
M E M O R A N D U M

DATE: November 30, 2005
TO: City Council Members
FROM: Russell Weeks
RE: Proposed Ordinance that would grant free metered parking to alternative-fuel, fuel-efficient and low-polluting vehicles.
CC: Cindy Gust-Jenson, Rocky Fluhart, Louis Zunguze, Tim Harpst, Gary Mumford, Dan Bergenthal, Beverly Miller, Jennifer Bruno, Sylvia Jones

This memorandum is intended to address issues pertaining to a proposed ordinance that would grant free metered parking to alternative-fuel, fuel-efficient and low-polluting vehicles. The City Council discussed the item at a November 17 briefing. The City Council is scheduled to consider the ordinance formally at its December 6 meeting.

OPTIONS

- Adopt the proposed ordinance.
- Do not adopt the proposed ordinance.

MOTIONS

- I move that the City Council adopt the ordinance enacting Salt Lake City Code Section 12.56.205 pertaining to free metered parking for alternative-fuel, fuel-efficient and low-polluting vehicles.
- I move that the City Council consider the next item on the agenda.

KEY POINTS

- At November 17 City Council briefing the Council expressed support for the proposed ordinance.
- The proposed ordinance would allow free parking at meters for alternative-fuel, fuel-efficient and low-polluting vehicles – provided that the vehicles are identified by a state license plate or a sticker issued by Salt Lake City. The vehicles also would have to comply with time limits listed on each parking meter.
- According to the transmittal, the Administration would like to encourage the ownership and use of motor-driven vehicles that help improve air quality while reducing the United States' dependence on imported oil.
- According to the transmittal, the Administration projects that adopting the proposed ordinance would create the potential that roughly 3,500 vehicles statewide would be eligible for the program. The Administration estimates that

the cost of the proposed program would at most be \$8,469 a year from parking meter revenue plus a minor increase in labor costs.

ISSUES/QUESTIONS FOR CONSIDERATION

- Other municipalities that allow alternative-fuel vehicles to park free at meters include Albuquerque, New Mexico; Baltimore, Maryland; New Haven, Connecticut; San Jose, California; and Los Angeles. (Please see attached news articles.)
- Have those municipalities noted an increase in use of those kinds of vehicles as a result of municipal incentives?
- The transmittal on Page 6 contains the following sentence: "However, in the future, if the numbers of qualifying vehicles increase dramatically, the city may wish to re-evaluate the program to determine if an incentive is still needed." Given the statement, what is the threshold of the number of qualifying vehicles that would require a re-evaluation of the proposed program?

BACKGROUND/DISCUSSION

According to the transmittal, the Administration would like the City to provide free parking for all alternative fuel vehicles that either do not use gasoline or diesel fuel or use those fuels in combination with other fuels; fuel efficient vehicles that have a city-driving fuel efficiency of 50 miles per gallon or more; and low-polluting vehicles that achieve an Environmental Protection Agency air-pollution score of at least eight on a scale of 0-10 with 10 being the least polluting.

The Administration has drafted an ordinance that would allow those kinds of vehicles to park free at Salt Lake City meters if:

- Alternative fuel vehicles have Utah Clean Fuel license plates on them.
- The other vehicles display a decal issued by the Salt Lake City Transportation Division.

Owners of those vehicles would have to apply to the Transportation Division for a decal identifying the vehicles as qualifying for free metered parking either as fuel-efficient or low-polluting vehicles. The Division would each year publish a list of makes and models of vehicles that would qualify under the City's program as either fuel efficient or low-pollution vehicles.

According to the transmittal, the program outlined in the proposed ordinance would encourage the ownership and use of vehicles that help improve air quality while reducing the nation's dependence on foreign oil.

According to the transmittal, the Administration estimates 3,492 vehicles statewide would qualify for the proposed program. The Administration estimates that the program would at most cost \$8,469 a year in lost parking meter revenue plus a minor increase in labor costs for work such as issuing decals and preparing an annual list of vehicles that would qualify for the program.

Want to save \$3,150 in taxes? Buy a hybrid car.



By Mark Clayton, Staff writer of The Christian Science Monitor

Tue Nov 15, 3:00 AM ET

Buying a hybrid car to save gas and the environment may be its own reward. But for curmudgeons who need extra incentives, help is on the way.

Across America, states, cities, and corporations are leaping on the hybrid-incentives bandwagon. On top of state tax credits, some hybrid drivers now enjoy exemptions from emissions-testing and excise tax. Others even get unlimited use of HOV commuter lanes.

And the mother of all hybrid perks will soon be unveiled: Beginning in January, the federal government will offer a tax credit of as much as \$3,150 per car, based on its emissions profile.

"The federal incentives, higher gas prices, and all these other small but attractive perks are tipping the balance," says Bradley Berman, editor and owner of hybridcars.com. "Hybrid culture is definitely shifting into the mainstream. It's moved from environmentalists and early adopters to energy security and people that just want to save on gas."

But like bleacher bums who envy those in box seats, drivers of regular vehicles are honking their horns in protest at the sweet perks.

"I worry that special privileges for certain types of vehicles may create some hostility," says Walter McManus, director of the Office for the Study of Automotive Transportation at the University of Michigan Transportation Research Institute in Ann Arbor, Mich.

Such concerns haven't slowed the hybrid push. At least 20 states in the past five years have offered incentives to hybrid buyers, according to hybridcars.com. California and Virginia are among those permitting lone drivers of hybrids to use High Occupancy Vehicle (HOV) commuter lanes normally restricted to those who carpool. But that list will probably grow in 2006, since the federal highway transportation bill passed by Congress in August specifically permits states to expand HOV access to hybrids.

Cleaner city air is one idea behind such perks. Another is that if there were more hybrids on the road, the nation could fill up fewer tankers in the Persian Gulf.

But because they cost more to manufacture, the "hybrid premium" has made their return on investment hard to justify unless gas is more than \$3 a gallon. So the incentives just keep on coming.

In Boston, where monthly parking can cost as much as a small apartment, the city council last week began debating an ordinance to allow hybrid owners to park free at meters. If approved, Beantown would join New Haven, Conn., San Jose, Calif., Albuquerque, N.M., and Los Angeles.

The federal tax credit may be the biggest draw yet. Just ask Daniel Blackman of Montclair, N.J. With his aging Volvo starting to give him fits, the federal tax credit is looking good.

"I'm seriously considering buying a hybrid, and it's mainly because of all the incentives being offered," he says.

If he buys a Prius after Jan. 1, he explains, the federal government will give him a dollar-for-dollar tax credit of \$3,150. His employer, Google, will give him up to \$5,000 more. All told, he would save \$8,000 off the cost of a new Prius. And the deal would be even sweeter if he lived in Colorado - which offers an additional \$3,400 tax credit.

Meanwhile, some critics, like auto writer David Booth of Canada's National Post, refer to hybrid lovers as "enviro-weenies." Sally Pipes, president of the Pacific Research Institute, a free-market think tank based in San Francisco, has said that hybrid cars are a "ruse for environmentalists" aimed at imposing more restrictions on others. Feeding into that view are press accounts citing the ire of Virginia motorists toward hybrid owners now permitted to drive solo in HOV lanes - while they stew in traffic.

Even environmentalists who generally support hybrid technology are circumspect about the avalanche of incentives.

"With that generous federal incentive in place, I would question whether states ought to make it a priority to tack onto that other perks, especially given limited state budgets," says Kevin Mills, director of the Clean Car Campaign at Environmental Defense, in New York.

In the short run, the federal tax credit seems likely to boost significantly hybrid sales. Domestic carmakers like Ford and General Motors, who lag behind Toyota and Honda, could be the biggest beneficiaries, analysts say.

Dr. McManus, who has crunched the numbers, says annual sales of hybrids will reach about 1.2 million a year - nearly double previous forecasts, thanks to the energy bill's massive federal tax credit.

Still, it will be years before hybrids make a big dent in gas demand or greenhouse-gas emissions, he notes. And it would be unfortunate, he says, if the energy-saving technology developed a bad reputation because it was so favored.

"People have burned SUVs," McManus says. "Nobody's done that to a hybrid - yet. But if they keep giving special privileges to one type of vehicle, there could be a backlash."

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Questions or Comments

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Weeks, Russell

From: Bruno, Jennifer
Sent: Friday, October 28, 2005 9:47 AM
To: Weeks, Russell
Subject: Discounted Parking
Categories: Program/Policy

New hybrid incentive: parking discount Baltimore to offer monthly savings averaging \$55 to drivers

The Associated Press
Updated: 10:42 a.m. ET Oct. 28, 2005

BALTIMORE - For months now, hybrid drivers in some areas across the country have been getting access to commuter lanes, but Baltimore is going a step further — offering hefty discounts on monthly parking for owners of the gasoline-electric vehicles.

Beginning Monday, those discounts — up to 45 percent off — will be available for contract parking at 15 city garages. Officials also might eventually reduce meter prices for hybrids.

"We anticipate there's going to be a lot of interest," Peter Little, executive director of the city's parking authority, told The Baltimore Sun.

Baltimore will limit participation at 200 vehicles, officials said. The city considered several models, Little said, but limited the program to the three with the highest fuel efficiency and that had been accepted by other government programs. Those are the Toyota Prius, and Honda's Insight and Civic Hybrid models.

Several states have passed laws allowing hybrid drivers to use high-occupancy vehicle lanes without passengers. States must get waivers from the federal government to open HOV lanes or risk losing federal highway grants.

A few other cities — among them Los Angeles, Albuquerque, N.M., and New Haven, Conn. — have experimented with free metered parking for hybrids, but Baltimore appears to be the largest city to offer discounts on monthly parking.

For hybrid owners in Baltimore, the average parking savings would be just over \$55 a month.

In 2004, 1,514 new hybrid vehicles were registered in the Baltimore area — a nearly 80 percent increase over 2003, according to the city Department of Transportation. With concerns over the fluctuating price of fuel, city officials said they believe that number will rise.

"Encouraging people to move away from fossil fuels needs to be done with a combination of incentives and disincentives," Cindy Parker, who owns a Prius, told The Sun. "The more incentives, the better."

Besides a \$25 application fee, there is one significant catch: A driver must have no outstanding parking tickets.

11/15/2005

OCT 21 2005

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SALT LAKE CITY CORPORATION

DEPT. OF COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR

ROSS C. "ROCKY" ANDERSON
MAYOR

COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Chief Administrative Officer **DATE:** October 21, 2005
FROM: Louis Zunguze, Community Development Director
RE: Request to grant free metered parking to alternative fuel, clean air, and fuel efficient vehicles

STAFF CONTACT: Dan Bergenthal, Street Lighting Engineer, at 535-6630 or dan.bergenthal@slcgov.com
Tim Harpst, Transportation Director, at 535-663 or tim.harpst@slcgov.com

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: Minimal: The Transportation Division estimates this ordinance would reduce annual meter revenue figures by less than one-half of one percent. This equates to approximately \$9,000.

DISCUSSION:

Issue Origin: The City Administration would like to encourage the ownership and use of vehicles that help improve air quality while reducing our country's dependence on foreign oil.

Analysis: Research was performed to identify the types of alternative fuel vehicles available, the vehicles achieving the highest in-city gas mileage, and the vehicles which have the cleanest tailpipe emissions. To qualify for free metered parking as identified in the accompanying proposed ordinance, vehicles must have a Utah Clean Fuel License plate (issued by the State to vehicles capable of using an alternative fuel), be a gasoline/diesel fueled vehicle with a city-driving fuel efficiency of at least 50 miles per gallon, or achieve an EPA Air Pollution Score of 8 or higher. The attached document contains a summary of the detailed analysis performed leading to this recommendation.

Based on U.S. Environmental Protection Agency data, the City would annually generate a list of vehicles qualifying under the fuel efficiency and clean air criteria. The list would be published on the City's website. Owners of these vehicles would need to apply for a decal issued by the City's Transportation Division. The decal would assist parking enforcement. Alternative fuel vehicles would be identified by their Utah Clean Fuel license plates.

Public Process: None

Relevant Ordinance: Ordinance 12.56.205 *Parking Meters – No Charge for Alternative Fuel, Fuel Efficient and Low Polluting Vehicles* – will need to be adopted. See attached.

Memo

To: Tim Harpst, Transportation Director
From: Dan Bergenthal, Transportation Engineer
Date: August 30, 2005
Re: Free Metered Parking for Alternative Fuel, Clean Air and Fuel Efficient Vehicles

The Mayor requested the Transportation Division look into the possibility of providing free metered parking for alternative fuel, clean air and fuel efficient vehicles. The goal of the new incentive program would be to encourage the ownership and use of vehicles exhibiting one or more of these qualities thereby helping reduce our country's dependence on foreign oil or to improve air quality.

Discussion

Parking meters are primarily installed to encourage and help enforce the turnover of parking spaces for nearby businesses that depend on the supply of available parking to provide access to their customers. Therefore, to maintain the desired turnover, it is proposed that all vehicles qualifying for this program also be required to comply with any posted time limits and parking restrictions.

The SLC Mayor's Office recommends providing free parking for all:

1. alternative fuel vehicles (AFVs). AFVs use gasoline/diesel alternative fuels solely or in combination with gasoline.
2. fuel efficient vehicles (FEVs) FEVs are defined as gasoline or diesel powered vehicles achieving a city-driving fuel efficiency of 50 or more miles per gallon.
3. low polluting vehicles (LPVs). LPVs are defined as vehicles achieving an Environmental Protection Agency (EPA) Air Pollution Score of at least 8. The EPA rates vehicles on the amount of air pollution generated using a score of 0-10.

Alternative Fuel Vehicles

AFV's use propane, electricity, or natural gas to power their motors. Some AFV's have bi-fuel systems allowing the use of alternative fuels or gasoline. The vast majority of AFV's operating in Utah use Compressed Natural Gas (CNG). Questar Gas estimates, there are approximately 5,000 CNG vehicles (including bi-fuel) operating in Utah which includes fleet vehicles, buses and personal automobiles. The Utah Department of Motor Vehicles (DMV)

issues a special Clean Fuel license plate for AFV's which allows for unrestricted use of carpool lanes on I-15.

Fuel Efficient Vehicles

The website www.fueleconomy.gov documents fuel efficiency information for vehicles beginning in model year 1994. All vehicles with a city mpg of 50 mpg or greater through model year 2005 are listed in the table below.

1994-2005 Gasoline/Diesel Vehicles City Fuel Efficiency 50 MPG+

Year	Model	Details	City MPG
1994	Geo Metro XFI	3 cyl, 1.0 L, Man(5), (FFS), Regular	53
2000	Honda Insight	3 cyl, 1 L, Man(5), Regular	61
2001	Honda Insight	3 cyl, 1 L, Man(5), Regular	61
2001	Honda Insight	3 cyl, 1 L, Auto(variable), Regular	57
2001	Honda Insight	3 cyl, 1 L, Auto(variable), Regular	57
2001	Toyota Prius	4 cyl, 1.5 L, Auto(variable), Regular	52
2002	Honda Insight	3 cyl, 1 L, Man(5), Regular	61
2002	Honda Insight	3 cyl, 1 L, Auto(variable), Regular	57
2002	Toyota Prius	4 cyl, 1.5 L, Auto(variable), Regular	52
2003	Honda Insight	3 cyl, 1 L, Man(5), VTEC, Regular	61
2003	Honda Insight	3 cyl, 1 L, Auto(variable), VTEC, Regular	57
2003	Toyota Prius	4 cyl, 1.5 L, Auto(variable), Regular	52
2004	Honda Insight	3 cyl, 1 L, Man(5), VTEC-E, Regular	60
2004	Honda Insight	3 cyl, 1 L, Auto(variable), VTEC, Regular	57
2004	Toyota Prius	4 cyl, 1.5 L, Automatic (variable gear ratios), Regular	60
2005	Toyota Prius	4 cyl, 1.5 L, Automatic (variable gear ratios), Regular	60
2005	Honda Insight	3 cyl, 1 L, Man(5), HEV, Regular	61
2005	Honda Insight	Auto(variable), HEV, Regular	57

Source: www.fueleconomy.gov

In addition to the vehicles listed above, many motorcycles also achieve 50+ mpg. Unfortunately, the EPA has not released/collected any fuel efficiency information for motorcycles. A search on the internet turned up a Motorcycle Buyer's Guide at <http://www.totalmotorcycle.com/buyersguide.htm>. In this guide fuel efficiency information is given for some of the models listed. The data reveals that the majority of motorcycles with a 650cc or larger engine do not achieve 50 mpg while the majority of those with smaller engines do. Unfortunately, the website does not state whether their fuel efficiency figures apply to city or highway operation. In addition, the testing methods used to determine the fuel efficiency may not be uniform since the information was obtained from motorcycle manufacturers and not from a single governing entity. Given the lack of data, it is not recommended that motorcycles be included in the free parking program at this time.

Low Polluting Vehicles

In its annual *Green Vehicle Guide*, the Environmental Protection Agency (EPA) publishes detailed air pollution scores for all vehicles, beginning with model year 2000, using a scale of 0-10 with 10 being the least polluting. The *Green Vehicle Guide* can be found and searched

on the internet at: <http://www.epa.gov/greenvehicles/download.htm>. The air pollution score is a composite score calculated from the results of five separate tests which analyze the following emissions in grams emitted per mile: Oxides of Nitrogen (NOx), Non-Methane Organic compounds (NMOG), Carbon Monoxide (CO), Particulate Matter (PM) and Formaldehyde (HCHO). The table below shows all gasoline/diesel powered vehicles sold in Utah sales areas that achieve pollution scores of 8 or higher. The EPA has not included data for vehicles older than model year 2000 in its Green Vehicle Guide and so we cannot easily determine which older vehicles would qualify for our program. However, according to the EPA it's very doubtful that any of the older gasoline or diesel powered vehicles would achieve a pollution score of 8 or higher.

**2000-2005
Light Duty Vehicles Sold In Utah Sales Areas
EPA Air Pollution Score 8+**

Year	Model	Displ	Cyl	Trans	Fuel	Underhood ID	Air Pollution Score	City MPG
2004	FORD Focus	2.3	(4 cyl)	Man-5	Gasoline	4FMXV02.3VLC	8	25
2004	FORD Focus	2.3	(4 cyl)	Auto-L4	Gasoline	4FMXV02.3VLC	8	24
2004	FORD Focus Station Wagon	2.3	(4 cyl)	Man-5	Gasoline	4FMXV02.3VLC	8	25
2004	FORD Focus Station Wagon	2.3	(4 cyl)	Auto-L4	Gasoline	4FMXV02.3VLC	8	24
2004	TOYOTA Prius	1.5	(4 cyl)	Auto-AV	Gasoline	4TYXV01.5MC1	8	60
2005	FORD Focus	2	(4 cyl)	Auto-L4	Gasoline	5FMXV02.01GB	8	26
2005	FORD Focus	2	(4 cyl)	Man-5	Gasoline	5FMXV02.01GB	8	26
2005	FORD Focus Station Wagon	2	(4 cyl)	Auto-L4	Gasoline	5FMXV02.01GB	8	26
2005	FORD Focus Station Wagon	2	(4 cyl)	Man-5	Gasoline	5FMXV02.01GB	8	26
2005	HONDA Accord	2.4	(4 cyl)	Auto-L5	Gasoline	5HNXV02.4ECV	9	24
2005	HONDA Civic Hybrid	1.3	(4 cyl)	Auto-AV	Gasoline	5HNXV01.3YCV	9	47
2005	HONDA Civic Hybrid	1.3	(4 cyl)	Man-5	Gasoline	5HNXV01.3YCV	9	45
2005	TOYOTA Prius	1.5	(4 cyl)	Auto-AV	Gasoline	5TYXV01.5MC1	8	60

Potential Impacts

Two potential adverse impacts of this type of incentive program are the loss of revenue when qualified vehicles park at meters and the increase in city employee labor required for program administration. To determine the potential loss of revenue from parking meters, it is necessary to estimate how many of the above vehicles might park at city meters.

A worst case scenario was calculated as follows assuming the actual impacts will be less.

The following data was collected:

1. The number of Clean Fuel Plates in Utah with registrations expiring after 12/31/04 is 640. (source: Utah State Tax Commission <http://www.tax.utah.gov/esu/motor/index.html>)
2. Total statewide sales for the Toyota Prius between the end of the second quarter of 2001 and the end of the second quarter of 2005 was 1,060 vehicles. Total statewide sales for the Honda Insight between the second quarter of 2001 and the second quarter of 2005 was 27 vehicles. No data was available for the number of 1994 Geo Metro XFI's that were sold in Utah. (source: Utah State Tax Commission)
3. Total statewide sales for the Ford Focus between the end third quarter of 2003 and the end of the second quarter of 2005 was 2,044 vehicles Total statewide sales for the

Honda Civic Hybrid between the end of the third quarter of 2004 and the end of second quarter of 2005 was 117 vehicles. Total sales for the 2005 Honda Accord between the end of the third quarter of 2004 and the end of second quarter of 2005 were 1,251 vehicles. (source: Utah State Tax Commission)

4. The numbers of registered light-duty vehicles with expiration dates later than 12/31/2004 by county near SLC are as follows: Weber (153,152), Davis (187,044), Salt Lake (677,789), Tooele (39,383), Summit (34,135) and Utah (251,913). Total vehicles = 1,343,416. (source: Utah State Tax Commission)
5. Currently, the city has 2,175 parking meters and the total annual income from those meters in fiscal year 2004 was \$1,103,000.

The following assumptions were made:

1. Assume the money collected by the parking meters is attributed to residents of Utah counties at the following percentages: Weber County 5%, Davis County 20%, Salt Lake County 45%, Summit County 5%, Tooele County 5% and Utah County 20%.
2. Assume an annual meter revenue increase in FY06 due to the increase in meter rates from \$.75 to \$1.00 per hour which equates to an annual meter revenue increase of 33% or \$1,470,667.
3. Assume that 50% of the vehicles in each county park at SLC meters during the year and that each of those meter parking vehicles, by county, equally contributes to the total meter revenue for their county. Assume that all qualifying vehicles are among the 50% in each county that will park at the meters.
4. The only AFV's which qualify for the program are those with Clean Fuel license plates. Assume that all AFV's sold in Utah are registered to residents residing within Weber County, Davis County, Salt Lake County, Summit County, Tooele County and Utah County and that the qualifying AFV's are distributed within the counties by the percentages given in #1 above.
5. Assume that all qualifying gasoline/diesel/hybrid vehicles sold in Utah are registered to residents residing within Weber County, Davis County, Salt Lake County, Summit County, Tooele County and Utah County and that the vehicles are distributed equally within the counties by the percentages given in #1 above.
6. Assume that all vehicle sales occurring during the fourth quarter of a given year are the following year's models.
7. Assume there are no 1994 Geo Metro XFI's parking at city meters.
8. Of the 2,044 Ford Focus vehicles sold in Utah, assume that 50% have the appropriate engine and emission controls to achieve an EPA pollution score of 8 in Utah.
9. All 2005 Honda Civic Hybrids sold in Utah are the version with an EPA pollution score of 9.
10. Of the 1,251 Honda Accords sold in Utah, assume that 50% are the 4-cylinder model with the appropriate emission controls to achieve an EPA pollution score of 9.

Based on the data and assumptions above, the total number of qualifying vehicles is: 640 AFV's + 1060 Prius + 27 Insight + (.5)(2,044 Focus) + 117 Civic + (.5)(1,251 Accord) = 3,492 vehicles. Using this data and the above assumptions the worst case scenario estimate for the amount of parking meter revenue the city could forego with this program is \$8,469 calculated as follows:

Salt Lake: $(3,492 \text{ veh})(.45)(\$1,470,667)(.45)/[(677,789 \text{ veh})(.50)] = \$3,069$

Davis: $(3,492 \text{ veh})(.20)(\$1,470,667)(.20)/[(187,044 \text{ veh})(.50)] = \$2,197$

Weber: $(3,492 \text{ veh})(.05)(\$1,470,667)(.05)/[(153,152 \text{ veh})(.50)] = \168

Summit: $(3,492 \text{ veh})(.05)(\$1,470,667)(.05)/[(34,135 \text{ veh})(.50)] = \752

Tooele: $(3,492 \text{ veh})(.05)(\$1,470,667)(.05)/[(39,383 \text{ veh})(.50)] = \652

Utah: $(3,492 \text{ veh})(.20)(\$1,470,667)(.20)/[(251,913 \text{ veh})(.50)] = \$1,631$

This equates to one-half of one percent of the annual meter revenue. However, considering the highly conservative assumptions made, the likely meter revenue reduction should be much less.

If a parking program such as this is to be implemented how will it be administered? The challenge would be in how to physically identify each vehicle both for eligibility and parking enforcement purposes.

As assumed above, qualifying AFV's would be those displaying Clean Fuel license plates. See image below.



The city would simply "piggyback" on the DMV Utah Clean Fuel-Clean Air vehicle program making it easy for city Parking Enforcement Officers to visually verify that the vehicles were qualified for free parking.

For the remaining vehicles qualifying based on city-driving mpg and EPA pollution score, the city could annually generate a list of qualifying vehicles based on published EPA data to be displayed on the city's website. Owners of vehicles on the list would be issued a special decal to identify them as qualifying for free parking. Before receiving a decal, vehicle owners would need to go to a city office, such as ours, where city employees would verify qualifying vehicles by examining their registration and/or underhood emission ID's.

The increase in labor cost to the city for program administration should be minor. There would be a cost (<\$500) for decals plus the labor to verify qualifying vehicles, issue decals and maintain a record. Looking at the numbers above, there would be the possibility but not the likelihood of having to issue approximately $3,492 - 640 = 2,852$ decals during the first

year. As a comparison, during 2004, the Transportation Division front office issued approximately 9,300 residential parking permits utilizing two front office employees who also have other duties. The Parking Enforcement labor increase would be the extra time required to mark tires of qualifying vehicles rather than check the meters. The amount of increase in labor to Parking Enforcement officers is unknown since this practice already occurs to a certain extent. Officers routinely mark the tires of vehicles parked at meters to enforce the law regarding "feeding" the meters or remaining longer than the posted time limit.

There is no state or city law authorizing the free use of parking meters to vehicles other than those displaying Disable Person's placards or license plates. The City Attorney's Office recognizes the precedent set by the current state and city ordinances and has informed us that adding additional categories of persons eligible for free metered parking will require Council approval and ordinance modifications.

Summary & Recommendation

The Mayor requested the Transportation Division look into the possibility of providing free metered parking for alternative fuel, fuel efficient and clean air vehicles. The goal of the new incentive program would be to encourage the ownership and use of vehicles exhibiting one or more of these qualities thereby helping reduce our country's dependence on foreign oil or to improve air quality. To qualify for the program vehicles would need to be capable of using an alternative fuel and be issued a Utah Clean Fuel license plate or be a gasoline/diesel fueled vehicle with a city-driving fuel efficiency of 50 or more miles per gallon or achieve an EPA Air Pollution Score of 8 or higher.

Based on EPA data, the city would annually generate a list of qualifying vehicles to be published on the city's website. Upon city verification of a qualifying vehicle, the city would issue a special decal for parking enforcement identification. AFV's would be identified by their Clean Fuel license plate.

The implementation of a free metered parking program, as described above, does not appear to result in a significant loss in meter revenue* at this time. However, in the future, if the numbers of qualifying vehicles increase dramatically, the city may wish to reevaluate the program to determine if an incentive is still needed.

*Los Angeles, CA has a similar program allowing free metered parking for vehicles displaying the California DMV's Clean Air Vehicle Decals (the decals are similar to Utah's Clean Vehicle plates which allows vehicles unrestricted use of carpool lanes). During 2003, after a one year pilot program, a study concluded the program did not result in a significant loss in meter revenue. The City of Los Angeles has approximately 41,000 parking meters and approximately 50,000 AFV's are registered in the State with 1,200 registered in the Southern California region.

D R A F T

SALT LAKE CITY ORDINANCE
No. _____ of 2005
(Free Metered Parking for)
(Alternative Fuel, Fuel Efficient and Low Polluting Vehicles)

AN ORDINANCE ENACTING SECTION 12.56.205, *SALT LAKE CITY CODE*,
PERTAINING TO FREE METERED PARKING FOR ALTERNATIVE FUEL, FUEL
EFFICIENT AND LOW POLLUTING VEHICLES.

Be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That Section 12.56.205, *Salt Lake City Code*, pertaining to free metered parking for alternative fuel, fuel efficient and low polluting vehicles be, and the same hereby is, enacted to read as follows:

12.56.205 Parking Meters – No Charge for Alternative Fuel, Fuel Efficient and Low Polluting Vehicles.

A. Definitions. The following definitions shall apply to this section:

1. “Alternative Fuel” means propane, compressed natural gas, electricity, or any motor or special fuel that meets the clean fuel vehicle standards in the Federal Clean Air Act Amendments of 1990, Title II, as amended;

2. “Alternative Fuel Vehicle” means a vehicle with an engine powered full or part-time by an Alternative Fuel;

3. “Clean Fuel License Plate” means a special group license plate issued by the Utah Department of Motor Vehicles as authorized by Utah Code 41-1a-418, or its successor;

4. "Division" means the City's Transportation Division.

5. "Fuel Efficient Vehicle" means a vehicle that is powered by gasoline or diesel that achieves a city-driving fuel efficiency of 50 or more miles per gallon;

6. "Low Polluting Vehicle" means a vehicle that achieves an Environmental Protection Agency (EPA) Air Pollution Score of at least 8 on the EPA vehicle rating scale of 0 – 10;

B. 1. The Division shall issue a vehicle windshield sticker to all persons applying for such sticker who provide evidence acceptable to the Division that the vehicle for which the sticker is desired is a Fuel Efficient Vehicle or a Low Polluting Vehicle as defined in subsection A of this Section. Motorcycles and other vehicles that are not automobiles shall not be issued a sticker pursuant to this Section.

2. The recipient of the sticker shall affix it only to the driver's side of the front windshield of the vehicle for which it is issued so that it is readily visible.

C. Parking meter spaces may be used without charge on all days of the week at all hours by vehicles properly displaying the sticker referred to in subsection B of this Section or vehicles displaying a Clean Fuel License Plate.

D. No person parking a vehicle without charge pursuant to this Section shall park or permit such vehicle to remain parked in any parking meter space adjacent to a meter for a continuous period longer than that designated on the meter, nor shall they park in restricted spaces pursuant to Section 12.56.180.

E. In assessing the evidence provided by an applicant for such sticker as set forth in subsection B.1 of this Section, the Division may consider:

(1) the fuel efficiency information for particular years and models of vehicles determined by the Department of Energy and the Environment Protection Agency as shown in their website at www.fueleconomy.gov or its successor website; and

(2) The EPA's annual *Green Vehicle Guide* as found at the website www.epa.gov/greenvehicles or its successor website.

SECTION 2. This ordinance shall take effect immediately upon the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2005.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

ATTEST:

CITY RECORDER

(SEAL)

Bill No. _____ of 2005.

Published: _____.

ATTEST: _____

I:\Ordinance 2005\Enacting 12.56.205 re Free Metered Parking for Alternative Fuel, Clean Air and Fuel Efficient Vehicles 9-19-05 draft

SALT LAKE CITY ORDINANCE
No. _____ of 2005
(Free Metered Parking for)
(Alternative Fuel, Fuel Efficient and Low Polluting Vehicles}

AN ORDINANCE ENACTING SECTION 12.56.205, *SALT LAKE CITY CODE*,
PERTAINING TO FREE METERED PARKING FOR ALTERNATIVE FUEL, FUEL
EFFICIENT AND LOW POLLUTING VEHICLES.

Be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That Section 12.56.205, *Salt Lake City Code*, pertaining to free metered parking for alternative fuel, fuel efficient and low polluting vehicles be, and the same hereby is, enacted to read as follows:

12.56.205 Parking Meters – No Charge for Alternative Fuel, Fuel Efficient and Low Polluting Vehicles.

A. Definitions. The following definitions shall apply to this section:

1. “Alternative Fuel” means propane, compressed natural gas, electricity, or any motor or special fuel that meets the clean fuel vehicle standards in the Federal Clean Air Act Amendments of 1990, Title II, as amended;

2. “Alternative Fuel Vehicle” means a vehicle with an engine powered full or part-time by an Alternative Fuel;

3. “Clean Fuel License Plate” means a special group license plate issued by the Utah Department of Motor Vehicles as authorized by Utah Code 41-1a-418, or its successor;

4. “Division” means the City’s Transportation Division.

5. “Fuel Efficient Vehicle” means a vehicle that is powered by gasoline or diesel

that achieves a city-driving fuel efficiency of 50 or more miles per gallon;

6. "Low Polluting Vehicle" means a vehicle that achieves an Environmental Protection Agency (EPA) Air Pollution Score of at least 8 on the EPA vehicle rating scale of 0 – 10;

B. 1. The Division shall issue a vehicle windshield sticker to all persons applying for such sticker who provide evidence acceptable to the Division that the vehicle for which the sticker is desired is a Fuel Efficient Vehicle or a Low Polluting Vehicle as defined in subsection A of this Section. Motorcycles and other vehicles that are not automobiles shall not be issued a sticker pursuant to this Section.

2. The recipient of the sticker shall affix it only to the driver's side of the front windshield of the vehicle for which it is issued so that it is readily visible.

C. Parking meter spaces may be used without charge on all days of the week at all hours by vehicles properly displaying the sticker referred to in subsection B of this Section or vehicles displaying a Clean Fuel License Plate.

D. No person parking a vehicle without charge pursuant to this Section shall park or permit such vehicle to remain parked in any parking meter space adjacent to a meter for a continuous period longer than that designated on the meter, nor shall they park in restricted spaces pursuant to Section 12.56.180.

E. In assessing the evidence provided by an applicant for such sticker as set forth in subsection B.1 of this Section, the Division may consider:

(1) the fuel efficiency information for particular years and models of vehicles determined by the Department of Energy and the Environment Protection Agency as shown in

their website at www.fueleconomy.gov or its successor website; and

(2) The EPA's annual *Green Vehicle Guide* as found at the website www.epa.gov/greenvehicles or its successor website.

SECTION 2. This ordinance shall take effect immediately upon the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2005.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

ATTEST:

CITY RECORDER

(SEAL)

Bill No. _____ of 2005.

Published: _____.

ATTEST: _____

SALT LAKE CITY ORDINANCE
No. _____ of 2005
(Free Metered Parking for)
(Alternative Fuel, Fuel Efficient and Low Polluting Vehicles}

AN ORDINANCE ENACTING SECTION 12.56.205, *SALT LAKE CITY CODE*,
PERTAINING TO FREE METERED PARKING FOR ALTERNATIVE FUEL, FUEL
EFFICIENT AND LOW POLLUTING VEHICLES.

Be it ordained by the City Council of Salt Lake City, Utah:

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B. 1. The Division shall issue a vehicle windshield sticker to all persons applying for such sticker who provide evidence acceptable to the Division that the vehicle for which the sticker is desired is a Fuel Efficient Vehicle or a Low Polluting Vehicle as defined in subsection A of this Section. Motorcycles and other vehicles that are not automobiles shall not be issued a sticker pursuant to this Section.

2. The recipient of the sticker shall affix it only to the driver's side of the front windshield of the vehicle for which it is issued so that it is readily visible.

C. Parking meter spaces may be used without charge on all days of the week at all hours by vehicles properly displaying the sticker referred to in subsection B of this Section or vehicles displaying a Clean Fuel License Plate.

D. No person parking a vehicle without charge pursuant to this Section shall park or permit such vehicle to remain parked in any parking meter space adjacent to a meter for a continuous period longer than that designated on the meter, nor shall they park in restricted spaces pursuant to Section 12.56.180.

E. In assessing the evidence provided by an applicant for such sticker as set forth in subsection B.1 of this Section, the Division may consider:

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their website at www.fueleconomy.gov or its successor website; and

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www.epa.gov/greenvehicles or its successor website.

SECTION 2. This ordinance shall take effect immediately upon the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2005.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

ATTEST:

CITY RECORDER

(SEAL)

Bill No. _____ of 2005.

Published: _____.

ATTEST: _____

APPROVED AS TO FORM
Salt Lake City Attorneys Office
Date 10-19-2005
By [Signature]