

CITY OF VANCOUVER

Climate Emergency Parking Program

Program Overview | September 29, 2021

Contents

- Background
- Goals
- Program Overview
    1. Resident Parking Permit Pollution Charge
    2. Overnight Residential Parking Permit
- What We Heard | Responding to Feedback
- Next Steps
- Q+A

The Climate Emergency Action Plan

includes directions to explore **parking initiatives** including:

- **Pollution surcharge on parking permits**
- **Citywide parking permits**

By 2030:

- **Reduce carbon emissions 50%**
- **Two-thirds of all trips on foot, bike & transit**
- **50% of distance driven by electric vehicles**

Timeline



2020

Climate Emergency Action Plan

High level support from public and stakeholders informed directions

Early 2021

Phase 1 Engagement

Focus on understanding parking issues & concerns to help develop draft program

Summer 2021

Phase 2 Engagement

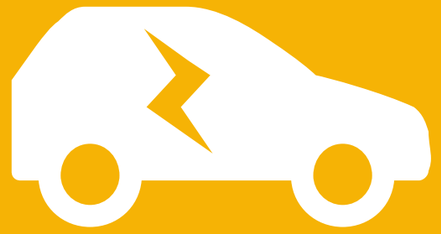
Gather public & stakeholder feedback on detailed draft directions

Fall 2021

Council Decision

Program could launch in early 2022 if directed by Council

Goals



Encourage clean vehicles
for people buying new ones



Reduce air and carbon pollution



Fund climate emergency actions

... while enabling us to better manage local parking issues as the city grows

Reduce Air & Carbon Pollution

Motor vehicles account for

40%

of carbon emissions in Vancouver

The program would achieve about

7-14% of the reductions

we are targeting from the switch to clean vehicles.



That's equivalent to about:

3x the reductions from **Vancouver's requirements for new zero emissions homes**

2x the reductions from the **Vancouver Landfill renewable gas project**

4.5x the reductions from **transitioning Vancouver's film sector from diesel generators**

Reduce Air & Carbon Pollution

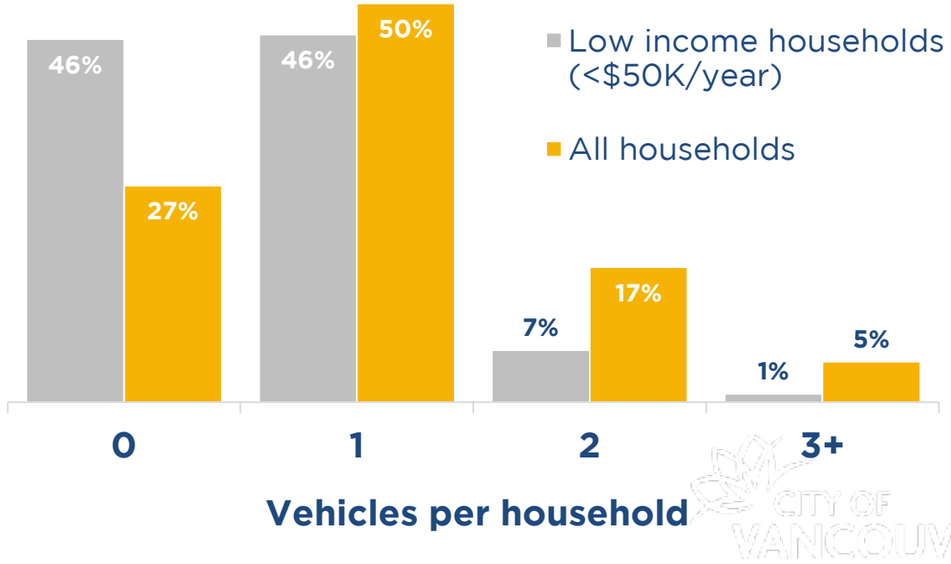
If funding is allocated to
CEAP transportation priorities, it would also

improve low-cost, sustainable transportation

like walking, cycling, and transit

Many people in Vancouver **do not own a car:**

- Almost **50%** of **low income households**
- Over **25%** of households **citywide**



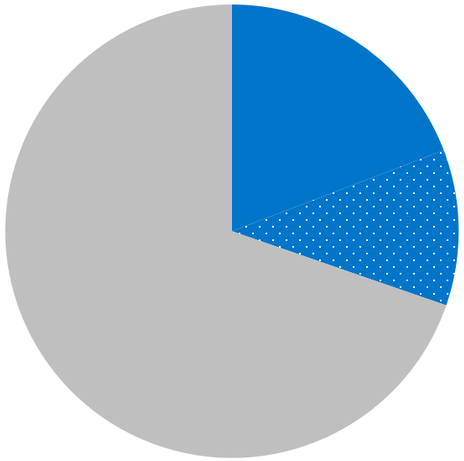
Source: 2017 TransLink Trip Diary

Fund Climate Emergency Actions

Rates being considered would fund

19-31%

of climate emergency action plan needs



Rates being considered would generate

$44M-72M

between 2022 & 2025 for climate action

- **Enabling more active transportation & transit**
- **Expanding the electric vehicle charging network**
- **Switching buildings to renewable energy**

Two initiatives work together

1. **Annual Pollution Charge**
   added to permits on **new** polluting vehicles (model year 2023+)
2. **Overnight Residential Parking Permit**
   for areas that are currently unregulated

1

Annual Pollution Charge

1 Annual Pollution Charge

An annual fee on higher polluting vehicles
(starting with model year 2023)
added to the cost of a parking permit















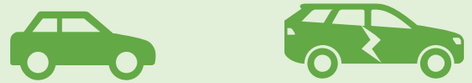
It would not apply to:

- Existing vehicles
  (model year 2022 or older)
- Vehicles specialized for people with disabilities

* Existing base fees for permits range between about $45 and $400 per year depending on location

1 Annual Pollution Charge

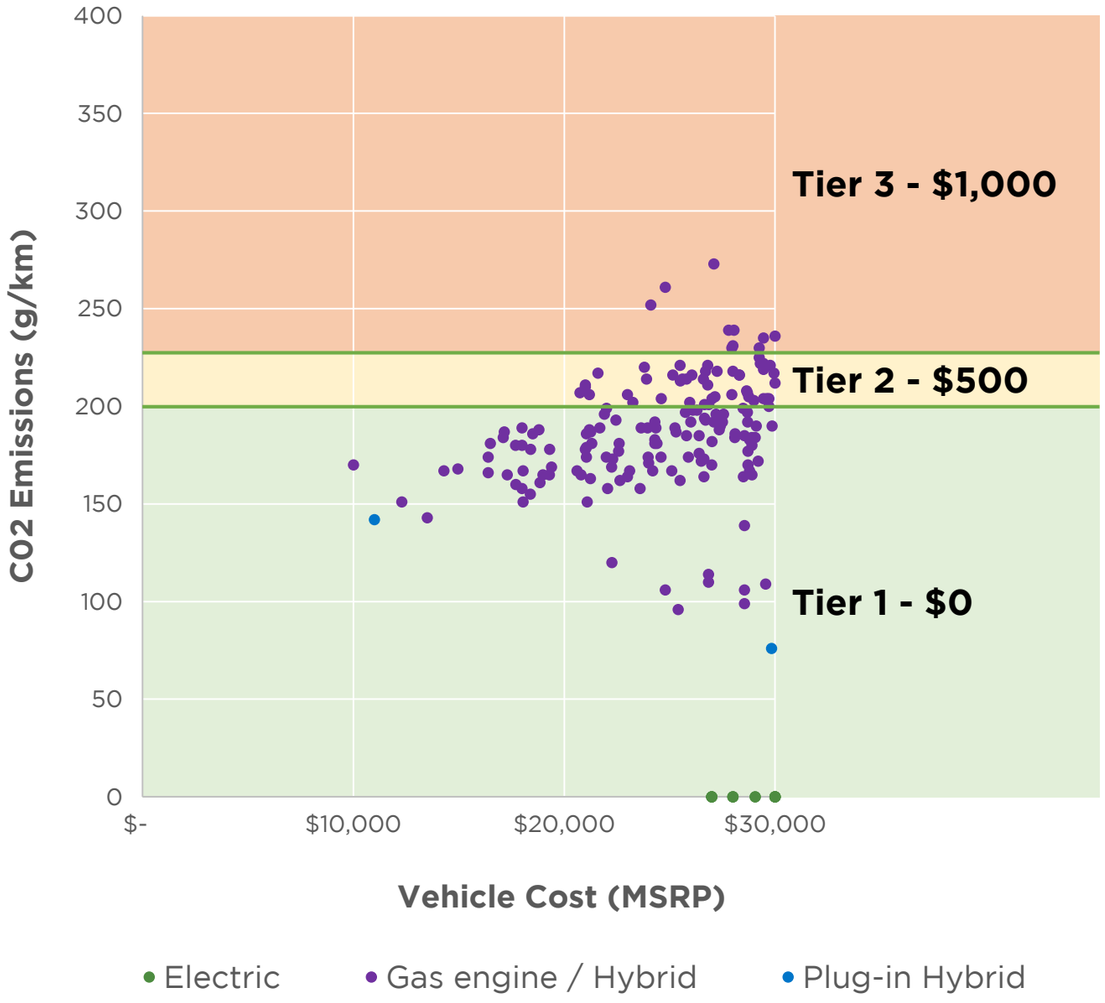
Recommended rates

Category	Annual Pollution Charge	Vehicle Types	Examples	
Exempt	**$0**	**All 2022 and older vehicles** **Specialized vehicles for wheelchairs**	▪ All vehicles that people already own today	
Tier 1 (<200 g CO2/km)	**$0**	**Electric & low-polluting new vehicles**	▪ Electric vehicles, hybrids, most economy vehicles (model year 2023 or newer)	
Tier 2 (200 – 225 g CO2/km)	**$500**	**Moderately-polluting new vehicles**	▪ Most gas-powered sporty sedans, more efficient small SUVs (model year 2023 or newer)	
Tier 3 (>225 g CO2/km)	**$1,000**	**Highly-polluting new vehicles**	▪ Most gas-powered luxury sports cars, large SUVs, full-size pickup trucks (model year 2023 or newer)	

* Existing permit base fees range between about $45 and $400 per year depending on location

VANCOUVER

Most economy vehicles
would fall under
Tier 1 ($0)



Based on emissions for 2021 models. Pollution charge would only apply to future vehicles starting with model year 2023. Rates for all models available online: https://fcr-ccc.nrcan-rncan.gc.ca/en

Many vehicles suitable for families
would fall under
Tier 1 ($0)

Some examples:


Ford Escape


Kia Forte


Nissan Rogue


Toyota RAV4


Mazda CX-30


Hyundai Kona


Volkswagen Golf


Chevrolet Malibu


Toyota Sienna Hybrid

2

Overnight Residential Parking Permit

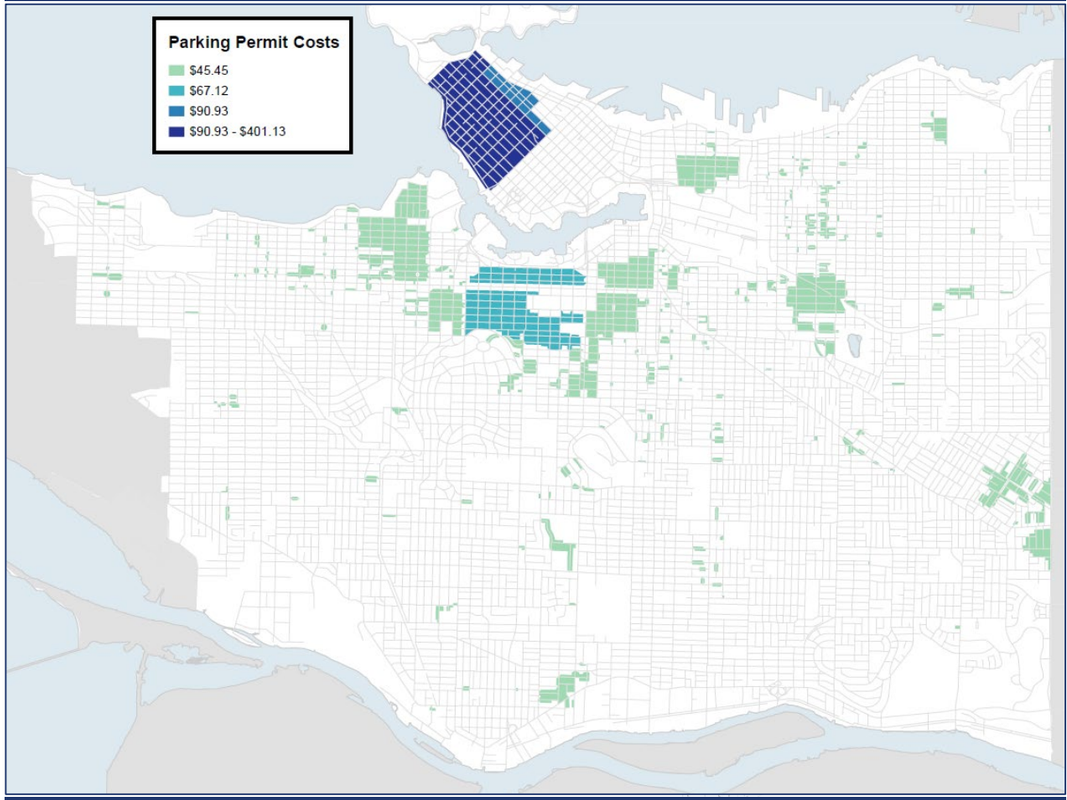
2 Overnight Residential Parking Permit

Currently, about 10% of the city's residential streets require parking permits.

A new 'overnight only' zone to cover remaining residential streets:

- Enables the pollution charge to be fairly applied across the entire city
- Provides a reliable source of funding for climate emergency initiatives

The new permit would only be required on residential streets that do not already require permits
(white area on map)



Existing paid permit zone areas

2 Overnight Residential Parking Permit

RESIDENTS

- **Annual permits only required for residents who park on the street overnight** (midnight-7am)
- **Base fee**: **$45 per year***
- **Discounted rate for low income households: $5 per year***



* Plus pollution charge, if applicable. $45 per year (equal to $3.75 per month) is the same as the lowest existing permit zone fees in the city.

DAYTIME VISITORS
(7am-midnight)



- **Park anywhere**
- **No fee**
- **Same as today**

OVERNIGHT VISITORS
(midnight-7am)



- **Park anywhere**
- **$3 per night**
- **Pay using phone app or at neighbourhood pay station**

What we heard...

... and how it led to recommendations

Engagement Approach

Complex project required multifaceted engagement strategy

Talk Vancouver survey
~19,000 responses

- **Provide public opportunity to share perspectives, ideas, concerns**
- **Use comments to inform potential program modifications**

Market research surveys
~500 responses

- **Understand issues/support from demographically-representative sample of Vancouverites** with surveys delivered by Sentis (market research firm)
- Two rounds:
  - Initial survey: identical questions and information as online survey (500+ responses)
  - Follow-up survey: **clarify program details, test potential program modifications** (~400 responses)

Stakeholder engagement
included...

- **Deep discussions with various stakeholders to understand issues and explore ideas**
- Including workshops and meetings with
  - Advisory Committees (Seniors, Persons with Disabilities, Transportation, Renters)
  - Climate and Equity Working Group
  - New Car Dealers Association and other vehicle industry groups
  - BC Housing
  - ... and others

High Level Results: Initial Surveys

Lower support in Talk Vancouver survey

- High response rate
- Not reflective of citywide demographics
- Self-selecting

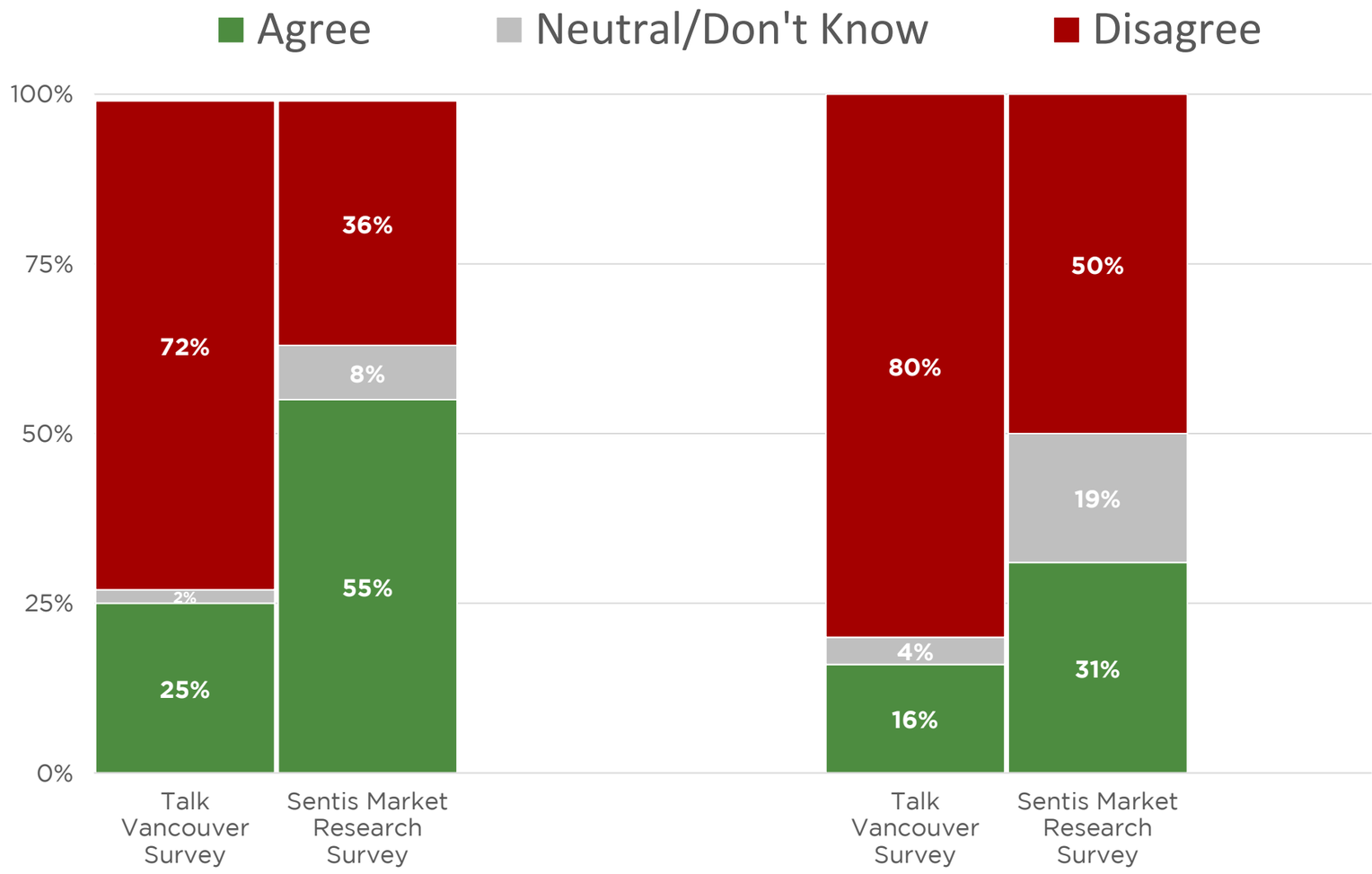
	Talk Vancouver Survey	Actual Portion of City Households
Single family	61%	15%
Ground-oriented	73%	39%
Owner-occupied	67%	49%
Car-free household	5%	27%
Motor vehicles as primary mode	70%	46%

Support increased in demographically-representative market research survey

Higher support from car-free households, renters and higher-density households

Common reasons for disagreeing:

- Affordability
- Overall fee burden
- Fairness to low income households, renters, contractors



Do you agree or disagree with the idea of a **pollution charge?**

Do you agree or disagree with the idea of an **overnight permit?**

Public survey results based on 18,923 responses. Market research results based on 521 demographically-representative responses (administered by Sentis on behalf of the City).

High Level Results: Follow-up Survey

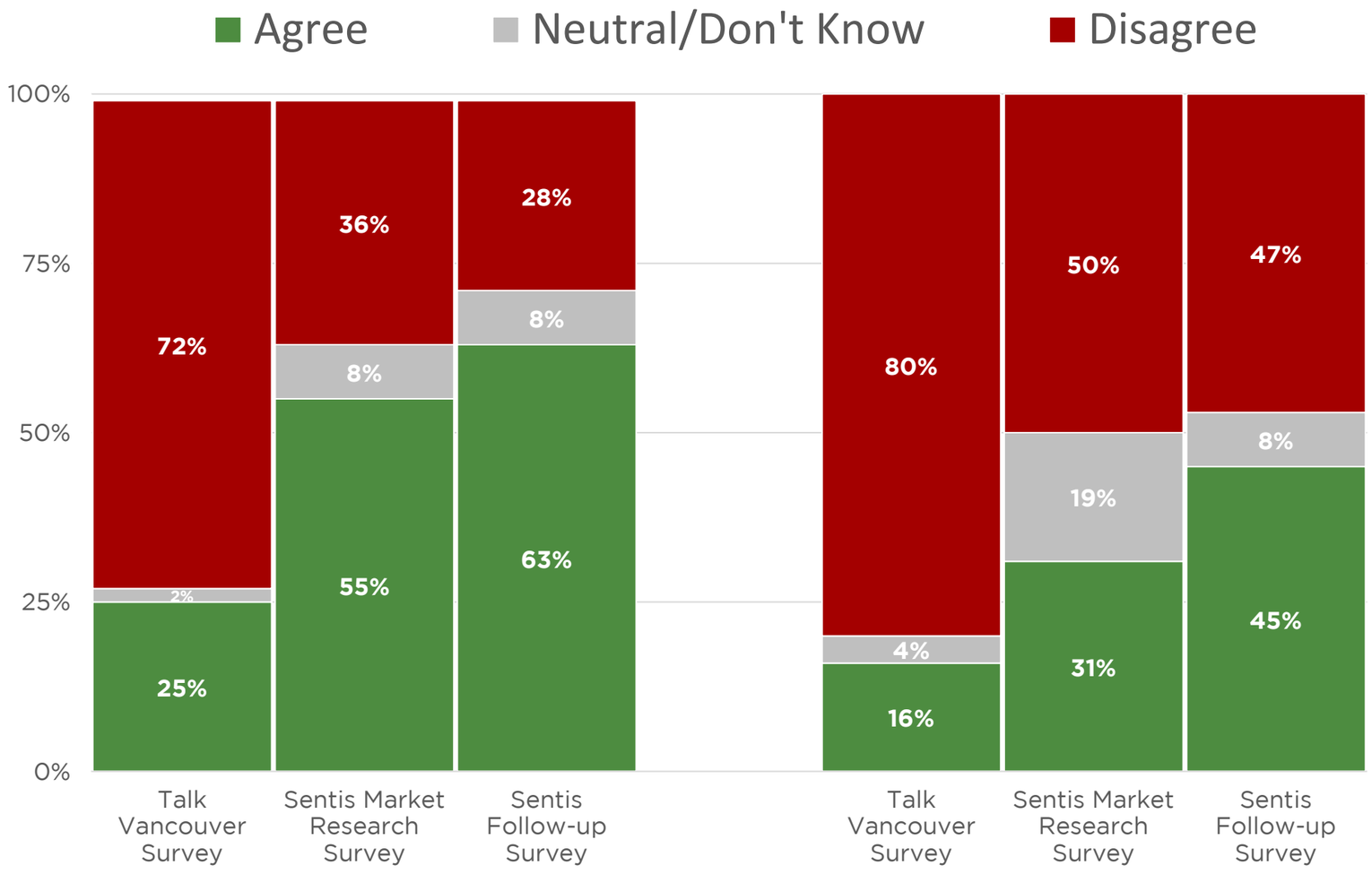
Support increased in follow-up survey

1. Addressed common misperceptions

- Clarified existing vehicles would be exempt
- Clarified most economy vehicles and many family vehicles would fall under $0 tier

2. Asked about potential modifications

- ✓ Reducing base permit fees for low income households
- ✓ Reducing time the new overnight zone would be in effect
- ✗ Reducing overnight fees for visitors



Do you agree or disagree with the idea of a **pollution charge?**

Do you agree or disagree with the idea of an **overnight permit?**

Public survey results based on 18,923 responses. Market research results based on 521 demographically-representative responses (administered by Sentis on behalf of the City). Follow-up survey was sent to respondents from initial Sentis survey (390 responses).

Responding to Concerns: Affordability

Concern: Annual pollution charge (up to $1,000) and new permit base fee ($45 per year) are not affordable

Pollution charge

- **Pollution charge would not apply to vehicles people already own** or vehicles specialized for people with disabilities
- **Most economy vehicles would fall under Tier 1 ($0)**
  - 100% of new vehicles under $20K
  - 60% of vehicles between $20K and $30K
- **Many Tier 1 ($0) options suitable for families with children**

Overnight permit

- **Base fee for overnight permit: $45 per year** (equivalent to $3.75 per month)
- **Discounted rate for low income households: $5 per year**

Revenue would be used to improve low cost transportation options

- **Over 25% of households citywide do not own a car**
  - Almost 50% of low income households

Many vehicles suitable for families would fall under **Tier 1 ($0)**

Some examples:


Ford Escape


Kia Forte


Nissan Rogue


Toyota RAV4


Mazda CX-30


Hyundai Kona


Volkswagen Golf


Chevrolet Malibu


Toyota Sienna Hybrid

VANCOUVER

* **Purple text = modification from Phase 2 proposal based on feedback this summer**

Responding to Concerns: Overall fee burden

Concern: How will revenue be used? How will this program support climate action? Fees are too high

Strong support for climate action

- **Almost 90% of respondents concerned about climate change**
- **Majority like that program revenue would support climate action**
  59% like vs 26% dislike in follow up survey

Program is key part of Climate Emergency Action Plan

- **Reduce emissions from vehicles**
- **Fund critically-important climate actions**
  19-31% of Climate Emergency Action Plan needs | **$44M-72M by 2025**
- **Improve low-cost, green transportation options**

Public consultation would inform use of revenue

- Engagement recommended through capital planning and annual budget engagement processes

Public survey results based on 18,923 responses. Market research results based on 521 demographically-representative responses (administered by Sentis on behalf of the City). Follow-up survey was sent to respondents from initial Sentis survey, with a total of 390 responses.

Potential bundle of projects
that could be funded with **$60M** in revenue as per
Climate Emergency Action Plan

- **Develop 20 km of bus priority lanes**
  to improve bus speed and reliability, which will make transit faster and more frequent
- **Construct street improvements next to two major rapid transit stations**
  to encourage more transit use
- **Install 25 new pedestrian signals**
  to enable safer walking
- **Construct 100 curb ramps**
  to improve accessibility and walking experience for all
- **Plant over 1,000 trees**
  in underserved neighbourhoods to provide tree canopy for improved air quality and temperature regulation
- **Construct 4 km of green infrastructure**
  on local streets to capture and clean rainwater
- **Install 15 fast charging stations**
  for easier charging of hybrid and electric vehicles
- **Install 500 Level 2 charging stations**
  with emphasis on rental buildings

Responding to Concerns: Other

Concern	Response
Renters Program could unfairly target renters (who are less likely to have access to an off-street garage)	▪ More support from renters overall (63% support | 28% opposed) ▪ Most renters live in existing permit zones → already pay for permits today if they park on the street ▪ Low income renters addressed through affordability provisions

Contractors
Program could be unfair to contractors and others requiring larger vehicles for work
	▪ Annual pollution charge
	  ▪ Existing trucks and vans would be exempt
	  ▪ Many Tier 1 ($0) options coming to market by 2023+ (e.g. Ford F150 Lightning, Chevrolet Silverado, Tesla Cybertruck, Ford E-Transit van)
	▪ Overnight permit
	  ▪ Daily visitor fees only in effect at night (midnight to 7am) → wouldn't apply to most service calls

Care workers Program could burden low income care workers who provide overnight services across the city	▪ Issue discussed with Persons with Disabilities Advisory Committee, Developmental Disabilities Association, BC Housing ▪ **Updated recommendation** ▪ **Allow workers that work in neighbourhoods overnight to purchase annual permits (same cost as residents)**

CITY OF VANCOUVER

Timeline & Next Steps



2020

Climate Emergency Action Plan

High level support from public and stakeholders informed directions

Early 2021

Phase 1 Engagement

Focus on understanding parking issues & concerns to help develop draft program

Summer 2021

Phase 2 Engagement

Gather public & stakeholder feedback on detailed draft directions

Fall 2021

Council Decision

October 5

Program would launch in 2022 if directed by Council

Program Summary | Questions?

Program goals

1. **Encourage clean vehicles**
   for people buying new ones
2. **Reduce air and carbon pollution**
   Would achieve **7-14%** of emissions reductions we are targeting from the switch to clean vehicles
3. **Fund climate emergency actions**
   Would fund **19-31%** of climate emergency action plan needs
   Would generate **$44M-72M by 2025** to support key actions

Two components that work together

1. **Annual Pollution Charge**
   on polluting vehicles (model year 2023+)
   - Added to the cost of residential parking permits
   - Fees under consideration: $0/$500/$1,000 for low-/moderate-/high-polluting vehicles (model year 2023+)
   - Would not apply to vehicles people already own or vehicles specialized for people with disabilities
   - Most economy vehicles & many vehicles suitable for families would fall under $0 Tier
2. **Overnight Residential Parking Permit**
   for areas that are currently unregulated
   - Enables pollution charge to be applied across the city | Creates more funding for climate actions
   - Only required for those parking on the street overnight **(midnight to 7am)**
   - $45 per year for residents | $3 per night for visitors | **Reduced residential rates for low income households**
   - **Permits available to overnight care workers, even if they live outside the city**

Next Steps

- **Report to Council this fall | Implementation in 2022 if approved**

* **Purple text = modification from Phase 2 proposal based on feedback this summer**

