CITY OF OAKLAND

AGENDA REPORT

TO:	Jestin D. Johnson City Administrator	**FROM:**	Josh Rowan Department of Transportation
SUBJECT:	Master Site License Agreement for Installation of Electric Vehicle Charging Infrastructure	**DATE:**	February 13th, 2025

City Administrator Approval Jestin Johnson (Feb 13, 2025 18:17 PST) Date: Feb 13, 2025

RECOMMENDATION

Staff Recommends That The City Council Adopt An Ordinance

(1) Authorizing The City Administrator To Negotiate And Execute With Flashparking, Inc. A Master Site License Agreement (MSLA) To Install And Operate Electric Vehicle Charging Infrastructure For An Initial Term Of Six (6) Years From The Date Of The First Operational Charger With Two 4-Year Options To Renew For A Total Not To Exceed Commercial Operation Term Of Fourteen (14) Years At A Rate Of Zero Dollars ($0.00) Per Year For The Following Municipal Facilities:

A. **18th Street Uptown Lot Located At 1800 San Pablo Avenue;**
B. **Franklin Plaza Garage Located At 1719 Franklin Street;**
C. **Frank G Mar / 1200 Harrison Garage Located At 278 12th Street;**
D. **Marriott/Convention Center Garage Located At 550 11th Street;**
E. **Oakland Museum Of California Garage Located At 1000 Oak St;**
F. **Parkway Lot Located At 341 East 19th Street;**
G. **Pacific Renaissance Plaza Garage Located At 388 9th Street; And**
H. **Telegraph Plaza Garage Located At 2100 Telegraph Avenue**

(2) Accepting And Appropriating Revenue In The Amount Of Fifty Percent (50%) Of Net Profits From The MSLA For The Purpose Of Recovering Staff Costs And Improving EV Infrastructure;

(3) Making Findings That The MSLA For A Below Fair Market Value Are In The Best Interest Of The City; And

(4) Adopting Appropriate California Environmental Quality Act (CEQA) Findings.

EXECUTIVE SUMMARY

Flashparking, Inc. (Flash), a technology company, and Intertie, Inc. (Intertie), a company that specializes in Battery Energy Storage Solutions (BESS), submitted an application to Chill-2 for a $5.8 million project to install and operate at least four hundred forty-six (446) Level-2 (240 volt) charging ports across 14 sites and install BESS at a minimum of 2 sites. The CEC approved their application.

As part of this project, Flash has proposed installing EV infrastructure at the following City-owned sites:

- 18th Street Uptown Lot located at 1800 San Pablo Avenue;
- Franklin Plaza Garage located At 419 1719 Franklin Street;
- Frank G Mar / 1200 Harrison Garage located at 278 12th Street;
- Marriott/Convention Center Garage located at 550 11th Street;
- Oakland Museum of California garage located at 1000 Oak Street;
- Parkway Lot located at 341 East 19th Street;
- Pacific Renaissance Plaza Garage located at 388 9th Street; and
- Telegraph Plaza Garage Located At 2100 Telegraph Avenue.

The 240 Volt (Level 2) EV charger will be available to the public, and capable of recharging an EV from empty in about three to eight hours. Users will pay to charge for their parking session.

At each site, Flash will pay for all project costs, including the design, equipment, installation, operation, maintenance, and electricity costs associated with the EV Charging infrastructure. Flash will cover the cost to install new electrical service capacity at project sites and coordinate project logistics with the utility grid operator, Pacific Gas and Electric (PG&E). The City will receive fifty percent (50%) of net profits from charging revenues received under the agreement. Total net revenues to the City are estimated at approximately $75,000 in the first year of operations in 2026 or 2027 and increasing to approximately $500,000 in the sixth year, as use increases.

The agreement allows Flash to operate the chargers and associated electrical equipment on City property for an initial term of six (6) years from the date of the first operational charger with two optional four (4) year extensions for a total of fourteen (14) years. The proposed resolution would authorize the City Administrator to execute a Master Site License Agreement with Flash that governs the installation, operation, maintenance, and revenue sharing of future EV Fast Charging infrastructure.

BACKGROUND / LEGISLATIVE HISTORY

Vehicle electrification and the development of associated charging infrastructure are the subject of state, regional, and local climate action and air quality improvement goals. In 2020, Governor Newsom signed Executive Order N-79-20, which mandates that 100 percent of new in-state light duty passenger vehicle sales to be zero-emission by 2035.[1] Preceding N-79-20, Executive

[1] Governor Gavin Newsom. Executive Order N-79-20. Issued September 23, 2020.

Order B-48-18 established a target of 5 million ZEVs statewide by 2030 and directed California to install 250,000 EV chargers, including 10,000 fast chargers, to support 1.5 million EVs statewide by 2025.[2] In April 2022, the state achieved this goal two years ahead of schedule.[3] These regulations were affirmed through the California Air Resources Board's Advanced Clean Cars II regulation,[4] which established a new goal of 8 million ZEVs statewide by 2030, requiring approximately 1.2 million chargers.[5]

In January 2023, the City Council adopted the City's first ZEV Action Plan[6] (Resolution 13706 C.M.S.) which establishes the City's roadmap to (1) reduce GHG emissions from the transportation sector sufficiently to support the ECAP target of a 60 percent reduction by 2030, (2) support a transition to 100 percent of vehicles within Oakland being zero-emission by 2045, consistent with the City Council-adopted Carbon Neutrality target of 2045 (Resolution No. 88268 C.M.S); and (3) ensure that the benefits of the ZEV transition flow first and foremost to the communities most adversely impacted by climate change and air pollution.

In October 2023, California Assembly Bill (AB) 118 created the Clean Transportation Program. The statute authorizes the CEC to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change and clean air goals. AB 126 reauthorized the funding program through July 1, 2035, and focused the program on zero-emission transportation. The Clean Transportation Program has an annual budget of approximately $100 million and provides financial support for projects that:

- Develop and deploy zero-emission technology and fuels in the marketplace where feasible and near-zero-emission technology and fuels elsewhere.
- Produce alternative and renewable low-carbon fuels in California.
- Deploy zero-emission fuel infrastructure, fueling stations, and equipment where feasible and near-zero-emission fuel infrastructure, fueling stations, and equipment elsewhere.
- Establish workforce training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

EV charging is identified as a top priority action in Oakland's CURB Report, published in March 2018.[7] CURB is a climate action planning tool developed by the World Bank, C40, Bloomberg Philanthropies, and the Global Covenant of Mayors to assist cities in evaluating the most cost-effective methods to reduce GHG emissions. The CURB analysis identified the five most cost-effective and impactful areas of focus for reducing GHG emissions in Oakland. One of the five focus areas, "accelerate electrification of vehicles," is listed as critical to reducing GHG and achieving the City's climate targets.

[2] Governor Edmund G. Brown, Jr. Executive Order B-48-18. Issued January 26, 2018.
[3] Governor Gavin Newsom. Press Release: *California Surpasses 1.5 Million ZEVs Goal Two Years Ahead of Schedule*. Issued April 21, 2023.
[4] California Air Resources Board. Advanced Clean Cars. November 30, 2022.
[5] California Energy Commission. AB2127 EV Charging Infrastructure Assessment. July 14, 2021
[6] City of Oakland ZEV Action Plan
[7] Pathways to Deep GHG Reductions in Oakland: Final Report

ANALYSIS AND POLICY ALTERNATIVES

Vehicle electrification is an important strategy and priority action in Oakland's 2030 Equitable Climate Action Plan (ECAP) and Zero Emission Vehicle Action Plan (ZEV) to improve air quality and reduce greenhouse gas emissions. In Oakland, cars and trucks burning gasoline and diesel create most local greenhouse gas (GHG) emissions and criteria air pollutants such as methane and nitrous oxide, which disproportionately harm frontline communities. To encourage consumer adoption of plug-in electric vehicles (EVs) in Oakland, EV charging infrastructure must be strategically deployed to ensure all residents, including renters, have equitable access to the benefits of EVs in the near term. The ZEV Plan includes action CL-10 "Incentivize the use of ZEVs at City-owned parking lots and garages".

One important strategy for funding EV charging infrastructure at City owned lots and garages is applying for federal, state, and regional grants. At present, there is no staff capacity within OakDOT to proactively pursue grant opportunities. In the absence of dedicated staff or staff funding to manage transportation electrification, the City is reliant on partner agencies, such as AVA Community Energy, and private sector companies to privately fund, or apply for grants for, EV charging infrastructure.

The CEC is one of many government bodies that fund EV infrastructure through grant solicitation. In March 2023, the CEC released a Grant Funding Opportunity entitled "Convenient, High-Visibility, Low-Cost Level 2 Charging (CHiLL-2)." The intent of this competitive grant solicitation was to enhance the perception of Level 2 charging access and test and demonstrate business models for Level 2 charging through high-density Level 2 charger installations.

In response to CHiLL-2, Flash and Intertie submitted, and were approved for, a $5.8 million grant application to install and operate at least four hundred forty-six (446) Level-2 charging ports across 14 sites and install BESS at a minimum of 2 sites.

Flash is a technology company that uses a digital ecosystem to improve the parking and electric vehicle (EV) charging experience. Flash's platform integrates reservable parking and charging, connecting drivers with garages, surface lots, event spaces, and valet locations. For this project, Flash is partnering with Intertie to develop at least two integrated battery energy storage systems (BESS). Intertie specializes in renewable energy solutions, focusing on solar power, battery storage, and smart microgrids. By integrating clean energy technologies with EV charging infrastructure, Intertie ensures that charging stations are powered sustainably and efficiently.

This grant will fund a large-scale EV charger demonstration project across multiple sites in Oakland, designed to expand access to affordable charging in high-density, low-income, and disadvantaged communities. Flash's grant application noted that:

> "There is currently a lack of EV charging capabilities in the urban core, specifically within disadvantaged and low-income communities. In addition, the lack of reliability with EV charging stations has led to a reluctance of EV adoption by many. This project will improve public awareness and availability of EV chargers in these communities by deploying systems created with highly reliable equipment, networks, and installation techniques. The systems would improve consumer confidence with real-time monitoring

of EV charging stations via FlashParking Inc.'s (Flash) charging station management system (CSMS) and local field support technicians.

Additionally, the cost of utility power is significant for EV drivers in California, and the availability of utility power can be challenging during peak periods. By combining electrical vehicle charger (EVC) and battery energy storage system (BESS) technologies, the cost of EV charging can be reduced by lowering the impact on demand charges, and the stored energy can fill the gaps in utility availability. This project will provide the opportunity needed to acquire data and information to develop similar, scalable solutions in the future."

As part of this project, Flash proposes to install and operate EV chargers at up to eight City-owned parking facilities:

- 18th Street Uptown Lot located at 1800 San Pablo Avenue;
- Franklin Plaza Garage located At 1719 Franklin Street;
- Frank G Mar / 1200 Harrison Garage located at 278 12th Street;
- Marriott/Convention Center Garage located at 550 11th Street
- Oakland Museum of California garage located at 1000 Oak Street;
- Parkway Lot located at 341 East 19th Street;
- Pacific Renaissance Plaza Garage located at 388 9th Street; and
- Telegraph Plaza Garage Located At 2100 Telegraph Avenue

Access And Ownership

These level two (2), 240 Volt EV chargers will be available to the public, and capable of recharging an EV from empty in about three to eight hours. Flash has committed to a goal of 97 percent average uptime for chargers. Users will pay to charge for their parking session. Flash will pay for all aspects of the project, including the equipment, installation, operation, maintenance, and electricity costs associated with the EV Charging infrastructure. In addition, Flash will install iron security fencing at the Parkway Lot and security lighting and cameras at each site. Flash will own, operate, and maintain all equipment they install, and will dedicate the fencing and lighting to the City at the end of the contract period. PG&E may need to install additional electrical service equipment to meet the new energy demand. In that case, PG&E will own that equipment and may need to obtain an easement from the City for that equipment, if it is located on City owned property.

Flash will provide an annual report noting, at a minimum:

- Number of charging sessions (by month), usage trends (by month),
- Number of hours that Charging Stations were inoperable (including for periods of planned maintenance and repair records. Where possible, annual report data shall be provided in sufficient granularity to identify usage trends by days of the week and times of day, and
- All information necessary to calculate revenue sharing payments, including energy costs, credit card transaction fees, charging revenue, taxes, and any actual overheard and transaction fees incurred.

Battery Electric Storage Systems

Flash will install BESS at up to two of the proposed sites. The BESS are large batteries that charge from the energy grid during periods of low electricity rates. The BESS will be used solely

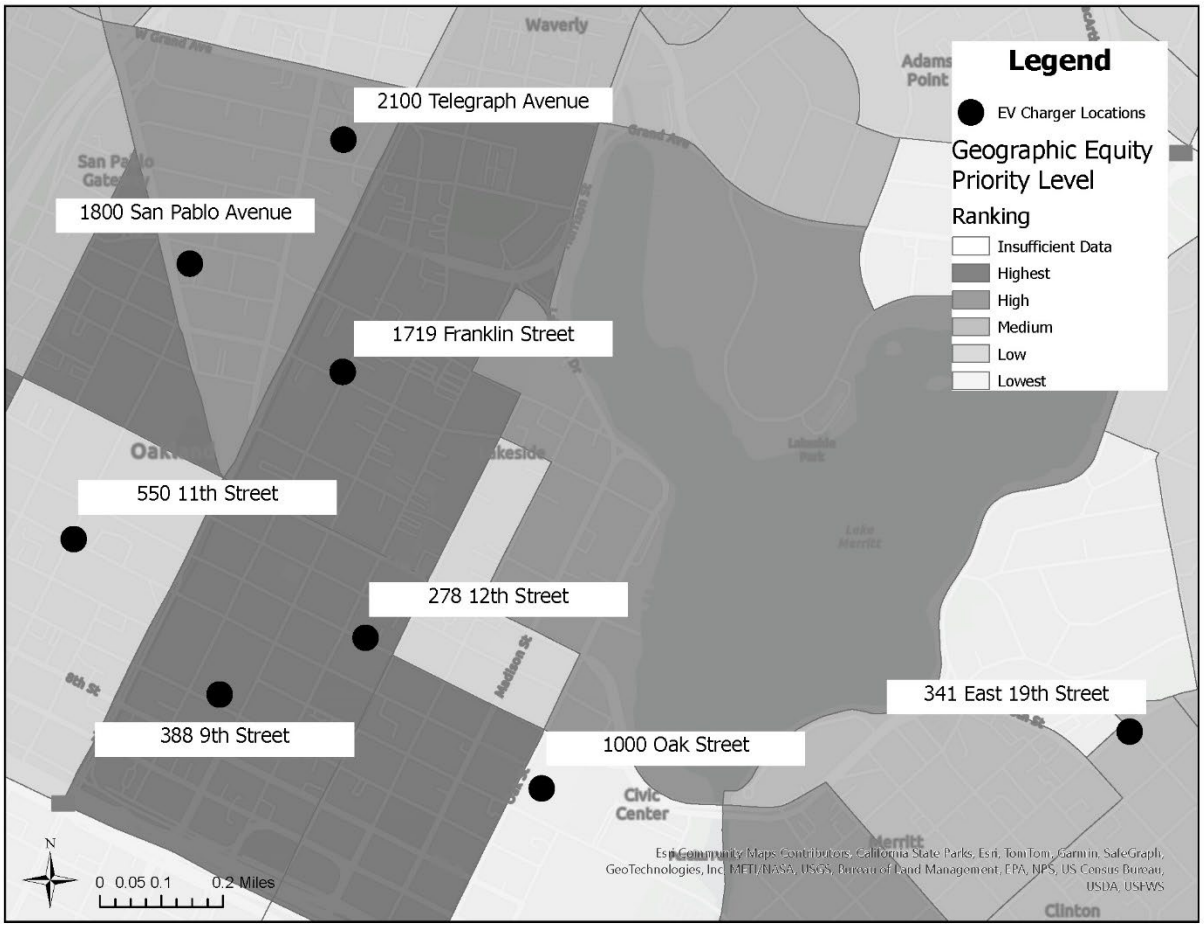
for level 2 EV charging and will not dispatch energy back onto the grid. This ensures compliance with the proposed revenue-sharing structure, as there will be no energy arbitrage or sale to the grid. Instead, BESS will contribute to cost avoidance by reducing dependency on grid energy during peak pricing periods and lowering utility infrastructure costs for the City. However, these benefits do not involve additional revenue streams.

California maintains stringent safety standards for energy storage systems. The CEC thoroughly vets all approved systems, requiring extensive safety and performance documentation. Intertie's systems, which Flash utilizes, are fully approved under this process.

Racial Equity Considerations

The Oakland Department of Transportation (OakDOT) Geographic Equity Toolbox was created as a way for the City to prioritize neighborhoods to receive various services, projects, or other activities, based on concentrations of different demographic groups which have experienced historic and ongoing disparities. Of the eight sites proposed for EV fast chargers, three are located in the "Highest" priority areas, two in a "High" priority area, one in the "Medium" priority area, one in the "Low" priority area, and one in a "Lowest" priority area (see **Map 1**).

Map 1: Geographic distribution of potential EV charging sites



Citywide Priorities
This project, if approved, would help achieve Citywide priority 2) **housing, economic, and cultural security**, by reducing the cost of transportation through increased EV charger availability and priority 3) **vibrant, sustainable infrastructure** by helping reduce transportation-related greenhouse gas emissions. This project would significantly increase the amount of level 2 EV charging available downtown, helping the City to implement its ZEV Action Plan and ECAP.

Alternative #1: No Action
Alternatively, the City Council could choose not to execute an agreement with Flash and instead, use other resources to develop Level 2 charging at City-owned lots and garages. In this case, the City could potentially accrue all of the revenues from the chargers, rather than fifty percent of net revenues. Under this alternative, the City would need to obtain a grant or invest up to $5,800,000 in charging equipment, utility upgrades, staff and other fees to install the same number of chargers. There are currently no budgeted funds or dedicated staff for such an effort. This alternative is not recommended due to the high up-front costs and lack of dedicated staff to handle charger procurement, design, permitting and construction.

Recommended Actions
Staff recommends that the City Council authorize and direct the City Administrator or designee to negotiate and enter into a six-year Master Site License Agreement with Flash, with two optional four-year extensions. The agreement would allow Flash to operate the chargers, BESS, and associated electrical equipment on City property for up to 14 years of commercial operation. The Master Site License Agreement with Flash would govern the installation, operation, maintenance, and revenue sharing of future EV Fast Charging infrastructure. The alternative action of not entering into an agreement with Flash is not recommended due to the high up-front costs and lack of dedicated staff to handle charger procurement, design, permitting and construction.

FISCAL IMPACT

Flash will fund and manage all aspects of the project, including the design, permitting, construction, installation, and ongoing operation and maintenance of level two EV Charging infrastructure at up to eight City-owned parking facilities. Flash will cover the cost to install new electrical service capacity at project sites and coordinate project logistics with the utility grid operator, Pacific Gas and Electric (PG&E). Flash will operate and maintain this infrastructure for an initial term of six (6) years with two optional four (4) year extensions for a total of fourteen (14) years.

There will be no upfront City costs, and the City will provide Flash access to its municipal parking assets to deploy EV charging hubs at no cost for the term of the agreement. The City will receive fifty percent (50%) of net profits from charging after subtracting energy costs, a 5% credit card transaction fee, and any actual overhead fees, taxes, and transaction costs. Total revenues are estimated at approximately $150,000 in the first year of operations in 2026 or 2027 and increasing to approximately $500,000 in the sixth year. Of this revenue, staff recommends all revenues be appropriated into Fund (1750), Organization (35247), and Account 45729 to cover staff costs of administering this and other EV changing programs. Any revenue

beyond staff cost recovery will be used to improve and expand EV infrastructure. Revenue may be appropriated after demonstration of consistent receipt of designated revenues, given that this is a new revenue source for the City, with review and approval from the Finance Department. **Table 1** shows Flash's estimate of total revenues accrued by the City over the initial six-year term.

Table 1: Six-year revenue estimate

Year	1	2	3	4	5	6	Total
Total charging ports	115	230	230	230	230	230	
Total Per Year	$74,750	$224,398	$299,198	$373,997	$448,797	$523,596	$1,944,736
Total Per Port / Per Year	$650	$976	$1,301	$1,626	$1,951	$2,277	

At present, the City has no funding or staff position dedicated to planning or engineering ZEV infrastructure. The implementation of ZEV projects and programs, such as this one, is being handled by multiple staff in the Parking & Mobility Division. Directing any revenues from this project to staffing will help to implement the ZEV Action Plan's recommendations, including City Leadership (CL) -1, "Fund dedicated staff for Zero Emission Vehicle Infrastructure implementation". Staff funds are also needed to prevent the City from missing out on any future EV grant funding and to target grants that can fund chargers in equity priority communities. In the absence of dedicated staff funding, the City is limited to adding charging in locations selected by partners such as Flash and AVA Community Energy, who may not base their site selection on the City's equity goals. Proactive implementation of EV-related projects can require months of staff time for grant writing and management, policy development, permit review, coordination across multiple teams and outside agencies, public engagement, site inspection, etc.

With respect to the real property interest set forth in the proposed master site license agreement, as set forth in Section 219(6) of the Charter, the license or lease of City-owned real property by the City for longer than one year must be authorized by an ordinance enacted by the City Council pursuant to Oakland Municipal Code Section (OMC) 2.42.100. Pursuant to OMC Section 2.42.110, City-owned real property must be licensed or leased for rent or fee, payable in cash or other consideration, equal to or exceeding the property's fair market value, unless the City Council determines that the license or lease of the property for less than its fair market value is in the best interest of the City. In the case of licensees or lessees who provide in-kind services in lieu of cash rent, the value of such in-kind services to the City or the community at large may be considered in making the required Council finding and determination. In-kind services include benefits or values the provider renders to the City or the community at large as a result of the tenancy in lieu of payment of cash, including, but not limited to, property security and maintenance, social and cultural benefits to the community, or other appropriate services.

Here, Flash proposes to install and operate electric vehicle fast charging infrastructure on properties owned or controlled by the City at no cost to the City, which would otherwise cost the City approximately Five Million Eight Hundred Thousand Dollars ($5,800,000) total. Flash will strive to create work development opportunities for Oakland residents and small local

businesses by hiring local electrical contractors to perform the installation work to activate the stations. The proposed partnership with Flash would enable the City to greatly increase the amount of EV charging stalls available at City-owned parking facilities. Finally, installing electric vehicle fast charging infrastructure at City parking facilities will advance the City's 2030 Equitable Climate Action Plan, 2022 ZEV Action Plan, and the State's climate goals.

PUBLIC OUTREACH / INTEREST

The 2022 Zero Emission Vehicle Action Plan included significant community outreach regarding EV infrastructure. In all, over 1,000 Oaklanders were directly engaged in the Plan's creation, including over 22 community meetings or outreach events attended, over 300 subscribers to the ZEV Action Plan mailing list, over 100 OakDOT and Sustainability staff hours in the community, over 200 suggestions for ZEV charging locations, over 190 survey responses, and over 1,000 views of the ZEV Action Plan draft document online. This project directly supports several of the Plan's recommendations, including CL-10, "Incentivize the use of ZEV's at City-owned lots and garages".

Once installed, at a minimum, the City will advertise the availability of the EV Chargers through numerous online channels, including the Sustainable Oakland webpage, the Sustainable Oakland Facebook page, and the City Administrator's Weekly Report, among others.

Flash has committed to attending one existing community meeting per proposed site, up to eight total, to share information about the proposed projects and receive feedback from residents and stakeholders. These would include meetings of the local business improvement districts and Neighborhood Services Councils. Staff from OakDOT will also attend the community meetings.

As part of its grant from the CEC, Flash has already committed to the following public awareness and outreach tasks:

- Add charger locations on websites and apps, including ParkWhiz, Waze, Google Maps, Apple Maps, and PlugShare.
- Launch an awareness campaign to local news and traditional media outlets, including but not limited to The East Bay Times, KTVU (Fox affiliate), Mercury News, etc. resulting in earned media impressions of 5.5 million. Once chargers are placed onsite, Flash will distribute a formal announcement via Press Release (PR) Newswire which will result in no less than 100 syndications.
- Notify at least five property management companies, both for multi-family buildings and businesses within one block of each charger installation site, of the availability of chargers, via the most expeditious medium (email, phone, or print materials) before and after the project installation date.
- Promote new installations and the project overall via Flash's social media accounts (X, LinkedIn, etc.) to share installation updates with a target engagement rate of five percent, calculated as the total number of interactions the content receives divided by the total number of FlashParking's followers.

COORDINATION

Collaboration for this effort included the Oakland Department of Transportation; Economic and Workforce Development's Real Estate team, the City Administrator's Office's Sustainability and Resilience Division, the Budget Bureau, and the Office of the City Attorney.

SUSTAINABLE OPPORTUNITIES

Economic: The EV Fast Chargers project is expected to provide local economic benefits including local jobs operating and maintaining the EV Fast Charging infrastructure. Additionally, residents will realize the economic benefits from transitioning to EVs due to the lower costs of operating their vehicles. Finally, local businesses near municipal facilities deemed feasible for project development will benefit from drivers taking advantage of their services and amenities while charging their EVs.

Environmental*:* Enabling the construction of EV chargers directly aligns with the City's commitment to develop EV infrastructure as outlined in the 2030 ECAP. The availability of EV chargers increases the likelihood that nearby residents and drivers accessing the City's municipal facilities will use EVs. Environmental benefits are derived from reduced GHG emissions associated with driving EVs, as each EV displaces approximately 2.6 tons per year of GHG emissions if powered by conventional electricity.

The reduction of greenhouse gas emissions from a zero-emission transportation system will help mitigate climate change and its negative effects, such as extreme heat events, droughts, intense storms, flooding, and displacement. Full implementation of this Plan is necessary for the City to achieve its climate targets, as set forth in the 2030 ECAP and the 2017 CURB report.

Race & Equity*:* Lack of convenient, fast charging infrastructure is a primary barrier for many who would otherwise drive an EV. While most "early adopter" EV drivers charge their cars at home, home charging is generally not an option for those living in multi-family dwellings or older homes. Installing charging equipment in public locations, especially those conveniently located in lower-income and disadvantaged communities, gives confidence to residents of those communities that they will be able to access EV charging when needed –allowing them to consider purchasing or leasing an EV.

Enabling all Oaklanders, regardless of income or housing status, to have reliable access to EV infrastructure may help to accelerate the adoption of EVs. EVs also reduce air pollution and are generally more cost effective over the lifetime of the vehicle as compared to conventional vehicles. Expanding access to EVs in lower-income and disadvantaged communities can reduce the negative health impacts related to air pollution disproportionately experienced by vulnerable populations. According to OakDOT's Geographic Equity Toolbox, five of the eight proposed chargers will be in "High" or "Highest" priority equity areas.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) and the CEQA Guidelines exempt specific types of projects from environmental review. The following CEQA exemptions apply to this Project under CEQA: 15061(b)(3) (no significant effect on the environment), 15301 (minor alterations to existing facilities), 15303 (construction or conversion of small structures), 15308 (actions by regulatory agencies for the protection of the environment), and 15183 (projects consistent with General Plan and Zoning).

The City Administrator or designee is hereby directed to file a Notice of Exemption with the appropriate agencies.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt An Ordinance

(1) Authorizing The City Administrator To Negotiate And Execute With Flashparking, Inc. A Master Site License Agreement (MSLA) To Install And Operate Electric Vehicle Charging Infrastructure For An Initial Term Of Six (6) Years From The Date Of The First Operational Charger With Two 4-Year Options To Renew For A Total Not To Exceed Commercial Operation Term Of Fourteen (14) Years At A Rate Of Zero Dollars ($0.00) Per Year For The Following Municipal Facilities:

A. **18th Street Uptown Lot Located At 1800 San Pablo Avenue;**
B. **Franklin Plaza Garage Located At 1719 Franklin Street;**
C. **Frank G Mar / 1200 Harrison Garage Located At 278 12th Street;**
D. **Marriott/Convention Center Garage Located At 550 11th Street;**
E. **Oakland Museum Of California Garage Located At 1000 Oak St;**
F. **Parkway Lot Located At 341 East 19th Street;**
G. **Pacific Renaissance Plaza Garage Located At 388 9th Street; And**
H. **Telegraph Plaza Garage Located At 2100 Telegraph Avenue**

(2) Accepting And Appropriating Revenue In The Amount Of Fifty Percent (50%) Of Net Profits From The MSLA For The Purpose Of Recovering Staff Costs And Improving EV Infrastructure; And

(3) Making Findings That The MSLA For A Below Fair Market Value Are In The Best Interest Of The City; And

(4) Adopting Appropriate California Environmental Quality Act (CEQA) Findings

For questions regarding this report, please contact Michael Ford, Parking and Mobility Division Manager, at 510-238-7670.

Respectfully submitted,

Josh Rowan (Feb 11, 2025 14:49 PST)

Josh Rowan
Director, Department of Transportation

Reviewed by:
Megan Wier, Assistant Director

Michael Ford, Parking and Mobility Division Manager

Prepared by:
Kerby Olsen, Transportation Planner III
Mobility Management team