



City of Cambridge

POR 2026-32
FIRST IN COUNCIL
February 9, 2026

COUNCILLOR NOLAN
COUNCILLOR ZUSY
COUNCILLOR SOBRINHO-WHEELER
COUNCILLOR MCGOVERN

- WHEREAS: The fee for participation in the Resident Parking Permit program was raised in 2011 from \$8 to \$20 with a built in raise to \$25 in 2013, where the rate currently stands, despite requests by council to increase the fee; and
- WHEREAS: In 2023 the City Council passed [POR 2023 #137](#) which led to a [Joint Health and Environment and Transportation](#) committee meeting, and [POR 2024 #39](#) which requesting recommendations for adjusting parking permit fees to better align with the costs of operating the program; and
- WHEREAS: In [CMA 2024 #106](#) from May 2024 Cambridge DOT staff indicated that the cost of administering the parking permit program, including printing the stickers and processing applications, is at least \$75 per permit, per year, and so every dollar charged below that cost is subsidized by the general fund, which is paid by all Cambridge taxpayers; and
- WHEREAS: Senior residents have previously been exempted from paying the minimal fee for the cost of a parking permit, regardless of income or financial situation at the expense of all Cambridge taxpayers, including non-drivers; and
- WHEREAS: \$75 per year, or just over \$6 per month, for unlimited on-street parking access is a nominal fee for car-owners and amounts to less than 1% of the annual cost of owning a car, including car payments, fuel, insurance, maintenance, and taxes, which is [estimated at \\$11,500 annually](#); and
- WHEREAS: Previously, the City Council requested a tiered fee structure for residential parking permits for income-eligible residents; however, after two years, City staff have indicated that implementing a tiered structure would include making significant adjustments to the vendor program and would likely result in much higher administrative costs, at only a marginal savings for residents; and
- WHEREAS: The [Zero Emissions Transportation Plan](#), published in October 2025, outlines SMART Goal 7, which is to reduce the number of resident parking permits issued over time, and in 2023 the City created a limit of four cars on the number of vehicles that individual residents are allowed to get a residential parking permit for; and
- WHEREAS: The cost of operating the parking permit program should be paid by users and not pushed onto all residents including those who do not own cars and the city should seek to ensure fees charged match costs; now therefore be it

ORDERED: That the City Manager be and hereby is requested to work with relevant City departments to:

- Raise the fee to receive a residential parking permit program for all residents to \$75, to more accurately reflect the cost of administering the program, and consider how to include a self-identified check off option so as not to increase administrative costs for a subsidized fee of \$25 for residents who live in affordable housing, are enrolled in a program such as SNAP or are low income; and
- Remove the senior exemption for the residential parking permit program; and
- Lower the number of cars that individual residents are allowed to get a residential parking permit for from four to two; and be it further

ORDERED: That the City Manager be and hereby is requested to report back to the City Council before June to ensure that changes are communicated prior to the next cycle of permit issuance.

In City Council March 30, 2026.

Adopted by Affirmative Vote of Nine Members:-

Attest:- Paula M. Crane, Interim City Clerk

A true copy;

A handwritten signature in cursive script, reading "Paula M. Crane".

ATTEST:-

Paula M. Crane
Interim City Clerk