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## M E M O R A N D U M

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**DATE:** October 10, 2008  
**TO:** City Council Members  
**FROM:** Russell Weeks  
**RE:** Proposed Ordinance amending Salt Lake City Code 12.56.205 pertaining to free metered parking for alternative-fuel, fuel-efficient and low-polluting vehicles.  
**CC:** Cindy Gust-Jenson, David Everitt, Lyn Creswell, Frank Gray, Esther Hunter, Mary De La Mare-Schaeffer, Bob Farrington, Tim Harpst, Jennifer Bruno, Dan Bergenthal, Vicki Bennett, Nick Tarbet

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This memorandum is intended to address issues pertaining to a proposed amendment to *Salt Lake City Code* 12.56.205 that grants free metered parking to alternative-fuel, fuel-efficient and low-polluting vehicles. The City Council adopted the original ordinance in February 2006. According to the Administration, the proposed amendment would lower the City's threshold for fuel efficiency – in conformance with the federal Environmental Protection Agency's new method for estimating vehicle fuel efficiency.

The Administration briefed the City Council on the proposed amendment at the Council's August 19 work session. The Council agreed to forward the proposed amendment for formal consideration, if the Administration answered questions pertaining to how automobile owners obtain a Utah Clean Fuel license plate and whether motorized, two-wheeled vehicles should be allowed to park free as fuel-efficient vehicles.

It also should be noted that the Administration has responded to City Council remarks about the general availability of parking spaces for two-wheeled vehicles such as scooters and motorcycles.

The Administration's answers to the City Council's questions will be summarized in a section titled New Information in this memorandum. However, one item might be noted first. The Administration has recommended that to maintain consistency with the proposed ordinance's goals of rewarding vehicles that are either fuel-efficient, low-polluting, or operate on alternative fuels, that the City Council consider a separate ordinance to provide free parking for scooters and motorcycles.<sup>1</sup> A separate ordinance probably could be written broadly enough to encourage establishing more parking spaces exclusively for scooters and motorcycles with free parking based on the best available fuel efficiency and pollution standards for two or three-wheeled vehicles. Staff has included that as an option and a motion in the sections below.

Finally, it might be noted that City Council staff believes the proposed ordinance could be handled as unfinished business without scheduling a public hearing. The Transportation Division concurs.

## OPTIONS

- Adopt the proposed ordinance.
- Do not adopt the proposed ordinance.
- Adopt the proposed ordinance but also adopt a legislative intent that the Administration continue to pursue providing more parking spaces for scooters and motorcycles with two or three wheels with free parking based on the best emission and fuel efficiency standards available for two- or three-wheeled motorcycles.

## MOTIONS

- I move that the City Council adopt the ordinance amending *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.
- I move that the City Council adopt the ordinance amending *Salt Lake City Code* Section 12.56.205 pertaining to free metered parking for alternative-fuel, fuel-efficient and low-polluting vehicles. I also move that the City Council adopt the following legislative intent: That the Administration continue to pursue providing more parking spaces for scooters and motorcycles with two or three wheels, and that free parking for those vehicles be allowed based on the best available emission and fuel efficiency standards available for two- or three-wheeled motorcycles.

## NEW INFORMATION

The Administration has provided a four-page response plus attachments in answer to several questions related to obtaining a Utah Clean Fuel license plate, allowing scooters and motorcycles to park free as either fuel-efficient, or low-polluting vehicles, and providing more parking for vehicles such as scooters and motorcycles.

In response to the first questions about how one obtains a Utah Clean Fuel license plate, the Administration transmittal cites Utah law that a "clean fuel" is defined as an alternative fuel to gasoline or diesel such as propane, natural gas, electricity, "other fuel the (Utah) Air Quality Board determines to be at least as effective" as the first three fuels, and "other fuel that meets the clean-fuel vehicles standards in the federal Clean Air Act amendments of 1990."

The transmittal notes that the Administration's program allows free parking for fuel-efficient, alternative fuel and low-pollution vehicles. The current and proposed ordinances allow the Clean Fuel license plate because it easily identifies cars that qualify as clean fuel vehicles under Utah law.

According to the transmittal, Utah officials recognize that, "New technologies have blurred the definition of an alternative-fuel vehicle, and the subsequent confusion has resulted in many vehicles receiving "C" license plates ... which ... may or may not ... qualify as clean fuel – clean air vehicles." The transmittal indicates that the State will start using a new federal Environmental Protection Agency list as a standard of vehicles that qualify as clean fuel – clean air vehicles in January 2009. The Administration

suggests that it re-evaluate the City's alternative-fueled, fuel-efficient and low-polluting vehicles program in January to check to see if the City should make any changes.

On the question of scooters and motorcycles qualifying for the City's free parking program, the Administration indicates that there is "a lack of reliable fuel efficiency standards" for motorcycles and scooters and that the EPA does not publish air pollution scores for scooters or motorcycles, although they may generate a significant amount of air pollution.<sup>2</sup>

The Administration suggests that the City Council adopt a separate ordinance if the Council would like to provide free parking for scooters and motorcycles.

According to the transmittal, "it is quite likely" the City will create additional parking for scooters and motorcycles.

### **KEY POINTS**

- Based on the federal Environmental Protection Agency's new method for determining vehicle fuel efficiency, the proposed ordinance would change the definition of a "fuel efficient vehicle" from a vehicle powered by gasoline or diesel that achieves a city driving fuel efficiency of 50 miles per gallon of fuel or more to a vehicle that achieves a city driving fuel efficiency of 41 miles per gallon or more.
- All other requirements in the existing Section 12.56.205 would remain the same.
- The Administration recommends that the City Council hold a public hearing on the proposed amendment. However, a public hearing might not be necessary given the singularity of the change.

### **ISSUES/QUESTIONS FOR CONSIDERATION**

- Given the Administration's responses to questions about fuel-efficient or low-polluting scooters and motorcycles, is there an acceptable standard the City can use to allow free parking for those kinds of vehicles?
- In 2006, the Administration estimated that roughly 3,500 vehicles statewide would be qualify for their owners to obtain a sticker from the City Transportation Division as either "alternative fuel," "fuel efficient," or "low polluting" vehicles. The sticker would allow drivers of those vehicles to park free at metered parking in Salt Lake City. The Administration also estimated that the cost of the program would at most be \$8,469 a year from the loss of parking meter revenue plus a minor increase in labor costs. Since then, the Transportation Division has issued 478 free-parking permit decals for fuel-efficient and low-polluting vehicles – about one-seventh of the estimated statewide total of those kinds of vehicles. The Transportation Division's best estimate of parking meter revenue lost due to the program is \$1,200. The cost of printing the stickers is estimated at \$200.

### **BACKGROUND/DISCUSSION**

The City Council adopted Ordinance No. 11 of 2006 in February that year enacting City Code Section 12.56.205 to provide free parking at metered spaces for alternative fuel, fuel efficient and low polluting vehicles.

The goal in 2006 was “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 Administration transmittal from that year.

The ordinance allows the vehicles to be parked 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 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 each year publishes a list of makes and models of vehicles that qualify under the City’s program as either fuel efficient or low-pollution vehicles.

Since the Council enacted the original ordinance, the EPA has changed the method for estimating fuel efficiency, according to the Administration transmittal. The new method takes into account the effects of faster speeds and acceleration, the use of air conditioners in vehicles, and colder outside temperatures.

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<sup>1</sup> Administration Transmittal Letter, Page 3, Paragraph two.

<sup>2</sup> Ibid. Page 3, answer to: *Are scooters and motorcycles cleaner than other fuels?*

FRANK B. GRAY  
DIRECTOR

MARY DE LA MARE-SCHAEFER  
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.  
DEPUTY DIRECTOR

# SALT LAKE CITY CORPORATION

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT  
OFFICE OF THE DIRECTOR

RALPH BECKER  
MAYOR

## CITY COUNCIL TRANSMITTAL

  
\_\_\_\_\_  
David Everitt, Chief of Staff


Date Received: 9/24/08 -SRB

Date Sent to City Council: 9/30/2008

**TO:** Salt Lake City Council  
Jill Remington-Love, Chair

**DATE:** September 24, 2008

**FROM:** Frank Gray, Community & Economic  
Development Department Director

  
\_\_\_\_\_

**RE:** Responses to August 19, 2008, City Council Briefing Questions Re: An ordinance  
amending Section 12.56.205, Salt Lake City Code, pertaining to Parking Meters - No  
Charge for Alternative Fuel, Fuel Efficient and Low Polluting Vehicles

**STAFF CONTACT:** Tim Harpst, Transportation Director, at 535-6630 or  
tim.harpst@slcgov.com

Dan Bergenthal, Transportation Engineer, at 535-7106 or  
dan.bergenthal@slcgov.com



**RECOMMENDATION:** That the City Council schedule a briefing and hold a public hearing

**DOCUMENT TYPE:** Ordinance

**BUDGET IMPACT:** None

### DISCUSSION:

**Issue Origin:** On August 19, 2008, the City Council held a briefing on "Proposed ordinance amending Salt Lake City Code 15.56.205 pertaining to free metered parking for alternative-fueled, fuel-efficient and low-polluting vehicles" (see July 1, 2008 transmittal). During the hearing the Council posed several questions and requested responses from the Administration.



***Analysis:***

**Council Question: *How do vehicles qualify for free parking in the city's program?***

The city's free parking for "green vehicles" program was created to provide free metered parking for alternative fuel, fuel efficient and low polluting vehicles. Vehicles qualify by exhibiting one or more of these characteristics, thereby helping reduce our country's dependence on foreign oil or improving air quality. Free parking is granted up to the posted time on a parking meter. Alternative-fuel vehicles are identified by Utah Clean Fuel license plates. Fuel-efficient and low-polluting vehicles are identified by a SLC "Green Vehicle" parking decal issued by the Transportation Division and displayed in a vehicle's rear window. As of September 2, 2008, 491 parking decals had been issued.

**Council Question: *What are the requirements to obtain a Utah Clean Fuel license plate (also known as a "C" plate)?***

A Utah Clean Fuel license plate, also known as a "C" plate, is available from the Utah Department of Motor Vehicles to owners of vehicles powered by a "clean fuel". A "clean fuel" is defined by Utah State Statute 19-1-402 as:

1. Propane,
2. Natural gas,
3. Electricity,
4. Other fuel the Air Quality Board determines to be at least as effective in reducing air pollution as propane, natural gas or electricity, or
5. Other fuel that meets the clean-fuel vehicles standards in the federal Clean Air Act Amendments of 1990.

**Council Question: *Based on the city's criteria, many vehicles with "C" plates do not qualify as fuel-efficient or low-polluting vehicles. Why are those vehicles allowed free parking in our program?***

To qualify for free parking in our program, a vehicle only needs to qualify under one of three criteria (i.e., alternative-fuel, fuel efficient, or low-polluting). The city chose to piggy-back on the Utah Clean Fuel - Clean Air special group license plate since this already had a program in place for identifying alternative-fuel vehicles, and such vehicles could be easily identified by their "C" plates. For the most part, alternative-fuel vehicles qualify as both alternative-fuel and low-polluting vehicles in the city's program.

According to the staff at the Utah Department of Environmental Quality and the Utah Department of Transportation, over the years there has been confusion about which vehicles qualify for "C" plates. New technologies have blurred the definition of an alternative-fuel vehicle and the subsequent confusion has resulted in many vehicles receiving "C" plates which technically may or may not, depending on interpretation of the requirements, qualify as clean



fuel – clean air vehicles. To remedy this and other issues with the program, the State will begin using a new EPA list for qualifying vehicles for “C” plates beginning January 1, 2009. Staff recommends that Salt Lake City reevaluate its program at that time to determine if any changes are needed.

**Council Question:** *Should scooters and motorcycles be included for free parking as fuel-efficient vehicles?*

Both before and since the city’s free parking program was implemented there have been discussions as to whether or not to include scooters and motorcycles for free parking. The initial decision was to not include them due to lack of a single entity, such as the EPA, performing standardized testing to determine fuel efficiency.

To date, the best single source of fuel efficiency data located is the Total Motorcycle Fuel Economy Guide found on the internet at <http://www.totalmotorcycle.com/buyersguide.htm>. In this guide fuel efficiency information is given for some motorcycles but not all. Browsing over the data there does not seem to be much correlation between engine size and fuel efficiency. However, it could be generally stated that on average, motorcycles achieve fuel efficiency between 30 and 100 miles per gallon. The disclaimer on the website reads: “Owner reported estimates are based on data from riders rather than official sources. Since the source data cannot be verified Total Motorcycle does not guarantee the accuracy of this data” (see also Attachment A: *Los Angeles Times* article, “The measure of motorcycles’ MPG”). To maintain consistency, given the lack of reliable fuel efficiency information for motorcycles and scooters, the Transportation Division recommends not including these vehicles in the “Green Vehicle” free parking program. If the City Council would like to provide free parking for all scooters and motorcycles, a separate ordinance could be written to allow it outside of the “Green Vehicle” program.

**Council Question:** *Are scooters and motorcycles cleaner than other vehicles?*

As with fuel efficiency data, the EPA does not publish air pollution scores for scooters or motorcycles. In a recent *Los Angeles Times* news article, it was stated that a California Air Resources Board comparison of emissions-compliant vehicles found that “the average motorbike is about 10 times more polluting per mile than a passenger car, light truck or SUV” (see Attachment B: *Los Angeles Times* article, “Motorcycles and emissions: The surprising facts”).

**Council Question:** *Are existing scooter and motorcycle parking stalls metered?*

No, but there is a time limit which is typically two hours.

**Council Question:** *Will the city add more exclusive scooter and motorcycle parking?*

It is quite likely additional scooter and motorcycle parking will be added. The Transportation Division is looking for more “unused” space such as painted islands and locations near businesses or other activity centers that draw motorcyclists, such as the Gallivan Plaza. In these cases, it may be necessary to eliminate some auto parking stalls to create scooter and motorcycle parking.

**PUBLIC PROCESS:**

None

**RELEVANT ORDINANCES:**

Salt Lake City Code 12.56.205 Parking Meters - No Charge for Alternative Fuel, Fuel Efficient and Low Polluting Vehicles.



Attachment A:  
*LA Times*: “Measure of  
Motorcycles’ MPG”

# Los Angeles Times

<http://www.latimes.com/classified/automotive/highway1/la-hy-throttle2apr02,0,4178645.story>  
From the Los Angeles Times

## THROTTLE JOCKEY

### The measure of motorcycles' MPG

There's no standardized test for bikes' fuel economy, so where are figures coming from? Hint: the EPA emissions test is involved.

By Susan Carpenter

April 2, 2008

Motorcycles get about 50 miles to the gallon. That's a general statistic trotted out by motorcycle manufacturers, government representatives, individual riders, your mailman. But specific MPG figures for specific models? That's been difficult to find.

There are any number of reasons why motorcycle manufacturers have been loath to give actual MPG figures for actual models with any consistency. Bikes are already fuel-efficient, so differences in their MPGs aren't considered as important. Besides, actual MPGs vary wildly depending on how a bike is ridden.

Even more significant, there isn't an industrywide protocol for motorcycle MPG testing. Unlike with cars, federal law doesn't require motorcycle manufacturers to perform fuel-economy tests or, if they do, to reveal their numbers, since bikes make up such a small percentage of overall vehicles and already get such great mileage.

But with gas prices nearing \$4 per gallon and increasing numbers of commuters considering two wheels as a more economical way to get around, manufacturers are beginning to play the MPG trump card as a means of wooing customers in a down market.

On Tuesday, Yamaha released specific MPG figures for the six scooters in its model lineup. Less publicly, but more significantly, Yamaha is also making MPG figures available for its 27 other street bikes; dealers and customers just need to call Yamaha's customer relations department ([800] 962-7926) and ask for them.

In May, Suzuki will also expand its offering of fuel-economy specifics in an ad campaign that will trumpet MPG figures for half of its street bikes and scooters, including its SV650 (which boasts 54.8 mpg), Burgman 650 (38.1 mpg), Bandit 1250 (39 mpg) and other models.

#### Source of the numbers

Since there's no standardized motorcycle MPG test, where are these fuel-economy figures coming from? In the case of Yamaha, Suzuki and Harley-Davidson (which has been providing MPG figures since 1982), they're based on the EPA emissions test the manufacturers are already required to perform to sell bikes in the United States.

The Federal Test Procedure, or FTP, is a specific protocol "designed to measure a vehicle's tailpipe emissions under urban driving conditions," according to EPA regulations. Run on a chassis dynamometer, as opposed to a track or streets, it involves a series of accelerations, decelerations, idling, cold starts and hot starts and covers a distance of 11 miles. The average speed is 21 mph. The average ambient temperature: 75 degrees.

Although the FTP is designed to measure the various pollutants spewing from a tailpipe, the CO2 produced during the test can be used to calculate MPG as well. Absent an official, government-mandated fuel-economy test for motorcycles, the FTP, it seems, is becoming the de facto procedure.

Automobile manufacturers are also legally required to use the FTP, plus four other tests. Together the tests are designed to represent real-world driving conditions and determine a vehicle's fuel economy. The city and highway estimates are based on a combination of data from all five tests.

While Harley-Davidson uses the FTP to determine city mileage figures, the majority of FTP-derived motorcycle MPGs don't distinguish between city and highway riding. Nor do these MPGs represent real-world riding conditions, as reflected in the four additional tests required of automobile manufacturers, because they were never intended to measure a motorcycle's fuel economy -- just its emissions. That's why the MPGs offered by motorcycle manufacturers often come with the term "estimated," as well as various disclaimers that will let the manufacturers' legal departments rest easy if real riders in the real world end up with fuel-economy numbers that are less than what the manufacturers claim.

The Yamaha disclaimer, for example, says a rider's actual mileage "will vary depending on road conditions, how they ride, and the maintenance of each vehicle, vehicle accessories, cargo that may be carried and the operator's and passenger's weight."

That's a lot of variables, but that's also a short list. Real-world mileage is also affected by a rider's clothing and body shape, as well as ambient air temperature, altitude, weather and road conditions, among other things.

#### Demand for efficiency

There are so many variables, in fact, that specific MPG figures almost seem silly. But the industry tends to respond to market demand, and the market, which has traditionally been enthusiast-driven, is now expanding to include "near enthusiasts" and transportation-oriented consumers, who are demanding efficiency, not just horsepower and torque.

The evidence for that isn't so much official as anecdotal because in-the-moment motorcycle data are so scarce. According to the 2003 Motorcycle

Industry Council's Owner Survey, the most recent study available, "practicality" ranked sixth out of 11 possible "reasons for riding motorcycles." At the time, motorcycle sales were on the rise and gas prices were reasonable, so the highest score went to "fun/recreation." The lowest: "utility/business use/household chores."

A spokesman for the Motorcycle Industry Council won't say what its 2008 Owner Survey, currently underway, is finding, but fuel prices and global warming headlines are likely to shift some people's "reasons for riding." At least that's the feeling I'm getting from readers, who regularly ask where they can find MPG figures and why they are missing from my column. The short answer: They haven't existed across the board in any real and verifiable way.

If escalating fuel prices create any good in the world, perhaps reliable and widespread MPG figures will be among the positive effects. In the meantime, reviews here will begin to include our real-world MPG findings.

[susan.carpenter@latimes.com](mailto:susan.carpenter@latimes.com)

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Attachment B:  
*LA Times*: “Motorcycles and  
emissions: the surprising facts”

# Los Angeles Times

<http://www.latimes.com/news/printedition/highway1/la-hy-throttle11-2008jun11,0,1076364.story>  
*From the Los Angeles Times*

## THROTTLE JOCKEY

### Motorcycles and emissions: The surprising facts

By Susan Carpenter  
THROTTLE JOCKEY

June 11, 2008

I'd like to begin this column with an apology. I'm sorry for ruining your day.

This story is about emissions. More specifically, it's about the surprising level of emissions spewing from on-road motorcycles and scooters. In California, such bikes make up 3.6% of registered vehicles and 1% of vehicle miles traveled, yet they account for 10% of passenger vehicles' smog-forming emissions in the state. In fact, the average motorbike is about 10 times more polluting per mile than a passenger car, light truck or SUV, according to a California Air Resources Board comparison of emissions-compliant vehicles.

For those of you who are wondering why I'm being such a killjoy, my reason is this: I've been hearing from an increasing number of readers who want to know if two-wheelers, which consume far less fuel, are also smog busters. Because scientific questions tend to come with complicated answers, I thought I'd do my best to explain what pollutants a gas-powered motorbike emits and why.

Motorcycles and scooters are, on average, about twice as fuel efficient as cars. Compact and lightweight, their internal-combustion engines do a better job of converting fuel into energy that makes the vehicle move. But extracting more energy from the fuel has a downside. It produces greater amounts of a smog-forming emission called oxides of nitrogen.

Oxides of nitrogen are one of three pollutants the Environmental Protection Agency and the Air Resources Board measure to see whether vehicles meet acceptable emissions levels and can be sold legally. Smog-forming hydrocarbons -- unburned compounds in fuel that escape through the tailpipe, fuel lines and gas tank -- are also measured, as is carbon monoxide. Carbon dioxide, a greenhouse gas, isn't measured by either agency, but motorcycles are generally better than other vehicles in this regard since they use less fuel per mile.

As with other passenger vehicles, there are technologies to offset motorcycle emissions, such as catalytic converters, but those technologies tend to be too big, too heavy or too hot to fit on a motorcycle and work as effectively as similar systems on larger, enclosed vehicles that have more space to accommodate them. That's why the EPA and the air board are more lenient on bikes than they are on other passenger vehicles.

"The emissions picture [for motorcycles] is fairly grim," said John Swanton of the Air Resources Board, "but we think it's fair for where motorcycles are today."

Emissions standards for motorcycles are already more forgiving than they are for cars, light trucks and SUVs. Not only are motorcycles allowed to emit more than cars, they are also tested at lower speeds, which pollutes less. And motorcycle manufacturers only have to ensure that their vehicles of 179 cc and above meet governmental emissions criteria for the first 18,600 miles of a bike's life, compared with 150,000

miles for cars.

Five years ago, the EPA tightened its emissions standards for on-road motorcycles with a two-tier system, the first of which tightened requirements for the 2006 model year. The second, even stricter phase kicks in for 2010.

California is the only state in the country with its own emissions standards, which are the same as the EPA standards except they've been fast-tracked to kick in two years earlier. In effect, the stricter standard has already been met for many of the on-highway motorcycles on the market because any 2008 model year bike that is sold in California already meets the EPA standard for 2010.

Right now, there are no plans for the air board or the EPA to further tighten motorcycle emissions requirements because:

- \* Motorcycles account for such a small portion of vehicle miles traveled.
- \* There haven't been enough advances in motorcycle emissions technologies to enable further pollution reduction to any significant degree.
- \* There are other, even bigger polluters to deal with, such as diesel trucks, construction equipment and non-emissions-compliant products from China.

Noncompliant Chinese vehicles have become such a pollution issue in California, in fact, that the Air Resources Board has just added a new motorcycle emissions facility at its Haagen-Smit Lab in El Monte to test them. The board estimates as many as 20,000 all-terrain vehicles, dirt bikes and scooters are shipped into California from China each month, many of them with emissions that are at least 10 times higher than the state's requirements.

Long story short: Motorcycles, even small ones, are more polluting than Hummers, but it's the best that can be done for now. If you want to make a difference, consider an electric two-wheeler for your next bike or a gas-powered model with fuel injection and a 3-way catalytic converter.

[susan.carpenter@latimes.com](mailto:susan.carpenter@latimes.com)

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FRANK B. GRAY  
DIRECTOR

# SALT LAKE CITY CORPORATION

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT  
OFFICE OF THE DIRECTOR

RALPH BECKER  
MAYOR

MARY DELAMARE-SCHAEFER  
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.  
DEPUTY DIRECTOR

## CITY COUNCIL TRANSMITTAL

  
\_\_\_\_\_  
David Everitt, Chief of Staff

Date Received: 7-3-08

Date Sent to City Council: 7/9/08

**TO:** Salt Lake City Council  
Jill Remington-Love, Chair

**DATE:** July 1, 2008

**FROM:** Frank Gray, Community & Economic Development Director

**RE:** An ordinance amending Section 12.56.205, Salt Lake City Code, pertaining to Parking Meters - No Charge for Alternative Fuel, Fuel Efficient, and Low Polluting Vehicles

**STAFF CONTACT:** Tim Harpst, Transportation Director, at 535-6630 or tim.harpst@slcgov.com

Dan Bergenthal, Transportation Engineer, at 535-7106 or dan.bergenthal@slcgov.com

**RECOMMENDATION:** That the City Council schedule a briefing and hold a public hearing

**DOCUMENT TYPE:** Ordinance

**BUDGET IMPACT:** None

### DISCUSSION:

**Issue Origin:** In January 2006, the City adopted an ordinance which allows free metered parking for alternative fuel, fuel efficient, and low polluting vehicles. The City defined a "fuel efficient vehicle" as one capable of achieving "a city driving fuel efficiency of 50 or more miles per gallon." In practice, the City determines a vehicle's fuel efficiency based on Environmental Protection Agency (EPA) ratings. The EPA has recently updated its method of estimating motor vehicle fuel efficiency. Therefore, for consistency in application, it is recommended that the City's definition of "fuel efficient vehicle" be updated to reflect this change.

**Analysis:** With the introduction of model year 2008 vehicles, the EPA introduced the new methodology for estimating motor vehicle fuel efficiency. The new 2008 model year estimates reflect the effects of faster speeds and acceleration, air conditioner use, and colder outside temperatures. The fuel economy estimates available on the EPA websites for model years prior to 2008 have also been recalculated using



the new methodology. As a result, fuel economy estimates for 2007 and earlier years for most models are lower than the estimates listed originally in the EPA Fuel Economy Guide and posted on the fuel economy window sticker on new cars. The EPA is confident that the estimates produced by its new methodology are more representative of real-world conditions.

Using the EPA website calculator provided to convert pre-2008 miles per gallon fuel efficiency estimates to the new estimates (see: <http://www.fueleconomy.gov/feg/ratings2008.shtml>), our current City driving fuel efficiency value of 50 miles per gallon is equivalent to a new fuel efficiency value of 41 miles per gallon. Modifying the ordinance as proposed allows the same vehicles that qualified for this incentive to continue to qualify for it.

***Master Plan Considerations:*** None

**PUBLIC PROCESS:**

None

**RELEVANT ORDINANCES:**

Salt Lake City Code 12.56.205 Parking Meters - No Charge for Alternative Fuel, Fuel Efficient, and Low Polluting Vehicles.

SALT LAKE CITY ORDINANCE  
No. \_\_\_\_\_ of 2008  
(Amending definition of "Fuel Efficient Vehicle" to qualify for free parking within the city)

AN ORDINANCE AMENDING SECTION 12.56.205, SALT LAKE CITY CODE, PERTAINING TO PARKING METERS – NO CHARGE 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 Parking Meters - No Charge 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. 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 forty one (41) 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 eight (8) on the EPA vehicle rating scale of zero to ten (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 bottom of the driver's side of the rear window 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 of this chapter.

E. In assessing the evidence provided by an applicant for such sticker as set forth in subsection B1 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](http://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](http://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 \_\_\_\_\_, 2008.

\_\_\_\_\_  
CHAIRPERSON

ATTEST:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on \_\_\_\_\_.

Mayor's Action: \_\_\_\_\_ Approved. \_\_\_\_\_ Vetoed.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM  
Salt Lake City Attorney's Office  
Date June 10, 2008  
By Melanie Heif

(SEAL)

Bill No. \_\_\_\_\_ of 2008.  
Published: \_\_\_\_\_.

SALT LAKE CITY ORDINANCE  
No. \_\_\_\_\_ of 2008  
(Amending definition of "Fuel Efficient Vehicle" to qualify for free parking within the city)

AN ORDINANCE AMENDING SECTION 12.56.205, SALT LAKE CITY CODE, PERTAINING TO PARKING METERS – NO CHARGE 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 Parking Meters - No Charge 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. 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 forty one (41) 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 eight (8) on the EPA vehicle rating scale of zero to ten (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 bottom of the driver's side of the rear window 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 of this chapter.

E. In assessing the evidence provided by an applicant for such sticker as set forth in subsection B1 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](http://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](http://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 \_\_\_\_\_, 2008.

\_\_\_\_\_  
CHAIRPERSON

ATTEST:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on \_\_\_\_\_.

Mayor's Action: \_\_\_\_\_ Approved. \_\_\_\_\_ Vetoed.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CHIEF DEPUTY CITY RECORDER

(SEAL)

Bill No. \_\_\_\_\_ of 2008.  
Published: \_\_\_\_\_.