in FY 2026.

<u>CURRENT SITUATION AND ITS EFFECTS</u>
The "Parking Funds" consist of two enterprise funds, the Off-Street Parking Fund (Fund 627) and the Parking Meter Fund (Fund 631). Enterprise funds are used to finance and account for the operation and maintenance of parking facilities and services that are predominately self-supported by user charges.

<u>Off-Street Parking Fund Revenue</u>
The City owns three garages (Center Street Garage, Oxford Garage, and Telegraph Channing Garage). In FY 2025, total revenue from the garages was $5,422,631, up 1% from FY 2024, with parking revenue from the Center Street and Telegraph Channing garages comprising 84% of the total revenue (see Figure 1). The remaining 16% of revenue was rent from retail spaces in the Telegraph Channing Garage, parking fees from the Oxford Garage, and electric vehicle charging. Revenue is expected to slightly increase each year through FY 2028.

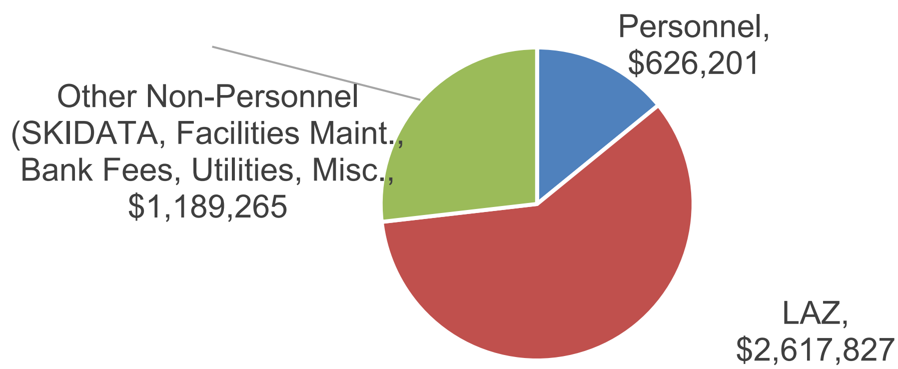
Figure 1: Off-Street Parking Fund Revenue in FY 2025 (Total = $5,422,631)



<u>Off-Street Parking Fund Expenses</u>
As shown in Figure 2, expenses in the Off-Street Parking Fund include payments to vendors such as LAZ Parking ($2,617,827 in FY 2025) who operates the three garages, and SKIDATA ($544,299 in FY 2025), who provides and maintains the software, hardware, and associated IT support for tracking and managing vehicle entry, exit, payment, and the display of available parking spaces. Other expenses paid out of the Off-Street Parking Fund include utilities, maintenance, bank fees, and other miscellaneous fees. Note that debt service payments for the 2016 Revenue Bond to

fund replacement of the Center Street Garage are about $1,911,050 annually ($870,000 for principal and $1,041,050 for interest) and are typically paid out of the Off-Street Parking Fund. However, debt service obligations are a financing cost and reported separately in financial statements from operating costs. Therefore, for the purposes of this report they are not included in Figure 2. Annual bond payments will occur until 2046.

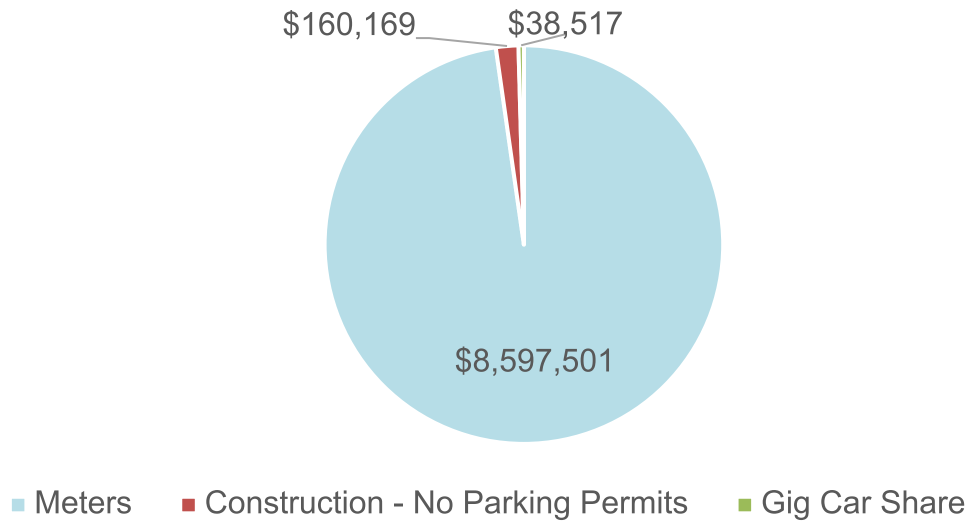
Figure 2: Off-Street Parking Fund Operating and Maintenance Expenses in FY 2025 (Total = $4,433,293)



Parking Meter Fund Revenues

Parking Meter revenue is generated through payments made by hourly parkers using "pay and display" or "pay by plate" parking meters, as well as single space parking meters or the ParkMobile App. This enterprise fund pays for the maintenance, collection, capital, and enforcement of parking meters. The Parking Meter Fund is the secondary surety for the 2016 Revenue Bond for the Center Street Garage Reconstruction Project. Total parking meter revenue in FY 2025, was $8,460,385, down 5% from FY 2024, due to lost revenue from Gig Car Share ceasing operations in FY 2025, and a lower number of paid parking spaces overall. Paid parking spaces are declining due to the implementation of safety improvements and multimodal corridor projects that use parking spaces for other purposes, such as bike lanes or bus-only lanes. As shown in Figure 3, parking meters and pay stations comprise the vast majority of Parking Meter Fund revenue (about 99%), with other revenues coming from Gig Car Share (referred to as One-Way Car Share in Figure 3) before they ceased operations, and fees from contractors who purchase no parking permits for construction staging.

Figure 3: Parking Meter Fund Revenues in FY 2025 (Total = $8,796,188)



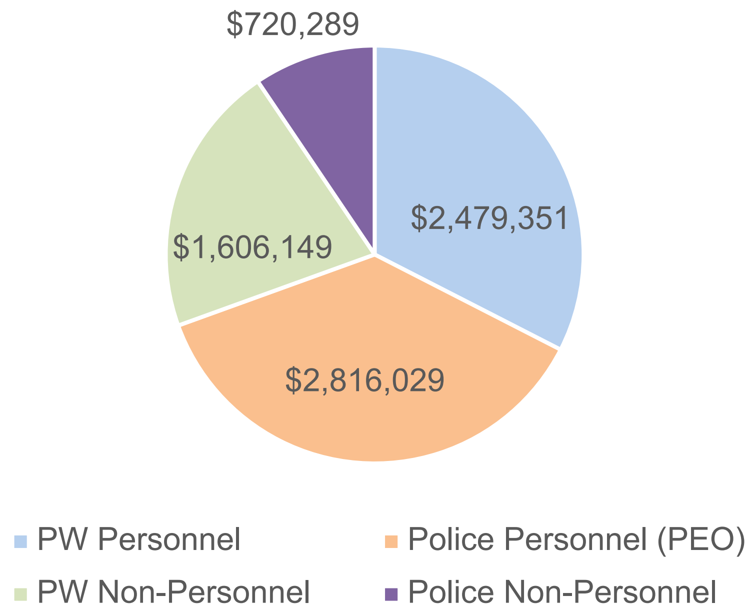
Parking Meter Fund Expenses

Expenses paid out of the Parking Meter Fund generally include four categories of expenses: Public Works parking personnel, Public Works non-personnel parking costs, Police Department parking personnel, and Police Department non-personnel (see Figure 4). As shown in the chart, personnel expenses (Public Works and Police Department) comprise two-thirds of total expenses and non-personnel expenses are about one-third. Large non-personnel expenses include payments to IPS, the City's parking meter and pay station supplier and operator, Route 1, the City's automated license plate reader vendor, Turnstone Data, Inc., who provides occupancy information for on-street meters and pay stations, and Dixon Resources Unlimited, who provides parking policy consulting services to the City.

Parking Meter Fund Capital Renewal

In FY 2024-FY 2025, the City purchased 50 new pay stations for approximately $380,000 and automated license plate readers for approximately $42,000 to replace failing equipment. The remaining 175 pay stations and approximately 2,000 parking meters are also past their useful lifespan and are in need of replacement, which would cost about $2,300,000. Deferring replacement could lead to meters out of service and potential revenue loss. Like debt service payments for the Center Street Garage, these capital renewal costs should be paid from the fund. However, existing fund projections for the Parking Funds will make future debt service and deferred maintenance payments challenging.

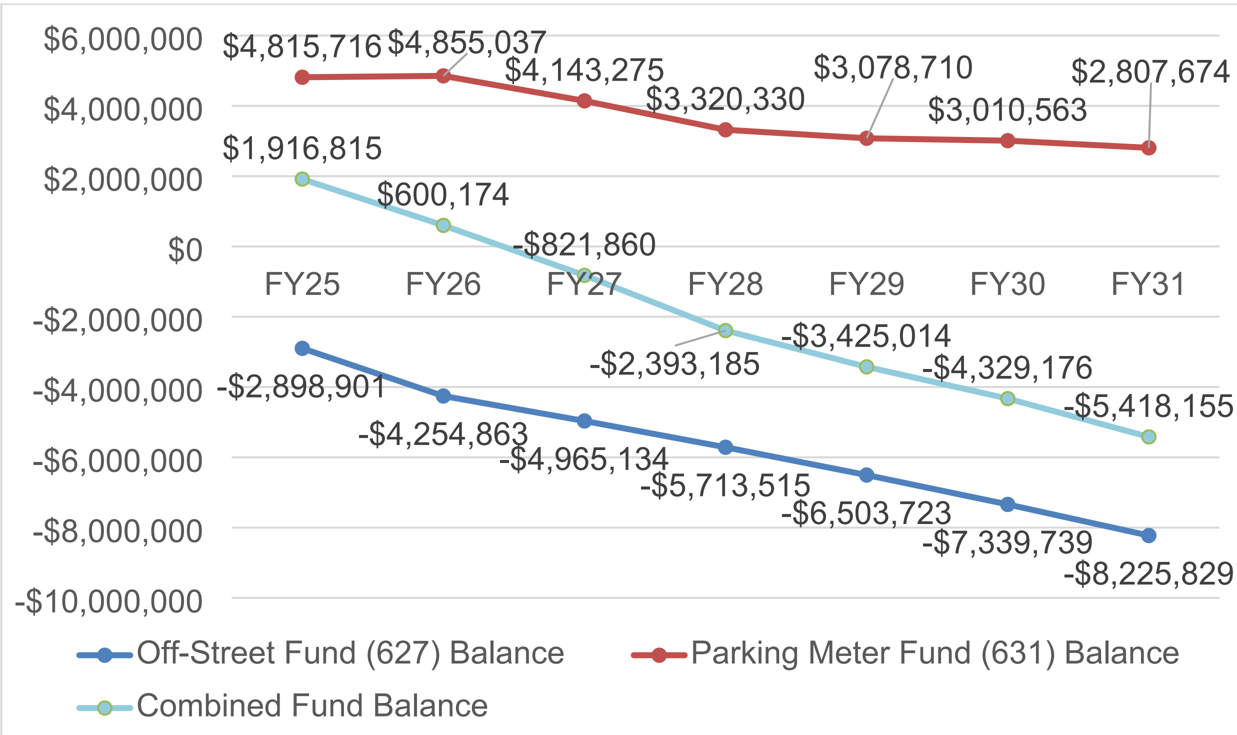
Figure 4: Parking Meter Fund Operating and Maintenance Expenses in FY 2025 (Total = $7,621,818)



<u>Combined Parking Fund Financial Status and Outlook</u>

As stated above, the Off-Street Parking Fund pays the 2016 Revenue Bond for the debt incurred to construct the Center Street Garage, and the Parking Meter Fund is the backstop for bond-related payments. Therefore, both parking fund revenues and expenses are combined for the purposes of determining the “health” of the parking fund. As shown in Figure 5, while annual operating revenues exceed operating expenses for both parking funds, the combined parking fund balance is declining due to capital expenses, loss of meters due to streetscape projects, debt payments, and annual transfers; and is projected to be negative in FY 2026. It should be noted that the combined balance includes capital expenses to replace approximately 175 pay stations and 2,000 single space meters that are past their useful lifespan; as well as debt service payments for the 2016 Revenue Bond and annual transfers. Figure 5 includes the near-term revenue enhancement and cost reduction strategies introduced above and detailed below. As shown in Figure 5, the strategies are necessary to avoid completely depleting the fund balance by the end of FY 2026, which is needed to cover operational and maintenance costs, ongoing bond payments and capital renewal needs.

Figure 5: Combined Parking Fund Balance with Implementation of Near-Term Strategies (FY25-31)



Near-Term Strategies to Address a Forecasted Deficit
Near-term strategies partially address ongoing budgetary challenges and align with the goals of the Parking Program; however, these strategies do not completely close the budget shortfall and implementation of some or all long-term strategies below are necessary. While near-term strategies are anticipated to go into effect March 1, 2026, long-term strategies would not be implemented until FY 2027.

Near- and long-term strategies include a combination of changes to the on-street paid parking program (meters) and the off-street facilities (garages) and include:

- **Increase parking meter rates for select parking meters to address high parking demand:** consistent with the defined rate setting authority given to staff by Council in 2013, staff may adjust parking rates to achieve optimal parking availability based on observed behavior (Ordinance No. 7,305-N.S. Repeal and Re-enact Berkeley Municipal Code Chapter 14.52 to Establish Policies and Fee Schedule for On-Street Parking Meters to Enable the goBerkeley Pilot Program, adopted July 22, 2013). There are 29 blocks in the Parking Program whose average occupancy exceeded 85% from August 1, 2025-October 31, 2025. Rates on these blocks will increase by $.50/hour. These adjustments are estimated to generate $70,000 in additional annual revenue (refer to Attachment 3 for rate increases by block)

- **Increasing base hourly fee for parking meters citywide to pre-COVID-19 levels:** increasing the minimum hourly rate from $.50/hour or $.75/hour to $1.50/hour, or to pre-COVID-19 levels is estimated to generate $210,000 in additional annual revenue.
- **Special event rates:** charging a 50% surcharge for meters near California Memorial Stadium on Cal Football game days would generate an estimated $80,000 in additional annual revenue (see Attachment 4).

- **Increase hourly rates for the Telegraph-Channing Garage:** the hourly rate at the Telegraph-Channing Garage will increase by between $1-$4, including replacing the first hour free parking with a $1 fee (see Attachment 2, Table 4). These changes are estimated to generate $150,000 in additional annual revenue.

- **Increase number and price for monthly parking permits in the three garages**: Estimated to generate $150,000 in additional annual revenue (see Attachment 5).

Long-Term Strategies
Long-term strategies require subsequent Council approval because they would amend the Berkeley Municipal Code and would be implemented in FY 2027 or later, if adopted by the Council. Staff intend to proceed with data collection and public outreach for the strategies below during the second half of FY 2026, and, if feasible, some or all of these strategies would be brought to Council for consideration in early FY 2027.

- **Extend meter operating hours from 6 p.m. up to 8 p.m.:** data collected on September 4, 2025, between the hours of 6-8 p.m. shows that many blocks in the Parking Program exceed the target occupancy range of 65%-85%. When parking occupancy exceeds 85%, other negative externalities are experienced such as increased emissions and traffic congestion from cars circling looking for parking. Therefore, extending meter operating hours would help achieve the goals of the Parking Program, including increasing parking availability, reducing traffic congestion and air pollution, and improving the safety of those who walk, bike, and drive. This strategy is estimated to generate $1,300,000 in additional annual revenue.

- **Operating meters and parking enforcement on Sundays:** This approach is estimated to generate $1,250,000 in additional annual revenue, or a net increase of about $350,000 after subtracting additional parking enforcement costs.

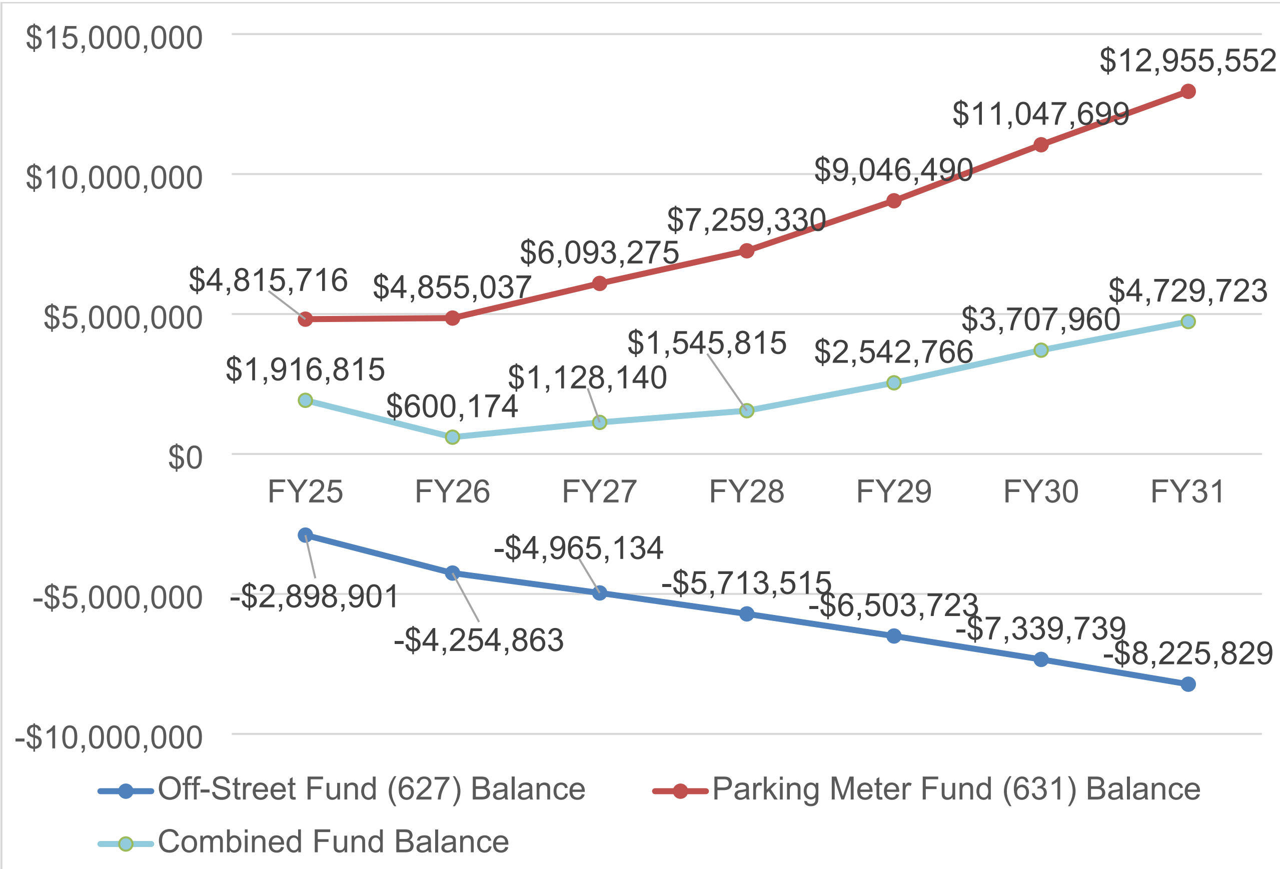
- **Installing meters in commercial areas where they currently do not exist:** Assuming only half of the identified blocks would ultimately have meters installed (about 12 out of 25 block faces identified for further study), this strategy would yield about $300,000 in additional net annual revenue.

- **Replacing existing pay stations that accept coins or cards with newer versions that accept tap-to-pay (or mobile) payment options only:** this strategy would result in labor cost reductions as fewer meter collectors and mechanics would be needed to service machines that have fewer parts and no coins, but these cost savings are too speculative to estimate at this time.

- **Update the Schedule of Fines and Late Payment Penalties for Parking Violations:** this strategy does not directly affect either the Off-Street or Parking Meter Funds because parking citation revenue is deposited into the General Fund; however, parking enforcement is a critical component of the overall Parking Program and thus modernizing the schedule supports a healthy parking program.

Implementation of long-term strategies in FY 2027, in addition to near-term strategies in FY 2026, would improve the health of the parking funds substantially. As shown in Figure 6, implementation of all near- and long-term strategies quantified above would result in a positive combined balance starting in FY 2026 through FY 2031.

Figure 6: Combined Parking Fund Balance with Implementation of Near- and Long-Term Strategies (FY25-31)



Comparison to Other Cities
A comparison to other Bay Area city's meter operating hours is included below in response to a question from a Councilmember during the Budget & Finance Committee Meeting on October 28, 2025.

Oakland operates meters from 8 a.m. to 6 p.m. Monday to Saturday, and on Sundays from noon to 6 p.m. In San Francisco, meters operate from 9 a.m. to 6 p.m. Monday to Saturday, except near Fisherman's Wharf, Embarcadero, and around Chase Center/Oracle Park where they operate on Sunday's and until 10 p.m. when there are events. In Emeryville, meters operate from 9 a.m. to 5 p.m. Monday to Friday.

Cost Reduction Measures
Cost reduction measures listed below were implemented in Fall 2025. These include:

- **Hiring freeze:** Parking Services has a vacant Administrative Office Specialist II position, which saves the city about $105,000 per year if it were to remain vacant.

- **Reduce garage staffing expenses:** reduce vendor expenses related to security staffing at the Center Street Garage. Security staffing will be reduced from two shifts to one shift per day and additional shifts will be added on an as-needed basis to support scheduled events. Staff from LAZ, the City's garage operator, will support their subcontractor's security staff when needed to provide an acceptable level of service. This measure is anticipated to result in approximately $90,000 annual savings.

Ensuring the parking funds have a positive balance is consistent with the City's Strategic Plan, advancing our goals to

- provide state-of-the-art, well-maintained infrastructure, amenities, and facilities; and
- provide an efficient and financially-health City government.

<u>BACKGROUND</u>
As shown in Figure 5 above, the combined parking fund balance is declining and is projected to be negative in FY 2026. Therefore, a combination of additional revenues and cost reduction measures are needed to increase net operating cash flow which increases the fund balance. Fund balance is used to cover capital expenditures and ongoing debt service payments for the 2016 Revenue Bond which funded the reconstruction of the Center Street Garage.

<u>GoBerkeley Parking Program</u>
The city uses paid on-street and garage parking spaces to serve and manage parking demand, particularly in commercial areas where parking availability and turnover are critical for visitor access and convenience. The City's demand-responsive paid parking program is referred to as the "goBerkeley Parking Program". The goBerkeley Parking Program consists of about 230 pay stations, 2,540 parking meters, and three City-owned garages. Total revenue under the program was about $14,000,000 in FY 2024, with about $9,000,000 deposited into the Parking Meter Fund (631) and approximately $5,423,000 deposited into the Off-Street Parking Fund. As shown in Figures 2 and 4, above, total Off-Street Parking Fund operating and maintenance expenses in FY 2025 were $4,433,293 and total Parking Meter Fund expenses of $7,621,818 in FY 2025. Combined goBerkeley Parking Program operating and maintenance expenses were $12,055,111 in FY 2025, excluding debt service payments.

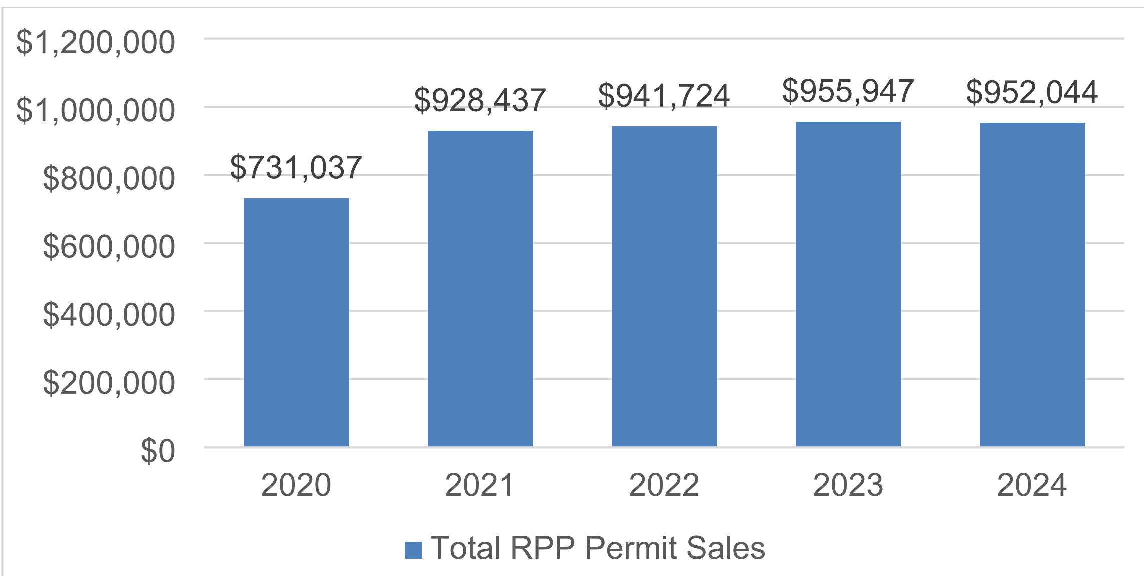
<u>Residential Preferential Parking (RPP) Program</u>
The RPP Program was instituted in 1980 to accomplish the following:

1) protect Berkeley residential neighborhoods from an influx of non-resident vehicles and related traffic;

2) assure continued quality of life for residents; and
3) provide neighborhood parking for residents. In most areas, RPP limits parking for vehicles not displaying an RPP permit to two hours, and reserves available daytime parking for residents, from 8 a.m.-7 p.m. Monday through Friday, and on some blocks, Saturdays.

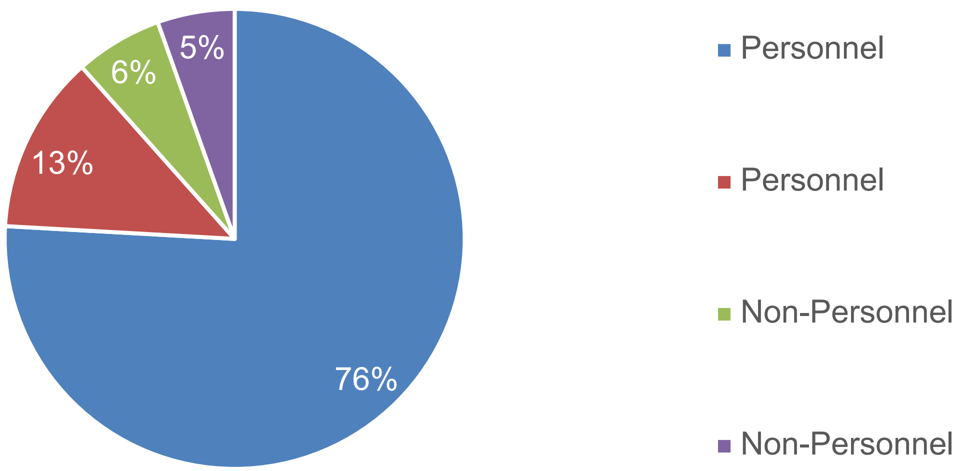
The RPP Program is not established as a separate “enterprise fund,” however, it does provide services that are expected to be self-supported by user charges. The RPP Program revenues are currently deposited into the General Fund while the costs are paid from a combination of primarily the Parking Meter Fund and the General Fund. Figure 7 below shows Program revenues from permit sales over the past five years. Permit sales increased from about $730,000 in 2020 to about $930,000 in 2021 and have been relatively stable between $940,000-$955,000 from 2022-2024.

Figure 7: Total RPP Permit Sales (2020-2024 Average = $901,838)



As shown in Figure 8, Program costs are predominantly personnel costs (89% of total Program costs) across multiple City departments or divisions, including the Police Department (76%) and Public Works (13%). The remaining 11% of costs are vendor costs related to the parking management system and parking enforcement vehicles used by the Police Department’s 21 Parking Enforcement Officers.

Figure 8: Total RPP Program Estimated Expenses (Total = $4,120,000)



On June 24, 2025, City Council approved increasing RPP Program fees for the FY 2027 permit year to make progress in addressing the gap between RPP Program revenue and expenses (Resolution No. 71,839-N.S. Regarding Preferential Parking Program Permit Fees, June 24, 2025). The FY 2027 fee increase is expected to bring in about $300,000 in additional revenue in FY 2027. Staff anticipate returning to Council with another RPP Program permit fee increase in 2026 for FY 2028 permits that would include a modified fee structure whereby the first residential permit at a particular address is the least expensive and the third permit (or fourth, if granted a waiver), is the most expensive.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

In general, parking supports driving by dedicating curb space to car storage rather than alternative modes such as transit, walking, or biking. Free parking encourages overuse, but charging fees for parking can manage demand and reduce fuel consumption and congestion caused by drivers circling the block searching for parking.

RATIONALE FOR RECOMMENDATION

This recommendation would increase revenue streams and implement cost-saving measures without significant new investments or reductions in service quality. These strategies would strengthen the City's financial position with respect to the "health" of the parking funds, helping to enhance parking revenues to cover all program costs including capital renewal and debt service. Without these measures, there is potential for the combined parking fund balance to be negative requiring a monetary transfer from the General Fund to the Parking Meter Fund.

ALTERNATIVE ACTIONS CONSIDERED

Staff considered other strategies such as advertising opportunities and reusing garages for other uses besides parking but determined these strategies would require additional personnel or capital investment and will be explored further in the future. Staff continue to evaluate the parking programs and their assets and expect to bring periodic recommendations to Council in the future.

CONTACT PERSON
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Scott Artis, Parking Services Manager, Public Works, (510) 981-7786
Elliott Schwimmer, Senior Planner, Public Works, (510) 981-7066

Attachments:
1: Resolution
2: City Council Notification Report
3: Planned Rate Changes for goBerkeley Parking Program Areas/Blocks
4: Cal Football Game Day Surcharge Meter Map
5: Proposed Changes to Monthly Garage Parking Permits

RESOLUTION NO. ##,###-N.S.

PARKING FUNDS: REVENUE ENHANCEMENT AND COST REDUCTION STRATEGIES TO ADDRESS A FORECASTED DEFICIT

WHEREAS the Off-Street Parking Fund (627) is an Enterprise Fund used for capital, operation, and maintenance of off-street parking facilities (garages); and

WHEREAS the Parking Meter Fund (631) is an Enterprise Fund that earns revenue through parking meter or mobile application payments made by parkers to provide the funding for the maintenance, collection, capital, and enforcement of parking meters; and

WHEREAS, the City issued a revenue bond in 2016 to fund the replacement of the Center Street Garage, which requires City repayment of about $1,911,050 annually ($870,000 for principal and $1,041,050 for interest) until 2046; and

WHEREAS the Off-Street and Parking Meter funds have historically paid the annual debt service payments for the Center Street Garage dating back to issuance of the bond in 2016; and

WHEREAS, prior to the COVID-19 Pandemic, the combined parking funds maintained a positive fund balance; and

WHEREAS, parking meter rates and garage rates are authorized to change periodically based on demand under the goBerkeley Program Guidelines which includes defined rate setting authority given to staff by Council in 2013 (Ordinance No. 7,305-N.S. Repeal and Re-enact Berkeley Municipal Code Chapter 14.52 to Establish Policies and Fee Schedule for On-Street Parking Meters to Enable the goBerkeley Pilot Program, adopted July 22, 2013, and while parking meter rates were last changed in summer 2025, garage rates have not changed since 2018; and

WHEREAS, overall parking revenue declined between FY 2024 and FY 2025 due to Gig Car Share ceasing operations in FY 2025; a lower number of paid parking spaces overall due to implementation of the Assembly Bill 413, California's Daylighting Law; and multimodal corridor projects such as Southside Complete Streets that use parking spaces for other purposes, such as bike lanes or bus-only lanes; and

WHEREAS, since the COVID-19 Pandemic, excluding one-time American Rescue Plan Act of 2021 budget transfers, the combined balance of the Off-Street Parking Fund and Parking Meter Fund is declining and is projected to be negative in FY 2026; and

WHEREAS a combination of additional revenues and cost reduction measures are needed to create a positive fund balance in the future to cover capital expenditures, rising operational and maintenance costs, and ongoing debt service payments for the 2016 Revenue Bond which funded the reconstruction of the Center Street Garage.

NOW THEREFORE, BE IT RESOLVED, that the City Manager is directed to proceed with near-term revenue enhancement and cost reduction strategies that align with the goBerkeley Parking Program Guidelines, including increasing parking meter rates for select parking meters to address parking demand; increasing the minimum rate for parking meters Citywide from $.50-.75/hour to $1.50/hour, the minimum rate prior to the COVID-19 Pandemic; implementing surcharge pricing for parking meters closest to California Memorial Stadium on Cal Football home game days; increasing the rates at the Telegraph-Channing Garage by $1-$4; increasing the monthly rate for parking permits in the three City garages by $20/month; and increasing the number of monthly parking permits issued in all three City garages will increase by a total of 31 permits, consistent with the defined rate setting authority given to staff by Council in 2013, (Ordinance No. 7,305-N.S. Repeal and Re-enact Berkeley Municipal Code Chapter 14.52 to Establish Policies and Fee Schedule for On-Street Parking Meters to Enable the goBerkeley Pilot Program, adopted July 22, 2013).

BE IT FURTHER RESOLVED that the City Manager is authorized to proceed with data collection and public outreach for long-term strategies that align with the goBerkeley Parking Program Guidelines, including extending meter operating hours from 6 p.m. to 8 p.m. citywide; extending meter operating hours and parking enforcement to Sundays; installing meters in select commercial areas where they currently do not exist; replacing existing pay stations that accept coins or cards with newer versions that accept tap-to-pay (or mobile) payment options only; and updating the Schedule of Fines and Late Payment Penalties for Parking Violations.

Attachment 2: City Council Notification Report

PARKING CHANGES
The following seven tables represent the standard notification requirement for each goBerkeley Parking Program change.

1. Types of Parking Affected

X ON-STREET METERS	X GARAGES	LOTS

2. Dates

Date of Proposed Change	Date of Previous Change	Days/Years Between Change
March 1, 2026	July 20, 2025 (meters only)	Approximately 8 months

3. Areas Affected

Area Name
Garages
Center Street Garage
Telegraph-Channing Garage
Oxford Garage
Meters
4th Street Premium
Alta Bates
Downtown Premium
North Shattuck Premium
Rockridge Premium
San Pablo South Value
Solano Premium
Southside/Telegraph Premium
Southside/Telegraph Value

4. Rate Changes

Area Name	Area Zone	Time of Day	Existing Rate	Proposed Rate	Change
Garages					
Center Street Garage	N/A	Monthly	$250	$270	+ $20/month
Telegraph-Channing Garage	N/A	Up to 1 hour	Free	$1	+ $1
	N/A	1-3 hours	$1/hr	$3/hr	Up to + $6
	N/A	4+ hours	$16	$20	+ $2
	N/A	Early bird rate (Weekdays, enter by 9am, exit by 6pm)	$9	$11	+ $2
	N/A	Evening flat rate (Enter after 8pm and exit by closing)	$4	$5	+ $1
	N/A	Overnight	$16/night	$20	+ $4
	N/A	Lost ticket	$16	$20	+ $4
	N/A	Special event	$55	$60	N/A
	N/A	Disabled parking	Free	Free	N/A
	N/A	Monthly	$170	$190	+ $20/month
Oxford Garage	N/A	Monthly	$170	$190	+ $20/month
Meters					
See Attachment 3					

5. Time Limit Changes

Area Name	Area Zone	Existing	Proposed
No changes recommended			

6. Hours of Operation

Area Name	Area Zone	Existing	Change
No changes recommended			

7a. Parking Meter Occupancy

See Attachment 3

7b. Parking Garage Occupancy

Figure 1: Center Street Garage Average Occupancy, August 1-October 31, 2025

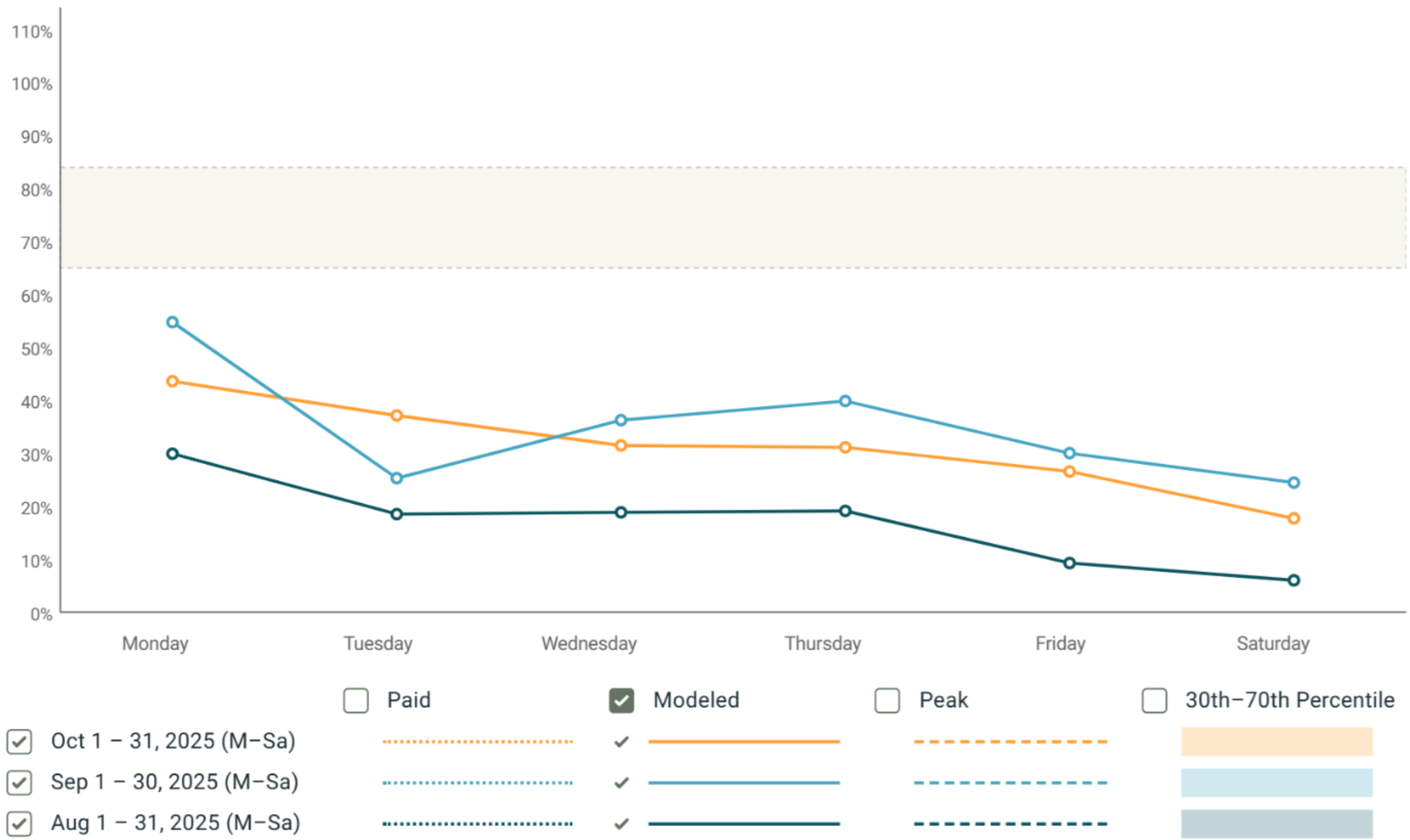


Figure 2: Telegraph-Channing Garage Average Daily Occupancy, August 1-October 31, 2025

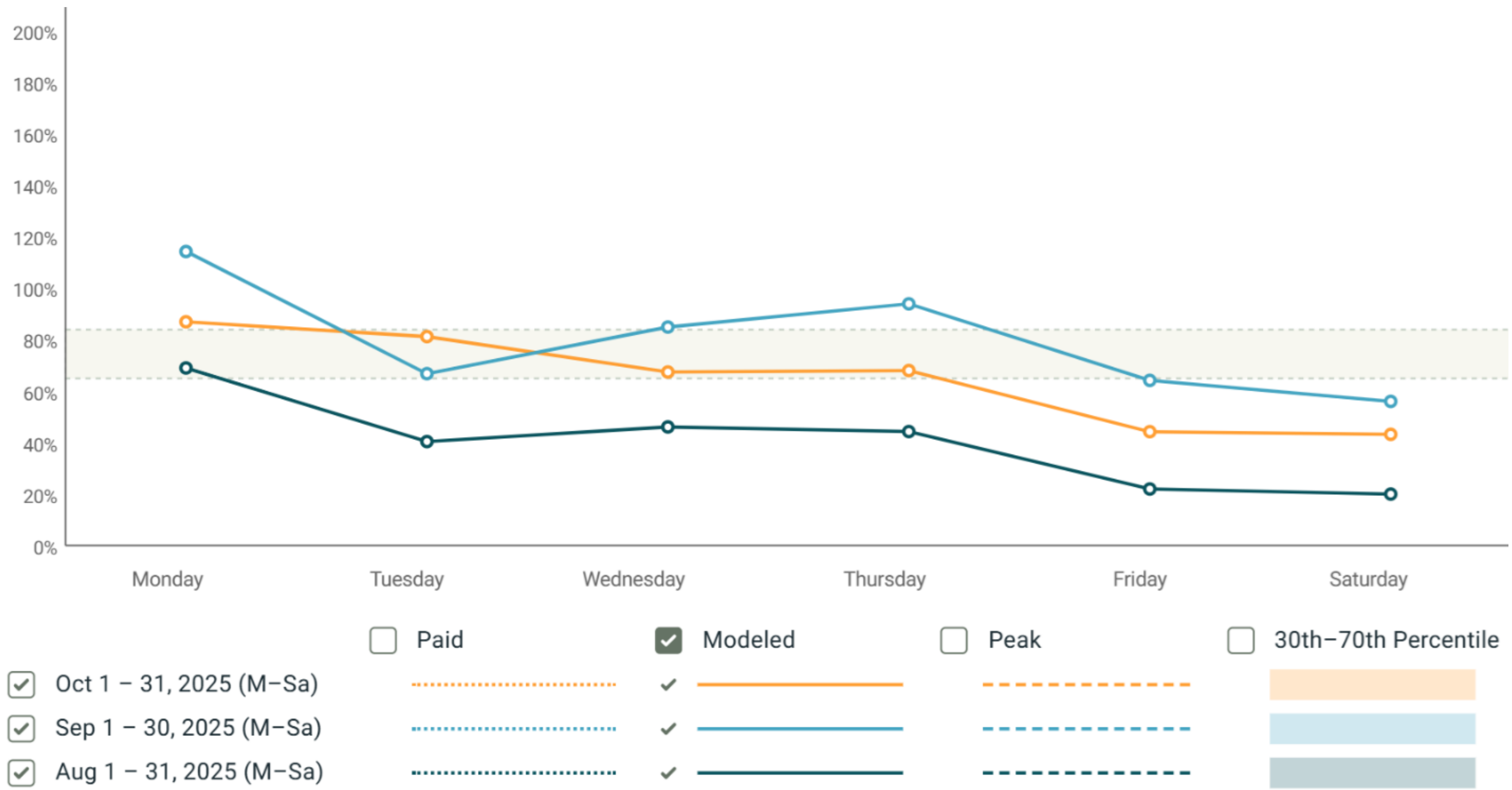
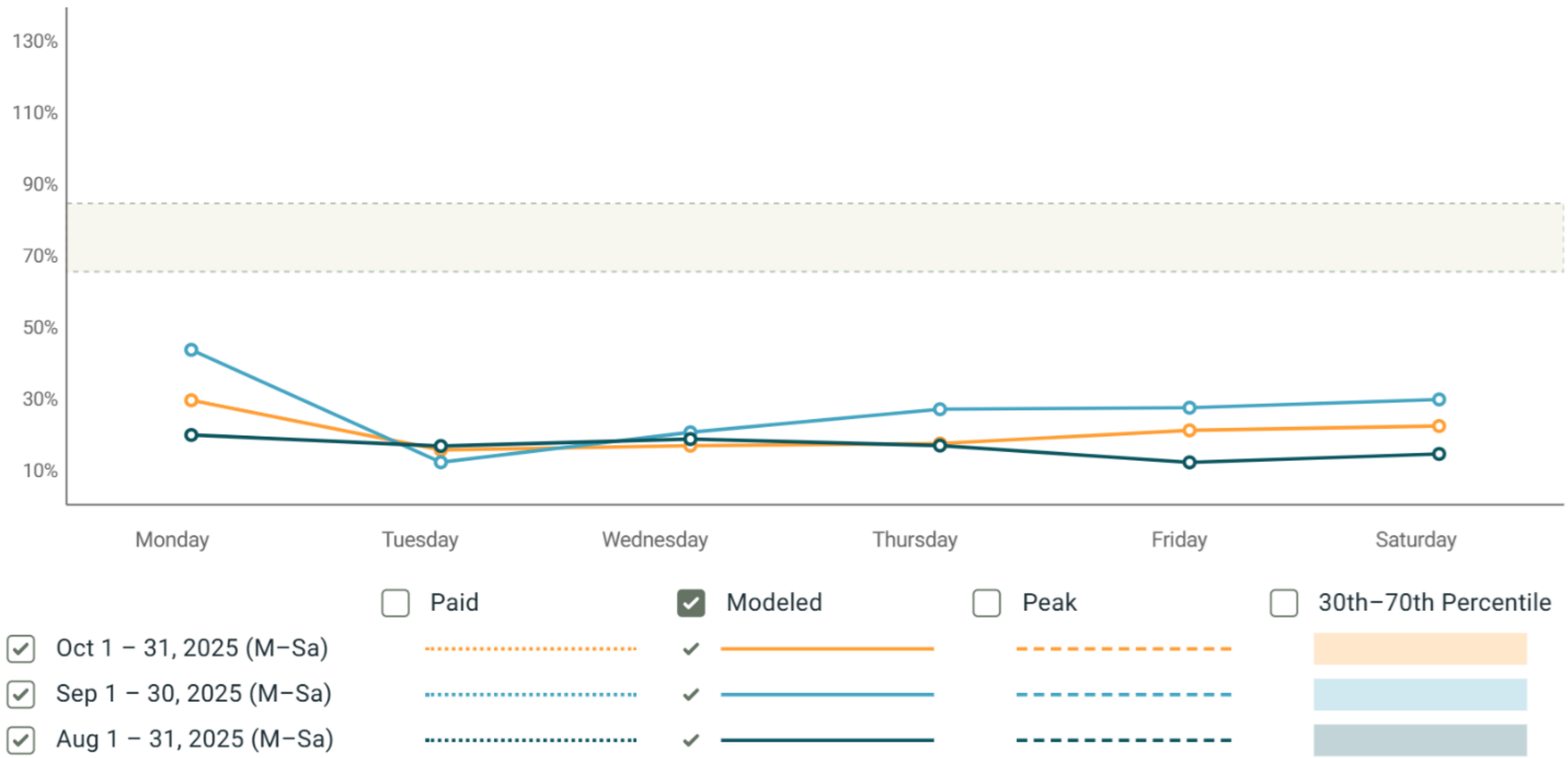


Figure 3: Oxford Garage Average Daily Occupancy, August 1-October 31, 2025



Attachment 3: Planned Rate Changes for goBerkeley Parking Program Areas/Blocks

Note: the goBerkeley Parking Program's target parking occupancy on each block is 65%-85%. In the table below, rates will be increased by $.50 per hour for blocks that exceed 85% occupancy between August 1, 2025 to October 31, 2025. In the column "Occupancy Target," "Under" = 0%-64%; "Target" = 65%-84%; and "Above" = 85%+.

Zone/Block	Occupancy	Occupancy Target	Existing Rate ($)	Proposed Rate ($)
4th Street Premium	**87%**	Above	**3.5**	4
Fourth Street, between Hearst Avenue and Virginia Street	89%	Above	3.5	4
Fourth Street, between University Avenue and Hearst Avenue	51%	Under	3.5	4
Fourth Street, between Virginia Street and Hearst Avenue	89%	Above	3.5	4
Hearst Avenue, between Fifth Street and Fourth Street	105%	Above	3.5	4
Hearst Avenue, between Fourth Street and Fifth Street	105%	Above	3.5	4
Hearst Avenue, between Fourth Street and Second Street	78%	Target	3.5	4
Hearst Avenue, between Second Street and Fourth Street	89%	Above	3.5	4
4th Street Value	**35%**	Under	**0.5**	**1.5**
Addison Street, between Fifth Street and Fourth Street	55%	Under	0.5	1.5
Addison Street, between Fourth Street and Second Street	20%	Under	0.5	1.5
Amtrak-Under University Ave Overpass	45%	Under	0.5	1.5
Eighth Street, between Hearst Avenue and University Avenue	42%	Under	0.5	1.5
Eighth Street, between University Avenue and Addison Street	18%	Under	0.5	1.5
Fifth Street, starting at University Avenue	20%	Under	0.5	1.5
Fourth Street, between Addison Street and University Avenue	30%	Under	0.5	1.5
Fourth Street, between University Avenue and Addison Street	24%	Under	0.5	1.5
Seventh Street, between Addison Street and University Avenue	29%	Under	0.5	1.5
Sixth Street, between Addison Street and University Avenue	45%	Under	0.5	1.5
University Avenue, between Eighth Street and Seventh Street	41%	Under	0.5	1.5
University Avenue, between Fifth Street and Fourth Street	60%	Under	0.5	1.5
University Avenue, between Fourth Street and Fifth Street	15%	Under	0.5	1.5
University Avenue, between Seventh Street and Eighth Street	21%	Under	0.5	1.5
University Avenue, between Sixth Street and Seventh Street	18%	Under	0.5	1.5
University Avenue, ending at Fifth Street	44%	Under	0.5	1.5
University Avenue, ending at Sixth Street	32%	Under	0.5	1.5
University Avenue, starting at Fifth Street	36%	Under	0.5	1.5

Adeline/Shattuck Premium	**29%**	Under	**1.5**	**1.5**
Oregon Street, between Adeline Street and Shattuck Avenue	37%	Under	1.5	1.5
Oregon Street, between Shattuck Avenue and Adeline Street	46%	Under	1.5	1.5
Shattuck Avenue, between Ashby Avenue and Russell Street	43%	Under	1.5	1.5
Shattuck Avenue, between Oregon Street and Russell Street	41%	Under	1.5	1.5
Shattuck Avenue, between Oregon Street and Stuart Street	47%	Under	1.5	1.5
Shattuck Avenue, between Russell Street and Ashby Avenue	35%	Under	1.5	1.5
Shattuck Avenue, between Russell Street and Oregon Street	47%	Under	1.5	1.5
Shattuck Avenue, between Stuart Street and Oregon Street	19%	Under	1.5	1.5
Shattuck Avenue, between Ward Street and Derby Street	7%	Under	1.5	1.5
Shattuck Avenue, ending at Stuart Street	16%	Under	1.5	1.5
Shattuck Avenue, ending at Ward Street	31%	Under	1.5	1.5
Shattuck Avenue, starting at Stuart Street	29%	Under	1.5	1.5
Stuart Street, between Adeline Street and Shattuck Avenue	13%	Under	1.5	1.5
Stuart Street, between Shattuck Avenue and Adeline Street	17%	Under	1.5	1.5
Stuart Street, ending at Shattuck Avenue	30%	Under	1.5	1.5
Stuart Street, starting at Shattuck Avenue	13%	Under	1.5	1.5
Adeline/Shattuck Value	**39%**	Under	**1**	**1**
Adeline St	59%	Under	1	1
Adeline St, Between Stuart St and Oregon St	40%	Under	1	1
Adeline St, Between Stuart St and Shattuck Ave	6%	Under	1	1
Adeline Street, between Emerson Street and Ashby Avenue	34%	Under	1	1
Adeline Street, between Essex Street and Emerson Street	43%	Under	1	1
Adeline Street, between Russell Street and Ashby Avenue	68%	Target	1	1
Adeline Street, between Russell Street and Oregon Street	37%	Under	1	1
Adeline Street, ending at Russell Street	27%	Under	1	1
Alta Bates	**119%**	Above	**1.5**	**2**
Regent Street, between Webster Street and Ashby Avenue	124%	Above	1.5	2
Regent Street, ending at Webster Street	111%	Above	1.5	2
Regent Street, starting at Ashby Avenue	123%	Above	1.5	2
Center Street Garage	**27%**	Under	**3**	**3**
Center Street Garage Zone	27%	Under	3	3
Claremont Premium	**55%**	Under	**2.5**	**2.5**
Ashby Avenue, between Claremont Avenue and Domingo Avenue	54%	Under	2.5	2.5

Claremont Avenue, between Russell Street and Claremont Boulevard	52%	Under	2.5	2.5
Claremont Avenue, ending at Russell Street	54%	Under	2.5	2.5
Domingo Avenue, ending at Tunnel Road	54%	Under	2.5	2.5
Domingo Avenue, starting at Tunnel Road	62%	Under	2.5	2.5
Downtown Premium	**63%**	Under	**3.5**	**3.5**
2200 Harold Way	73%	Target	3.5	3.5
Addison Street, between Kala Bagai Way and Oxford Street	55%	Under	3.5	3.5
Addison Street, between Martin Luther King Junior Way and Milvia Street	64%	Under	3.5	3.5
Addison Street, between Milvia Street and Shattuck Avenue	60%	Under	3.5	3.5
Addison Street, between Oxford Street and Kala Bagai Way	65%	Under	3.5	3.5
Addison Street, between Shattuck Avenue and Milvia Street	63%	Under	3.5	3.5
Addison Street, starting at Martin Luther King Junior Way	59%	Under	3.5	3.5
Addison Street, starting at Milvia Street	64%	Under	3.5	3.5
Allston Way, between Harold Way and Shattuck Avenue	77%	Target	3.5	3.5
Allston Way, between Martin Luther King Junior Way and Milvia Street	64%	Under	3.5	3.5
Allston Way, between Milvia Street and Harold Way	70%	Target	3.5	3.5
Allston Way, between Milvia Street and Martin Luther King Junior Way	60%	Under	3.5	3.5
Allston Way, between Oxford Street and Shattuck Avenue	63%	Under	3.5	3.5
Allston Way, between Shattuck Avenue and Milvia Street	63%	Under	3.5	3.5
Allston Way, between Shattuck Avenue and Oxford Street	62%	Under	3.5	3.5
Bancroft Way, starting at Shattuck Avenue	66%	Target	3.5	3.5
Berkeley Way, between Milvia Street and Shattuck Avenue	62%	Under	3.5	3.5
Berkeley Way, between Oxford Street and Shattuck Avenue	63%	Under	3.5	3.5
Berkeley Way, between Shattuck Avenue and Henry Street	61%	Under	3.5	3.5
Berkeley Way, between Shattuck Avenue and Walnut Street	70%	Target	3.5	3.5
Bonita Avenue, starting at University Avenue	77%	Target	3.5	3.5
Center Street, between Kala Bagai Way and Oxford Street	65%	Under	3.5	3.5
Center Street, between Milvia Street and Martin Luther King Junior Way	61%	Under	3.5	3.5
Center Street, between Milvia Street and Shattuck Avenue	84%	Target	3.5	3.5
Center Street, between Shattuck Avenue and Milvia Street	64%	Under	3.5	3.5
Center Street, ending at Milvia Street	64%	Under	3.5	3.5
Harold Way, between Allston Way and Kittredge Street	74%	Target	3.5	3.5
Hearst Avenue, between Oxford Street and Walnut Street	49%	Under	3.5	3.5

Kala Bagai Way, between Addison Street and Center Street	56%	Under	3.5	3.5
Kala Bagai Way, Between University Ave and Addison St	66%	Target	3.5	3.5
Kittredge Street, between Fulton Street and Shattuck Avenue	39%	Under	3.5	3.5
Kittredge Street, between Harold Way and Milvia Street	63%	Under	3.5	3.5
Kittredge Street, between Shattuck Avenue and Fulton Street	69%	Target	3.5	3.5
Kittredge Street, ending at Shattuck Avenue	62%	Under	3.5	3.5
Martin Luther King Junior Way, Between Addison St and Center St	53%	Under	3.5	3.5
Martin Luther King Junior Way, Between Center St Allston Way	52%	Under	3.5	3.5
Milvia Street, between Addison Street and Center Street	62%	Under	3.5	3.5
Milvia Street, between University Avenue and Addison Street	77%	Target	3.5	3.5
Oxford Street, between Allston Way and Kittredge Street	69%	Target	3.5	3.5
Oxford Street, between Center Street and Allston Way	52%	Under	3.5	3.5
Oxford Street, between Hearst Avenue and Berkeley Way	68%	Target	3.5	3.5
Oxford Street, between The Crescent and University Avenue	51%	Under	3.5	3.5
Oxford Street, between University Avenue and Addison Street	25%	Under	3.5	3.5
Oxford Street, between University Avenue and Hearst Avenue	55%	Under	3.5	3.5
Oxford Street, ending at The Crescent	52%	Under	3.5	3.5
Shattuck Avenue, between Allston Way and Kittredge Street	67%	Target	3.5	3.5
Shattuck Avenue, between Bancroft Way and Kittredge Street	64%	Under	3.5	3.5
Shattuck Avenue, between Berkeley Way and Hearst Avenue	81%	Target	3.5	3.5
Shattuck Avenue, between Berkeley Way and University Avenue	85%	Target	3.5	3.5
Shattuck Avenue, between Hearst Avenue and Berkeley Way	86%	Above	3.5	4
Shattuck Avenue, between Kittredge Street and Allston Way	69%	Target	3.5	3.5
Shattuck Avenue, between Kittredge Street and Bancroft Way	61%	Under	3.5	3.5
Shattuck Avenue, between University Avenue and Addison Street	67%	Target	3.5	3.5
Shattuck Avenue, between University Avenue and Berkeley Way	86%	Above	3.5	4
University Avenue, between Bonita Avenue and Martin Luther King Junior Way	64%	Under	3.5	3.5
University Avenue, between Bonita Avenue and Milvia Street	127%	Above	3.5	4
University Avenue, between Kala Bagai Way and Oxford Street	42%	Under	3.5	3.5
University Avenue, between Martin Luther King Junior Way and Bonita Avenue	48%	Under	3.5	3.5
University Avenue, between Milvia Street and Bonita Avenue	66%	Target	3.5	3.5
University Avenue, between Milvia Street and Shattuck Avenue	64%	Under	3.5	3.5
University Avenue, between Shattuck Avenue and Milvia Street	60%	Under	3.5	3.5

University Avenue, between Walnut Street and Shattuck Avenue	73%	Target	3.5	3.5
Walnut Street, between Berkeley Way and University Avenue	20%	Under	3.5	3.5
Walnut Street, starting at University Avenue	25%	Under	3.5	3.5
Downtown Value	**51%**	Under	**3.5**	**3.5**
Channing Way, between Shattuck Avenue and Milvia Street	57%	Under	3.5	3.5
Durant Avenue, between Fulton Street and Shattuck Avenue	66%	Target	3.5	3.5
Durant Avenue, between Shattuck Avenue and Fulton Street	68%	Target	3.5	3.5
Durant Avenue, between Shattuck Avenue and Milvia Street	59%	Under	3.5	3.5
Durant Avenue, ending at Shattuck Avenue	51%	Under	3.5	3.5
Dwight Way, between Fulton Street and Shattuck Avenue	43%	Under	3.5	3.5
Dwight Way, between Milvia Street and Shattuck Avenue	52%	Under	3.5	3.5
Dwight Way, between Shattuck Avenue and Fulton Street	59%	Under	3.5	3.5
Dwight Way, between Shattuck Avenue and Milvia Street	49%	Under	3.5	3.5
Haste Street, between Fulton Street and Shattuck Avenue	62%	Under	3.5	3.5
Haste Street, between Milvia Street and Shattuck Avenue	41%	Under	3.5	3.5
Haste Street, between Shattuck Avenue and Fulton Street	57%	Under	3.5	3.5
Haste Street, between Shattuck Avenue and Milvia Street	42%	Under	3.5	3.5
Shattuck Avenue, between Bancroft Way and Durant Avenue	47%	Under	3.5	3.5
Shattuck Avenue, between Channing Way and Durant Avenue	58%	Under	3.5	3.5
Shattuck Avenue, between Channing Way and Haste Street	49%	Under	3.5	3.5
Shattuck Avenue, between Durant Avenue and Bancroft Way	49%	Under	3.5	3.5
Shattuck Avenue, between Durant Avenue and Channing Way	43%	Under	3.5	3.5
Shattuck Avenue, between Dwight Way and Haste Street	42%	Under	3.5	3.5
Shattuck Avenue, between Haste Street and Channing Way	45%	Under	3.5	3.5
Shattuck Avenue, between Haste Street and Dwight Way	36%	Under	3.5	3.5
Elmwood Lot Value	**54%**	Under	**2.25**	**2.25**
Elmwood Lot	54%	Under	2.25	2.25
Elmwood Premium	**61%**	Under	**2.75**	**2.75**
2700 WEBSTER ST - GB	59%	Under	2.75	2.75
Ashby Avenue, between Benvenue Avenue and College Avenue	46%	Under	2.75	2.75
Ashby Avenue, between College Avenue and Benvenue Avenue	59%	Under	2.75	2.75
Ashby Avenue, between College Avenue and Elmwood Avenue	59%	Under	2.75	2.75
Ashby Place, between Ashby Avenue and Elmwood Avenue	55%	Under	2.75	2.75
College Avenue, between Ashby Avenue and Russell Street	58%	Under	2.75	2.75

College Avenue, between Ashby Avenue and Webster Street	59%	Under	2.75	2.75
College Avenue, between Prince Street and Webster Street	59%	Under	2.75	2.75
College Avenue, between Russell Street and Ashby Avenue	56%	Under	2.75	2.75
College Avenue, between Russell Street and Stuart Street	55%	Under	2.75	2.75
College Avenue, between Stuart Street and Russell Street	56%	Under	2.75	2.75
College Avenue, between Webster Street and Ashby Avenue	59%	Under	2.75	2.75
Russell Street, between Cherry Street and College Avenue	59%	Under	2.75	2.75
Russell Street, starting at College Avenue	75%	Target	2.75	2.75
Webster Street, between College Avenue and Benvenue Avenue	77%	Target	2.75	2.75
Webster Street, starting at Benvenue Avenue	69%	Target	2.75	2.75
Euclid/Hearst Premium	**0%**	Under	**3.25**	**3.25**
Hearst Ave	0%	Under	3.25	3.25
Hearst 2200 Block Premium	**0%**	Under	**3.25**	**3.25**
Hearst Avenue, between Oxford Street and Le Conte Avenue	0%	Under	3.25	3.25
North San Pablo/Gilman Premium	**28%**	Under	**1**	**1.5**
Camelia Street, between Tenth Street and Ninth Street	28%	Under	1	1.5
Ninth Street, between Gilman Street and Harrison Street	23%	Under	1	1.5
Tenth Street, between Camelia Street and Gilman Street	30%	Under	1	1.5
Tenth Street, between Gilman Street and Camelia Street	31%	Under	1	1.5
Tenth Street, between Harrison Street and Gilman Street	27%	Under	1	1.5
North San Pablo/Gilman Value	**32%**	Under	**0.75**	**1.5**
San Pablo Avenue, between Camelia Street and Gilman Street	36%	Under	0.75	1.5
San Pablo Avenue, between Gilman Street and Harrison Street	32%	Under	0.75	1.5
San Pablo Avenue, between Harrison Street and Gilman Street	27%	Under	0.75	1.5
North Shattuck Premium	**73%**	Target	**2.5**	
Delaware Street, starting at Shattuck Avenue	78%	Target	2.5	2.5
Lincoln Street, ending at Shattuck Avenue	61%	Under	2.5	2.5
Rose Street, between Henry Street and Shattuck Avenue	85%	Target	2.5	2.5
Rose Street, between Shattuck Avenue and Henry Street	73%	Target	2.5	2.5
Rose Street, between Shattuck Avenue and Walnut Street	69%	Target	2.5	2.5
Shattuck Avenue, between Berryman Street and Rose Street	65%	Under	2.5	2.5
Shattuck Avenue, between Cedar Street and Lincoln Street	74%	Target	2.5	2.5
Shattuck Avenue, between Cedar Street and Vine Street	91%	Above	2.5	3
Shattuck Avenue, between Delaware Street and Hearst Avenue	78%	Target	2.5	2.5

Shattuck Avenue, between Delaware Street and Virginia Street	73%	Target	2.5	2.5
Shattuck Avenue, between Francisco Street and Delaware Street	75%	Target	2.5	2.5
Shattuck Avenue, between Hearst Avenue and Delaware Street	65%	Under	2.5	2.5
Shattuck Avenue, between Lincoln Street and Virginia Street	76%	Target	2.5	2.5
Shattuck Avenue, between Rose Street and Shattuck Place	0%	Under	2.5	2.5
Shattuck Avenue, between Shattuck Place and Vine Street	90%	Above	2.5	3
Shattuck Avenue, between Vine Street and Cedar Street	87%	Above	2.5	3
Shattuck Avenue, between Vine Street and Rose Street	35%	Under	2.5	2.5
Shattuck Avenue, between Virginia Street and Cedar Street	74%	Target	2.5	2.5
Shattuck Avenue, between Virginia Street and Francisco Street	61%	Under	2.5	2.5
Shattuck Place, between Shattuck Avenue and Rose Street	66%	Target	2.5	2.5
Shattuck Place, starting at Rose Street	75%	Target	2.5	2.5
Vine Street, between Henry Street and Shattuck Avenue	94%	Above	2.5	3
Vine Street, between Oxford Street and Walnut Street	84%	Target	2.5	2.5
Vine Street, between Shattuck Avenue and Henry Street	90%	Above	2.5	3
Vine Street, between Shattuck Avenue and Walnut Street	95%	Above	2.5	3
Vine Street, between Walnut Street and Oxford Street	85%	Target	2.5	2.5
Vine Street, between Walnut Street and Shattuck Avenue	83%	Target	2.5	2.5
Virginia Street, between Milvia Street and Shattuck Avenue	72%	Target	2.5	2.5
Virginia Street, between Shattuck Avenue and Milvia Street	70%	Target	2.5	2.5
Virginia Street, between Walnut Street and Shattuck Avenue	74%	Target	2.5	2.5
Walnut Street, between Cedar Street and Vine Street	86%	Above	2.5	3
Walnut Street, between Rose Street and Vine Street	76%	Target	2.5	2.5
Walnut Street, between Vine Street and Cedar Street	89%	Above	2.5	3
Walnut Street, between Vine Street and Rose Street	82%	Target	2.5	2.5
Northside Premium	**40%**	Under	**3.5**	**3.5**
Euclid Avenue, between Le Conte Avenue and Ridge Road	76%	Target	3.5	3.5
Euclid Avenue, between Ridge Road and Hearst Avenue	65%	Target	3.5	3.5
Euclid Avenue, between Ridge Road and Le Conte Avenue	56%	Under	3.5	3.5
Euclid Avenue, ending at Ridge Road	48%	Under	3.5	3.5
Hearst Avenue, between Le Roy Avenue and Euclid Avenue	50%	Under	3.5	3.5
Hearst Avenue, ending at La Loma Avenue	52%	Under	3.5	3.5
Hearst Avenue, ending at Scenic Avenue	54%	Under	3.5	3.5
Le Roy Ave, Between Ridge Rd and Hearst Ave	0%	Under	3.5	3.5

Ridge Road, between Euclid Avenue and Le Roy Avenue	42%	Under	3.5	3.5
Ridge Road, between Euclid Avenue and Scenic Avenue	0%	Under	3.5	3.5
Ridge Road, between Le Roy Avenue and Euclid Avenue	76%	Target	3.5	3.5
Ridge Road, ending at Euclid Avenue	0%	Under	3.5	3.5
Northside Value	**0%**	Under	**3.25**	**3.25**
Scenic Avenue, between Hearst Avenue and Ridge Road	0%	Under	3.25	3.25
Oxford Garage	**20%**	Under	**3**	**3**
Oxford Garage Zone	20%	Under	3	3
Rockridge Premium	**78%**	Target	**2.5**	**2.5**
Alcatraz Avenue, between Hillegass Avenue and College Avenue	94%	Above	2.5	3
Alcatraz Avenue, starting at College Avenue	84%	Target	2.5	2.5
College Avenue, between Alcatraz Avenue and 63rd Street	58%	Under	2.5	2.5
College Avenue, between Alcatraz Avenue and Woolsey Street	86%	Above	2.5	3
College Avenue, between Florio Street and Alcatraz Avenue	60%	Under	2.5	2.5
College Avenue, between Woolsey Street and Alcatraz Avenue	84%	Target	2.5	2.5
San Pablo North Value	**42%**	Under	**0.5**	**1.5**
San Pablo Avenue, between Allston Way and Bancroft Way	65%	Under	0.5	1.5
San Pablo Avenue, between Bancroft Way and Allston Way	54%	Under	0.5	1.5
San Pablo Avenue, between Bancroft Way and Channing Way	25%	Under	0.5	1.5
San Pablo Avenue, between Channing Way and Chaucer Street	37%	Under	0.5	1.5
San Pablo Avenue, between Channing Way and Dwight Way	40%	Under	0.5	1.5
San Pablo Avenue, between Chaucer Street and Bancroft Way	34%	Under	0.5	1.5
San Pablo North/Gilman Premium	**18%**	Under	**1**	**1**
San Pablo Avenue, between Delaware Street and Hearst Avenue	18%	Under	1	1
San Pablo Avenue, between Hearst Avenue and Delaware Street	18%	Under	1	1
San Pablo North/Gilman Value	**24%**	Under	**0.75**	**1.5**
San Pablo Avenue, between Camelia Street and Page Street	20%	Under	0.75	1.5
San Pablo Avenue, between Cedar Street and Virginia Street	24%	Under	0.75	1.5
San Pablo Avenue, between Hopkins Street and Jones Street	21%	Under	0.75	1.5
San Pablo Avenue, between Jones Street and Cedar Street	18%	Under	0.75	1.5
San Pablo Avenue, between Jones Street and Page Street	34%	Under	0.75	1.5
San Pablo Avenue, between Page Street and Camelia Street	18%	Under	0.75	1.5
San Pablo Avenue, between Page Street and Jones Street	23%	Under	0.75	1.5
San Pablo Avenue, between Virginia Street and Delaware Street	30%	Under	0.75	1.5

San Pablo Avenue, between Virginia Street and Hopkins Street	27%	Under	0.75	1.5
San Pablo South Premium	**58%**	Under	**1**	**1**
San Pablo Avenue, between Dwight Way and Parker Street	58%	Under	1	1
San Pablo South Value	**51%**	Under	**0.5**	**1.5**
San Pablo Avenue, between Burnett Street and Russell Street	20%	Under	0.5	1.5
San Pablo Avenue, between Carleton Street and Parker Street	37%	Under	0.5	1.5
San Pablo Avenue, between Derby Street and Carleton Street	31%	Under	0.5	1.5
San Pablo Avenue, between Dwight Way and Parker Street	60%	Under	0.5	1.5
San Pablo Avenue, between Grayson Street and Heinz Avenue	36%	Under	0.5	1.5
San Pablo Avenue, between Oregon Street and Ward Street	111%	Above	0.5	1.5
San Pablo Avenue, between Pardee Street and Grayson Street	46%	Under	0.5	1.5
San Pablo Avenue, between Parker Street and Carleton Street	46%	Under	0.5	1.5
San Pablo Avenue, between Ward Street and Derby Street	71%	Target	0.5	1.5
Solano East Value	**39%**	Under	**1.5**	**1.5**
The Alameda, between Solano Avenue and Marin Avenue	77%	Target	1.5	1.5
The Alameda, starting at Los Angeles Avenue	0%	Under	1.5	1.5
Solano Premium	**42%**	Under	**2.5**	**2.5**
900 FRESNO	62%	Under	2.5	2.5
Colusa Avenue, between Tacoma Avenue and Solano Avenue	11%	Under	2.5	2.5
Colusa Avenue, ending at Catalina Avenue	68%	Target	2.5	2.5
Colusa Avenue, starting at Marin Avenue	83%	Target	2.5	2.5
Colusa Avenue, starting at Solano Avenue	85%	Target	2.5	2.5
Ensenada Ave, Between Solano Ave and Marin Ave	33%	Under	2.5	2.5
Ensenada Avenue, between Solano Avenue and Tacoma Avenue	50%	Under	2.5	2.5
Modoc Street, ending at Marin Avenue	118%	Above	2.5	2.5
Modoc Street, ending at Solano Avenue	0%	Under	2.5	2.5
Solano Avenue, between Colusa Avenue and Ensenada Avenue	25%	Under	2.5	2.5
Solano Avenue, between Colusa Avenue and Fresno Avenue	0%	Under	2.5	2.5
Solano Avenue, between Ensenada Avenue and Modoc Street	0%	Under	2.5	2.5
Solano Avenue, between Ensenada Avenue and Tacoma Avenue	14%	Under	2.5	2.5
Solano Avenue, between Fresno Avenue and The Alameda	0%	Under	2.5	2.5
Solano Avenue, between Modoc Street and Colusa Avenue	93%	Above	2.5	2.5
Solano Avenue, between The Alameda and Colusa Avenue	76%	Target	2.5	2.5
Solano Avenue, between Tulare Avenue and Ensenada Avenue	0%	Under	2.5	2.5

The Alameda, between Catalina Avenue and Solano Avenue	46%	Under	2.5	2.5
Tulare Avenue, starting at Marin Avenue	26%	Under	2.5	2.5
Solano West Value	**30%**	Under	**1.5**	**1.5**
Tacoma Avenue, between Ensenada Avenue and Solano Avenue	32%	Under	1.5	1.5
Tacoma Avenue, ending at Ensenada Avenue	27%	Under	1.5	1.5
South Shattuck	**19%**	Under	**1.5**	**1.5**
Shattuck Avenue, between Blake Street and Dwight Way	36%	Under	1.5	1.5
Shattuck Avenue, between Blake Street and Parker Street	25%	Under	1.5	1.5
Shattuck Avenue, between Carleton Street and Derby Street	12%	Under	1.5	1.5
Shattuck Avenue, between Carleton Street and Parker Street	2%	Under	1.5	1.5
Shattuck Avenue, between Derby Street and Carleton Street	0%	Under	1.5	1.5
Shattuck Avenue, between Dwight Way and Blake Street	35%	Under	1.5	1.5
Shattuck Avenue, between Parker Street and Blake Street	21%	Under	1.5	1.5
Shattuck Avenue, between Parker Street and Carleton Street	25%	Under	1.5	1.5
South Telegraph	**51%**	Under	**1.5**	**1.5**
Blake Street, between Telegraph Avenue and Dana Street	70%	Target	1.5	1.5
Blake Street, starting at Chilton Way	61%	Under	1.5	1.5
Derby Street, between Regent Street and Telegraph Avenue	28%	Under	1.5	1.5
Derby Street, between Telegraph Avenue and Hillegass Avenue	45%	Under	1.5	1.5
Dowling Place, starting at Telegraph Avenue	62%	Under	1.5	1.5
Oregon Street, between Regent Street and Telegraph Avenue	44%	Under	1.5	1.5
Oregon Street, between Telegraph Avenue and Ellsworth Street	59%	Under	1.5	1.5
Oregon Street, starting at Telegraph Avenue	48%	Under	1.5	1.5
Parker Street, between Dana Street and Telegraph Avenue	59%	Under	1.5	1.5
Parker Street, between Regent Street and Telegraph Avenue	63%	Under	1.5	1.5
Parker Street, between Telegraph Avenue and Chilton Way	65%	Target	1.5	1.5
Parker Street, between Telegraph Avenue and Regent Street	60%	Under	1.5	1.5
Russell Street, between Telegraph Avenue and Florence Street	46%	Under	1.5	1.5
Russell Street, ending at Telegraph Avenue	42%	Under	1.5	1.5
Stuart Street, between Telegraph Avenue and Regent Street	54%	Under	1.5	1.5
Telegraph Avenue, between Ashby Avenue and Russell Street	58%	Under	1.5	1.5
Telegraph Avenue, between Ashby Avenue and Webster Street	54%	Under	1.5	1.5
Telegraph Avenue, between Blake Street and Parker Street	64%	Under	1.5	1.5
Telegraph Avenue, between Carleton Street and Derby Street	61%	Under	1.5	1.5

Telegraph Avenue, between Carleton Street and Parker Street	45%	Under	1.5	1.5
Telegraph Avenue, between Derby Street and Carleton Street	45%	Under	1.5	1.5
Telegraph Avenue, between Derby Street and Ward Street	44%	Under	1.5	1.5
Telegraph Avenue, between Dowling Place and Webster Street	56%	Under	1.5	1.5
Telegraph Avenue, between Howe Street and Ashby Avenue	58%	Under	1.5	1.5
Telegraph Avenue, between Oregon Street and Russell Street	53%	Under	1.5	1.5
Telegraph Avenue, between Oregon Street and Stuart Street	61%	Under	1.5	1.5
Telegraph Avenue, between Parker Street and Carleton Street	49%	Under	1.5	1.5
Telegraph Avenue, between Prince Street and Dowling Place	57%	Under	1.5	1.5
Telegraph Avenue, between Russell Street and Howe Street	50%	Under	1.5	1.5
Telegraph Avenue, between Russell Street and Oregon Street	54%	Under	1.5	1.5
Telegraph Avenue, between Stuart Street and Derby Street	36%	Under	1.5	1.5
Telegraph Avenue, between Stuart Street and Oregon Street	62%	Under	1.5	1.5
Telegraph Avenue, between Ward Street and Stuart Street	42%	Under	1.5	1.5
Telegraph Avenue, between Webster Street and Ashby Avenue	59%	Under	1.5	1.5
Telegraph Avenue, between Webster Street and Prince Street	55%	Under	1.5	1.5
Telegraph Avenue, between Woolsey Street and Prince Street	58%	Under	1.5	1.5
Telegraph Avenue, ending at Blake Street	68%	Target	1.5	1.5
Telegraph Avenue, ending at Dwight Way	71%	Target	1.5	1.5
Telegraph Avenue, starting at Parker Street	2%	Under	1.5	1.5
Webster Street, between Colby Street and Telegraph Avenue	67%	Target	1.5	1.5
Webster Street, between Halcyon Court and Telegraph Avenue	0%	Under	1.5	1.5
Webster Street, starting at Telegraph Avenue	34%	Under	1.5	1.5
Southside Visitor Parking Pilot	**38%**	Under	**2.5**	**2.5**
Channing Way, ending at College Avenue	45%	Under	2.5	2.5
Durant Avenue, between College Avenue and Piedmont Avenue	39%	Under	2.5	2.5
Durant Avenue, between Piedmont Avenue and College Avenue	43%	Under	2.5	2.5
Haste Street, between College Avenue and Piedmont Avenue	36%	Under	2.5	2.5
Haste Street, between Piedmont Avenue and College Avenue	46%	Under	2.5	2.5
Piedmont Avenue, between Bancroft Way and Durant Avenue	46%	Under	2.5	2.5
Piedmont Avenue, between Haste Street and Piedmont Crescent	21%	Under	2.5	2.5
Piedmont Avenue, ending at Bancroft Way	44%	Under	2.5	2.5
Piedmont Avenue, ending at Haste Street	24%	Under	2.5	2.5
Piedmont Avenue, starting at Durant Avenue	39%	Under	2.5	2.5

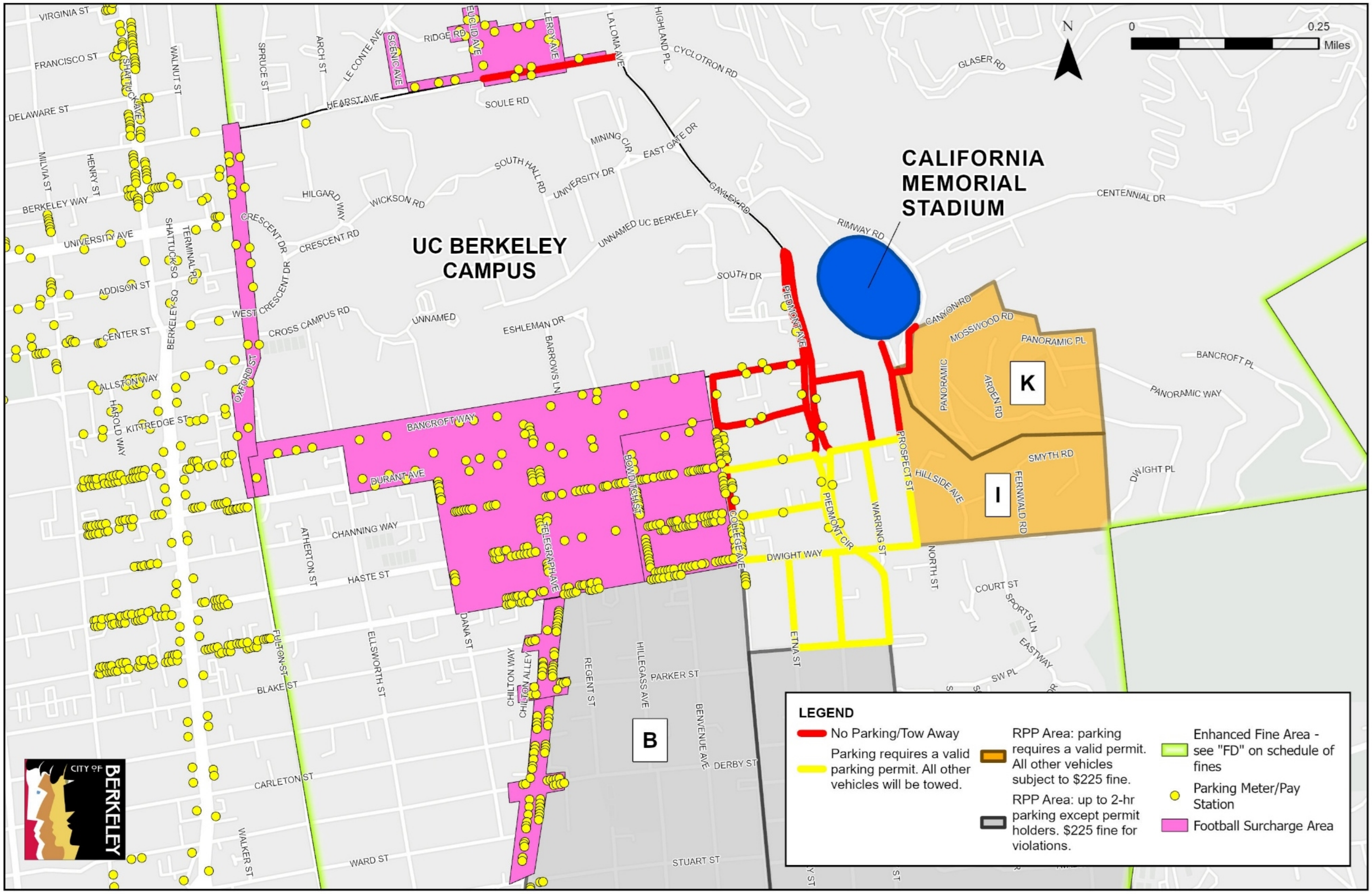
Piedmont Avenue, starting at Piedmont Crescent	39%	Under	2.5	2.5
Southside/Telegraph Premium	**43%**	Under	**3.5**	**3.5**
Bancroft Way, between Bowditch Street and College Avenue	9%	Under	3.5	3.5
Bancroft Way, between Dana Street and Telegraph Avenue	11%	Under	3.5	3.5
Bancroft Way, between Ellsworth Street and Dana Street	19%	Under	3.5	3.5
Bancroft Way, between Fulton Street and Ellsworth Street	10%	Under	3.5	3.5
Bancroft Way, between Piedmont Avenue and Fulton Street	16%	Under	3.5	3.5
Bancroft Way, between Telegraph Avenue and Bowditch Street	21%	Under	3.5	3.5
Bowditch Street, between Durant Avenue and Bancroft Way	50%	Under	3.5	3.5
Channing Way, between Bowditch Street and Telegraph Avenue	136%	Above	3.5	4
Channing Way, between Telegraph Avenue and Dana Street	67%	Target	3.5	3.5
College Avenue, starting at Durant Avenue	41%	Under	3.5	3.5
Dana Street, between Channing Way and Durant Avenue	19%	Under	3.5	3.5
Dana Street, between Durant Avenue and Bancroft Way	17%	Under	3.5	3.5
Dana Street, ending at Durant Avenue	0%	Under	3.5	3.5
Durant Avenue, between Bowditch Street and Telegraph Avenue	47%	Under	3.5	3.5
Durant Avenue, between Dana Street and Ellsworth Street	50%	Under	3.5	3.5
Durant Avenue, between Dana Street and Telegraph Avenue	40%	Under	3.5	3.5
Durant Avenue, between Ellsworth Street and Dana Street	41%	Under	3.5	3.5
Durant Avenue, between Telegraph Avenue and Bowditch Street	34%	Under	3.5	3.5
Durant Avenue, between Telegraph Avenue and Dana Street	55%	Under	3.5	3.5
Dwight Way, between Bowditch Street and Regent Street	0%	Under	3.5	3.5
Dwight Way, between Dana Street and Telegraph Avenue	77%	Target	3.5	3.5
Dwight Way, between Regent Street and Hillegass Avenue	0%	Under	3.5	3.5
Dwight Way, between Regent Street and Telegraph Avenue	67%	Target	3.5	3.5
Dwight Way, between Telegraph Avenue and Dana Street	74%	Target	3.5	3.5
Dwight Way, between Telegraph Avenue and Regent Street	0%	Under	3.5	3.5
Fulton Street, between Bancroft Way and Durant Avenue	23%	Under	3.5	3.5
Haste Street, between Dana Street and Telegraph Avenue	70%	Target	3.5	3.5
Haste Street, between Telegraph Avenue and Dana Street	71%	Target	3.5	3.5
Piedmont Avenue, ending at Bancroft Way	41%	Under	3.5	3.5
Telegraph Avenue, between Bancroft Way and Durant Avenue	85%	Target	3.5	3.5
Telegraph Avenue, between Channing Way and Durant Avenue	54%	Under	3.5	3.5
Telegraph Avenue, between Channing Way and Haste Street	66%	Target	3.5	3.5

Telegraph Avenue, between Durant Avenue and Channing Way	50%	Under	3.5	3.5
Telegraph Avenue, between Haste Street and Channing Way	87%	Above	3.5	4
Telegraph Avenue, between Haste Street and Dwight Way	70%	Target	3.5	3.5
Telegraph Avenue, starting at Durant Avenue	65%	Under	3.5	3.5
Southside/Telegraph Value	**39%**	Under	**3.25**	**3.25**
Bowditch Street, between Channing Way and Durant Avenue	90%	Above	3.25	3.75
Bowditch Street, between Haste Street and Channing Way	35%	Under	3.25	3.25
Bowditch Street, ending at Haste Street	0%	Under	3.25	3.25
Channing Way, between College Avenue and Bowditch Street	70%	Target	3.25	3.25
College Avenue, between Channing Way and Durant Avenue	76%	Target	3.25	3.25
College Avenue, between Channing Way and Haste Street	27%	Under	3.25	3.25
College Avenue, between Durant Avenue and Channing Way	64%	Under	3.25	3.25
College Avenue, between Dwight Way and Haste Street	26%	Under	3.25	3.25
College Avenue, between Haste Street and Channing Way	28%	Under	3.25	3.25
College Avenue, between Haste Street and Dwight Way	24%	Under	3.25	3.25
College Avenue, between Parker Street and Dwight Way	32%	Under	3.25	3.25
Durant Avenue, between Bowditch Street and College Avenue	28%	Under	3.25	3.25
Durant Avenue, between College Avenue and Bowditch Street	33%	Under	3.25	3.25
Dwight Way, between College Avenue and Bowditch Street	46%	Under	3.25	3.25
Dwight Way, between Hillegass Avenue and Benvenue Avenue	29%	Under	3.25	3.25
Haste Street, between Bowditch Street and College Avenue	22%	Under	3.25	3.25
Haste Street, between College Avenue and Bowditch Street	28%	Under	3.25	3.25
Sports Basement Value	**42%**	Under	**0.5**	**1.5**
Derby Street, between Milvia Street and Shattuck Avenue	41%	Under	0.5	1.5
Milvia Street, between Ward Street and Derby Street	45%	Under	0.5	1.5
Ward Street, between Adeline Street and Milvia Street	41%	Under	0.5	1.5
Telegraph Channing Garage	**58%**	Under	**1**	**1**
Telegraph Channing Garage Zone	58%	Under	1	1
University Ave Value	**40%**	Under		
Acton Street, between Berkeley Way and University Avenue	26%	Under	0.5	1.5
Acton Street, between University Avenue and Berkeley Way	3%	Under	0.5	1.5
Bonar Street, between Addison Street and University Avenue	52%	Under	0.5	1.5
Bonar Street, between University Avenue and Addison Street	50%	Under	0.5	1.5
California Street, between Berkeley Way and University Avenue	44%	Under	0.5	1.5

California Street, between University Avenue and Berkeley Way	51%	Under	0.5	1.5
California Street, ending at University Avenue	31%	Under	2	2
California Street, starting at University Avenue	0%	Under	0.5	1.5
Curtis Street, between Hearst Avenue and University Avenue	19%	Under	0.5	1.5
Curtis Street, between University Avenue and Hearst Avenue	35%	Under	0.5	1.5
Grant Street, ending at University Avenue	43%	Under	0.5	1.5
Grant Street, starting at University Avenue	53%	Under	0.5	1.5
University Avenue, between Acton Street and Chestnut Street	32%	Under	0.5	1.5
University Avenue, between Acton Street and Sacramento Street	36%	Under	0.5	1.5
University Avenue, between Bonar Street and Acton Street	38%	Under	0.5	1.5
University Avenue, between California Street and Jefferson Avenue	60%	Under	0.5	1.5
University Avenue, between California Street and Sacramento Street	40%	Under	0.5	1.5
University Avenue, between Chestnut Street and Curtis Street	33%	Under	0.5	1.5
University Avenue, between Curtis Street and Bonar Street	32%	Under	0.5	1.5
University Avenue, between Curtis Street and San Pablo Avenue	49%	Under	0.5	1.5
University Avenue, between Grant Street and Martin Luther King Junior Way	61%	Under	0.5	1.5
University Avenue, between Grant Street and McGee Avenue	54%	Under	0.5	1.5
University Avenue, between Jefferson Avenue and McGee Avenue	46%	Under	0.5	1.5
University Avenue, between Martin Luther King Junior Way and Grant Street	64%	Under	0.5	1.5
University Avenue, between McGee Avenue and California Street	50%	Under	0.5	1.5
University Avenue, between McGee Avenue and Grant Street	51%	Under	0.5	1.5
University Avenue, between Sacramento Street and Acton Street	30%	Under	0.5	1.5
University Avenue, between Sacramento Street and California Street	28%	Under	0.5	1.5
University Avenue, between San Pablo Avenue and Curtis Street	44%	Under	1	1.5
University/San Pablo Premium	**50%**	Under	**1**	**1.5**
Ninth Street, ending at University Avenue	34%	Under	1	1.5
Ninth Street, starting at University Avenue	61%	Under	1	1.5
San Pablo Avenue, between Addison Street and Allston Way	59%	Under	1	1.5
San Pablo Avenue, between Addison Street and University Avenue	70%	Target	1	1.5
San Pablo Avenue, between Allston Way and Cowper Street	47%	Under	1	1.5
San Pablo Avenue, between Cowper Street and Addison Street	75%	Target	1	1.5
San Pablo Avenue, between Hearst Avenue and University Avenue	58%	Under	1	1.5
San Pablo Avenue, between University Avenue and Addison Street	77%	Target	1	1.5

San Pablo Avenue, between University Avenue and Hearst Avenue	38%	Under	1	1.5
Tenth Street, between Addison Street and University Avenue	57%	Under	1	1.5
Tenth Street, between University Avenue and Hearst Avenue	32%	Under	1	1.5
University Avenue, between Eighth Street and Ninth Street	36%	Under	1	1.5
University Avenue, between Ninth Street and Eighth Street	36%	Under	1	1.5
University Avenue, between Ninth Street and Tenth Street	43%	Under	1	1.5
University Avenue, between San Pablo Avenue and Tenth Street	34%	Under	1	1.5
University Avenue, between Tenth Street and Ninth Street	32%	Under	1	1.5
University Avenue, between Tenth Street and San Pablo Avenue	62%	Under	1	1.5
Source: Turnstone Data Analytics, August 1, 2025 - October 31, 2025				

Attachment 4: Cal Football Game Day Surcharge Meter Map



Attachment 5: Proposed Changes to Monthly Garage Parking Permits

Location	Existing No. Monthly Permits	Projected No. Monthly Permits	Total Spaces	Existing Cost of Monthly Permit	Projected Cost of Monthly Permit	Existing Annual Revenue	Projected Annual Revenue	Total Additional Annual Revenue
Center Street Garage	123	134	720	$250	$270	$369,000	$434,160	$65,160
Telegraph Channing Garage	139	150	420	$170	$190	$283,560	$342,000	$58,440
Oxford Garage	40	49	99	$170	$190	$81,600	$111,720	$30,120
TOTAL	**333**	**1,239**	**1,239**			**$734,160**	**$887,880**	**$153,720**