



Car Share Pilot Program Summary Report

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City of Minneapolis
Department of Public Works
Traffic and Parking Services

DRAFT

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Report Purpose

This report documents the results of a car sharing pilot project. The report represents four facets of car sharing program development:

1. Pilot Program Background and Overview
2. Lessons learned regarding the pilot project are documented to aid in development of future City policies.
3. Presentation and analysis of data collected from Car Share Operators (CSO's) and from surveys of CSO members/customers.
4. Best Practices – What other cities are doing.

Background

In 2013, the City of Minneapolis implemented a curbside car sharing pilot program. This pilot dealt only with on-street locations. Vendors can (and did) provide off-street car share locations with private properties.

Participating vendors were selected through an RFP process to operate under Point-to-point Floating and Round-trip car share models. The three Car Share Operators (CSO's) were car2go, HOURCAR, and Zipcar. This program was implemented on September 15, 2013 as a two-year pilot.

City staff and the Internal Car Share Advisory Committee reviewed and analyzed the collected data. The focus was on key elements required to development a long-term on-street car share program.

The Car Share Advisory Committee

The Car Share Advisory Committee was formed to monitor the two-year Car Share Pilot Program. This team includes staff from the following City departments: Public Works' Traffic and Parking Services, Community Planning and Economic Development, Office of Sustainability, Regulatory Services Traffic Control, and Public Works Fleet Services. Its purpose was to collect and analyze usage data and various other operational data resulting from the pilot program and to make recommendations for the future of a car share program in Minneapolis. Further, the Advisory Committee considered a number of suggestions and dependencies for future development of a long term car sharing policy.

Program Assumptions & Objective

Assumptions: The Advisory Committee was tasked with developing a survey for distribution to

customers of the car share operators. In doing so, the committee hoped to prove or disprove some assumptions identified through examination of other cities' programs, online research and articles related to subjects such as car sharing, sustainability, and carbon emission reduction.

The objective of this pilot was to identify and analyze the following assumptions – or potential benefits – as each relates to car sharing in Minneapolis:

- Providing mobility options – car sharing provides access to a vehicle for households or renters without a car.
- Less land needed for parking – each car sharing vehicle may replace multiple private vehicles reducing the need for parking spaces.
- Reduced vehicle travel and congestion – provides a viable alternative car ownership.
- Emission reduction – by encouraging people to drive less, car sharing assists in the mitigation of vehicle emissions and other pollutants.
- Promotion of transportation alternatives – car sharing members will drive less and take trips using other transportation modes that may include rail, bus, bike, and walking.
- Local economic development – offer sustainable business opportunity to car sharing operators offering this convenient transportation option.
- Reduce transportation cost – offers transportation savings that are realized by residents and commuters in Minneapolis.
- Fleet management savings for business – organizations utilizing car sharing can have significant cost savings through fleet reduction and an alternative to managing their own vehicle fleet.

These potential benefits provided a set of objectives for this pilot program. The program also obtained transactional data and financial data needed to establish the feasibility of a comprehensive citywide car share program.

Pursuant to the findings of this report, staff are developing a City program and policy.

Acronyms and Definitions

CSO - Car Sharing Operator: An entity offering a fleet of vehicles to members to drive for a fee based on mileage or duration of use. Car share rentals are distinguished from traditional car rentals by the duration of rentals which, for car share vehicles, do not often entail full-day rentals.

CPA - Critical Parking Area: An on-street, residential parking area in which a permit is required to park pursuant to City of Minneapolis Ordinance 478.710.

Point-to-point Floating Car Share (Also known as “One-way” car sharing) : Vehicles are generally parked on-street, including at meters and in Critical Parking Areas (CPA’s). Trips can start from any location in the service area, and can end at any location in the service area. The vehicles “float” from location to location without assigned spaces.

Station-to-station Car Share (Also known as Point-to-point Station-based car sharing) : Multiple vehicles are parked in groups stationed at one or more locations. Customers start a trip at any station and end the trip when the vehicle is returned to any of the CSO’s stations.

Peer-to-peer Car Share: Privately-owned vehicles are shared among a cooperative group of individuals.

Round-trip Car Share (Also known as “Dedicated Space,” “Reserved,” or “Classic” car sharing) : Vehicles are assigned to specific reserved spaces. Customers begin and end trips in the same locations.

Car Sharing Pilot Program Overview

Car Sharing Operators (CSO’s) may offer different incentives for members, however, CSO’s, in general, have a number of similar characteristics. Only the Point-to-point Floating Model and Round-trip model were employed during the Pilot Program.

Point-to-point Floating Model

One CSO, car2go, employed this model in the pilot. Vehicles were generally parked on-street, including at meters and in Critical Parking Areas (CPA’s). In this model, trips can start from any location in the service area, and can end at any location in the service area. During the pilot, the service area was citywide.

- Car2go had 350 permitted vehicles in Minneapolis with allowance for an additional 15 St. Paul vehicles. Car2go had approximately 180 vehicles apportioned for St. Paul. Though these vehicles had Minneapolis permits, City staff regularly monitored vehicle apportionment to ensure had no more than 365 vehicles parked in Minneapolis at any time.

Permitted car2go vehicles were allowed to park at any non-restricted curbside location, or at any City metered parking spaces which allow time limits of more than an hour. Customers were exempt from a time limit or meter payment. The CSO reimbursed the City for lost meter revenue related to this practice.

Permitted car2go vehicles were also allowed to park in the City’s Critical Parking Areas (CPA’s). The CSO reimbursed the City for CPA permits. These vehicles were not allowed to park on Park Board or University of Minnesota routes. With the exception of parking privileges described above, car2go and its members were required to comply with all applicable laws and regulations including the 72-hour abandonment rule, rush hour parking restrictions, temporary parking restrictions, etc.

Car2go committed to proactively relocating vehicles that remain parked at locations for extended durations of time, and to appropriately shift vehicles to St. Paul to maintain the limits of 15 vehicles above the permitted 350 vehicles. The CSO was required to have vehicles relocated within a reasonable time.

The car2go contract began September 13, 2013. Each vehicle displayed a permit sticker identifying it as a Minneapolis Car Sharing Program participant’s vehicle. At no additional cost,

these stickers were also placed on vehicles that had reciprocity privileges with St. Paul (beginning June, 2014).

Car2go analyzes and uses measurement tools to monitor the usage of each vehicle within its fleet. The CSO shared some of the data which is included in this report.

Point-to-point Rate Structure

The flat rate structure during the first year was designed to recover administrative costs, parking meter use, event meter use, and CPA permit fees. The structure was based on and consistent with City parking rates and fees.

The rate structure was detailed in the contract as follows:

Contractor shall pay the City \$1,689.29 per vehicle for the first 250 vehicles and \$1,614.29 per vehicle for each additional vehicle for parking privileges for the first year. The cost breakdown is as follows:

Administrative Cost	\$ 75.00
Meter Revenue Recovery	\$1,133.69
Event Revenue Recovery	\$ 80.60
CPA Residential Permits	\$ 400.00

During the second year, the administrative costs remained at \$75.00 and CPA permits remained at \$400.00. Meter and Event Recovery rates were adjusted based on actual meter rates and usage which averaged \$678 per vehicle in year two.

Round-trip Model

In this model, customers begin and end trips in the same locations. During the pilot, HOURCAR and Zipcar, had reserved on-street spaces for exclusive use of their vehicles.

- HOURCAR, at the beginning of the pilot program, had six on-street spaces. Additionally, HOURCAR had 20 off-street spaces in Minneapolis and 14 metro-area vehicles stationed outside of Minneapolis.

At the end of the program, HOURCAR had six spaces on-street and 39 spaces off-street in Minneapolis and 20 metro-area vehicles stationed outside of Minneapolis.

- Zipcar, at the beginning of the pilot program, had 17 on-street spaces. Additionally, Zipcar had 10 spaces off-street in Minneapolis and four metro-area vehicles stationed outside of Minneapolis.

At the end of the pilot program, Zipcar moved its 17 on-street spaces to off-street locations, totaling 27 spaces in Minneapolis. Additionally, Zipcar had six metro-area vehicles stationed outside of Minneapolis and two vehicles elsewhere in Minnesota.

Both HOURCAR and Zipcar were provided hang tag permits to identify them as car share vehicles. Hang tag permits allowed the CSO's to change the vehicles assigned to each space as needed. Each dedicated-space had parking signs fabricated by the City.

Round-trip Rate Structure

A flat-rate structure was designed to recover administrative overhead cost, parking meter use, event meter use, and CPA permit fees when spots were located in a CPA. The structure was based on and consistent with City parking rates and fees.

The rate structure is outlined as follows:

Year 1	\$300 per space (included sign installations)
Year 2	\$100 per space
CPA permit	\$25 per dedicated space within a CPA

If the dedicated space was in a metered area, the meter revenue recovery was 80% of the calculated potential annual revenues of adjacent meters.

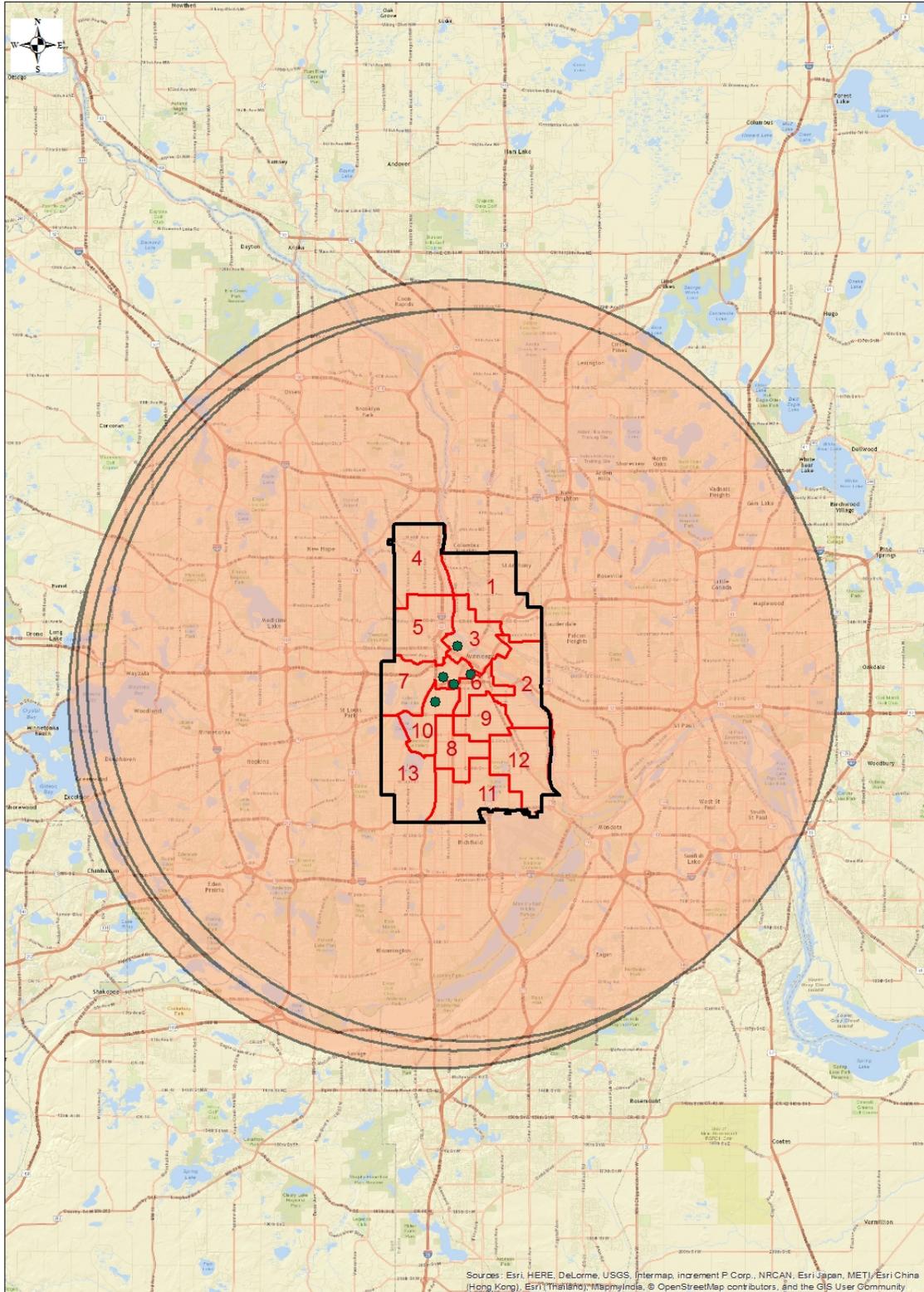
HOURCAR's contract began on December 2, 2013. HOURCAR occupied one metered space and five non-metered on-street spaces.

HOURCAR Trip Bubble Map

Average Miles per Trip = 27.2

 HOURCAR Trip Radius 13.6 mi.

 HOURCAR Dedicated Location



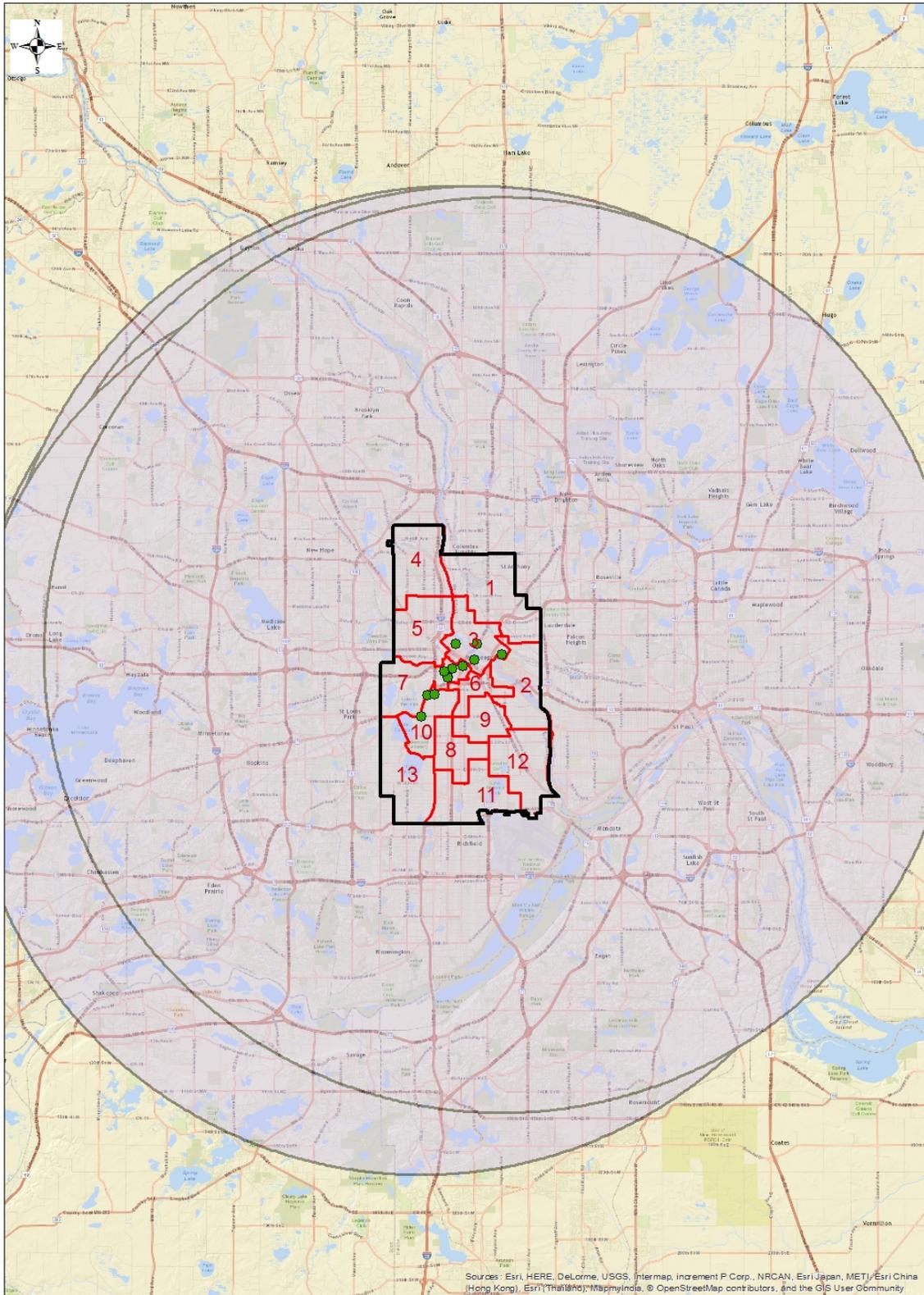
0 2.25 4.5 9 Miles

Zipcar launched their service on January 13, 2014. Zipcar utilized dedicated curbside parking locations including 15 metered spaces and two non-metered spaces.

Zipcar Trip Bubble Map

Average Miles per Trip = 34

- Zipcar Trip Radius 17.0 mi.
- Zipcar Dedicated Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

0 2.25 4.5 9 Miles

Lessons Learned from the Pilot Program

Lessons learned are based on review of the CSOs' collected usage data, interviews with CSO managers, and review by City staff and the Advisory Committee. This section includes four areas of focus:

1. CSO Usage Statistics
2. CSO Lessons Learned and Requests
3. Advisory Committee General Assumptions and Findings
4. City Staff Lessons Learned and Recommendations

CSO Usage Statistics

Point-to-point Floating Model (car2go)

- Membership grew to an estimated 24,000, of which 15,520 are in Minneapolis
- Car2go's Twin Cities vehicle fleet grew from 350 to 530 vehicles, due to the addition of 180 vehicles in St. Paul. In agreement with car2go, the City authorized reciprocity for 15 vehicles floating between Minneapolis and St. Paul. On average, 68% (or 364 vehicles) of car2go's total fleet was stationed in Minneapolis daily.
- Average rentals per car, per day: 1.8
- Average trip: 4.5 miles
- Average trip duration: 20.8 minutes
- 477,414 trips taken during this pilot
- An average of 1.5 issues per week were reported by residents and businesses. Most complaints regarded abandoned or illegally parked car2go vehicles. In discussion with complainants, staff found that many were due to localized perception of over-saturation. These were primarily attributable to the CSO relocating and repositioning vehicles.
- 689 car2go vehicles were towed due to snow emergencies, vehicle obstructions, hooded meters, restricted zones, and 72-hour abandonment rules.

Round-trip Model (HOURCAR and Zipcar)

HOURCAR statistics:

- Membership grew to 1,800
- 1.3 rentals per day, per car
- Total Trips : 3,535
- Average trip: 27.2 miles
- Average trip duration: 3.9 Hours
- 285 issues reported by HOURCAR of other vehicles parked in its reserved spaces.

Zipcar statistics:

- Membership grew to 1,380
- 6.5 trips per day per car
- Total Trips : 22,891
- Average trip: 34 miles
- Average trip duration: 5.4 Hours
- Minneapolis fleet inventory decreased from 17 to 15 vehicles due to construction zones and/or unusable space.
- 330 issues reported by Zipcar of other vehicles parked in its reserved spaces.

CSO Lessons Learned and Requests

Interviews with managers of the three CSO's resulted in the following requests and recommendations that each felt would help their organizations provide more efficient and cost-effective services.

Point-to-point CSO Requests:

- Narrowed service area(s): to be more cost-effective the CSO indicated the overhead required to shift vehicles within a citywide service area caused it to incur expenses that could be mitigated with a narrowed service area;
- À la carte service options and pricing: The CSO indicated that more pricing options and the ability to select only options that were appropriate to their Minneapolis operation would create a more profitable environment; and
- Continued no-cost reciprocity with St. Paul: to make their program more appealing to its customer base.

Round-trip CSO Requests:

- Better signage and on-street branding: HOURCAR and Zipcar indicated that the signage designating spaces were "Reserved for Car Share Vehicles" did not discourage the public or other CSO customers from parking in dedicated spaces. CSO's would like to have their brand names posted on City signs and through other branding techniques near the spaces.
- Stronger enforcement & immediate towing from reserved spaces: CSO's indicated that the time to remove other vehicles from their dedicated spaces took too long.
- Reserved spaced in city ramps: As this pilot program was designed to evaluate the potential of car sharing in City on-street areas, the option was not generally included in the pilot program. City staff is considering options to include car sharing spaces in City off-street ramps and lots.

- Flexible city rules: CSO's expressed desire to adjust requirements regarding loss or change of spaces due to construction zones implemented after the Pilot Program began.

Common Requests from all CSO's:

- Lower prices.
- Limited or no data shared with City: The CSO's indicated that the City's requirement for sharing data with the public (due to contract terms) created an undue hardship on the CSO's as data could be viewed by competitors thereby compromising their abilities to compete fairly.
- Financial incentives: Though there were no specific requests from CSO's, there was a general indication that price incentives could be offered by the City to encourage vehicle location in areas that did not present the highest profit potential for CSO's.
- Reduction or elimination of State taxes: CSO's indicated that State Rental Car Taxes (~ 16 - 21%) are added to the charges paid by customers and that reduction would be beneficial to customers, CSO's, and the car share program in general.

Advisory Committee General Assumptions and Findings

At the end of the Pilot Program, Advisory Committee members indicated:

- Car sharing is valuable because it has an environmental and social purpose, and offers business growth in Minneapolis;
- The Car Share Pilot Program data indicates the program was generally successful and the potential to be a successful long-term program that benefits the city and its citizens;
- Car sharing designed for local users can complement transit and help reach environmental goals. As such, a long-term program can be developed that will lead to:
 - Reduction of vehicle ownership
 - Reduction of distances traveled
 - Improvements in urban land use and development
 - Access to vehicles for residents, business employees, and visitors
 - More residents walking, cycling and using public transit
 - Effective decreased dependence on fossil fuels
 - Reduced emission of greenhouse gases
- Car sharing is an opportunity to utilize vehicles through membership-based services available to all qualified drivers in a community. No separate written agreement is required each time a member reserves and uses a vehicle. All CSO's offer members access to a dispersed network of shared vehicles 24-hours, 7 days a week at unattended self-service locations. As such, a car share program could be promoted to the entire community and could be of benefit to any member of the community who chooses to use it.
- Car sharing is primarily used for short-duration, short-distance trips as an extension of the transportation network (though some CSO vehicles are used for longer trips). It successfully provide a private service designed to enhance public transportation options. CSO's help members save money in comparison to the cost of individual car ownership by encouraging members to drive less often, pre-plan trips more, use other modes of transportation more, and share fuel efficient vehicles.

Recommendations:

- Review current signage restrictions -- City staff are working to consider options that may include the addition of 'Tow Away Zone' signage to current on-street signage for round-trip car sharing locations.

- Develop and implement policy and procedures that would:
 1. Implement an annual permitting approach, thereby negating the need for negotiating individual contracts with CSO's and the processes required to do so (i.e. Requests for Proposals and related processes).
 2. Annual reporting instead of quarterly reporting by CSO's.
 3. Allow multiple CSO's to operate across multiple car share operating models. Satisfying CSO requests for á la carte options and pricing.
 4. Ensure rules provide fairness and consistency for all CSO's.
 5. Adjust the CSO requirements to provide data no longer required after the pilot program detailed analysis. Staff recommends reducing the requirement to annual provision of data. Data can be limited to specific areas – those that are required to gauge successes and to steer programmatic adjustments. City staff is working with vendors to identify the data and report formats that would be most beneficial to the program and would be comfortably shared by the CSO's.
 6. Reduce the need for City staff to continuously monitor compliance, thereby reducing associated administrative costs.
 7. Establish flat-rate permitting structure further reducing administrative overhead.

Pilot Participant (Customer) Survey Results

The Car Sharing City Advisory Committee and the CSO's collectively drafted questions for surveys distributed to the CSO customers. Survey results were submitted by the CSO's in the fall of 2014 and at the conclusion of the pilot program in 2015.

The three CSO's asked 19,267 members to participate in the survey. The number of members participating was 2,698 representing 14 percent of the total CSO membership. (Note: car2go's members represent 93 percent of the survey respondents.)

Actual member-specific data is held as proprietary information, therefore making it difficult to ascertain how closely the survey results represent the actual members of the three CSO's.

Information collected and represented includes:

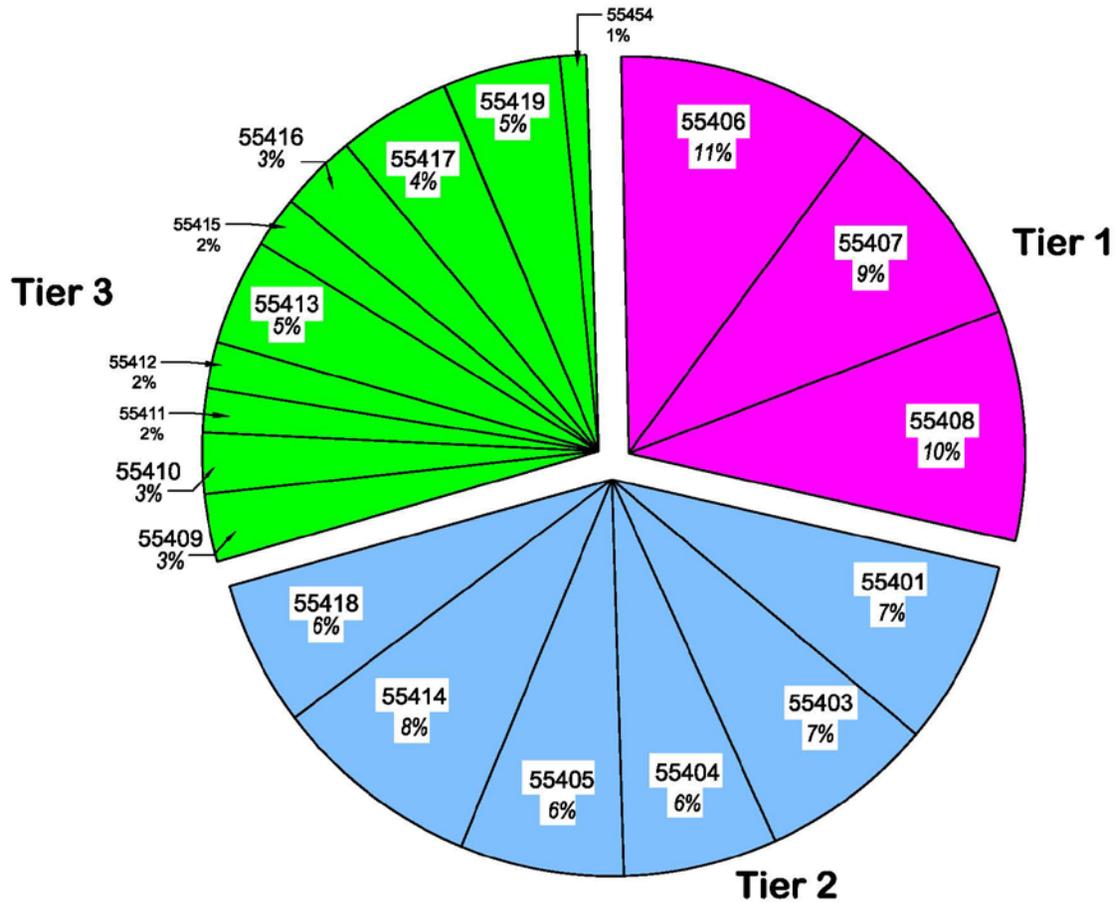
- Demographics
 1. Residential location
 2. Age
 3. Income
 4. Gender
 5. Auto Ownership

- Behavioral Characteristics of Participants:
 1. Method of transportation
 2. Primary reason for use of transportation mode
 3. Willingness to consider reducing their number of personal cars
 4. Trip frequency
 5. Miles driven
 6. Level of satisfaction

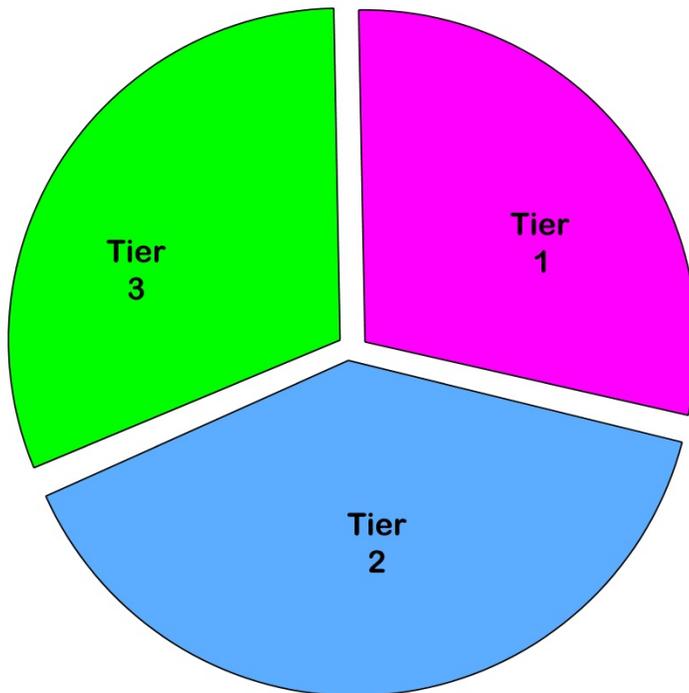
Residential Location from Survey Participants:

Included on the following six pages are charts and maps depicting the distribution of each CSO's customers by the zip codes used while registering for membership.

Car2go 15,520 Member Distribution by Zip Code



Car2go 15,520 Member Distribution by Zip Code



Car2go

Tier 1

55406	11%
55407	9%
55408	10%

Tier 2

55401	7%
55403	7%
55404	6%
55405	6%
55414	8%
55418	6%

Tier 3

55409	3%
55410	3%
55411	2%
55412	2%
55413	5%
55415	2%
55416	3%
55417	4%
55419	5%
55454	1%

Car2go Membership Distribution by Zip Code

Minneapolis
City of Lakes

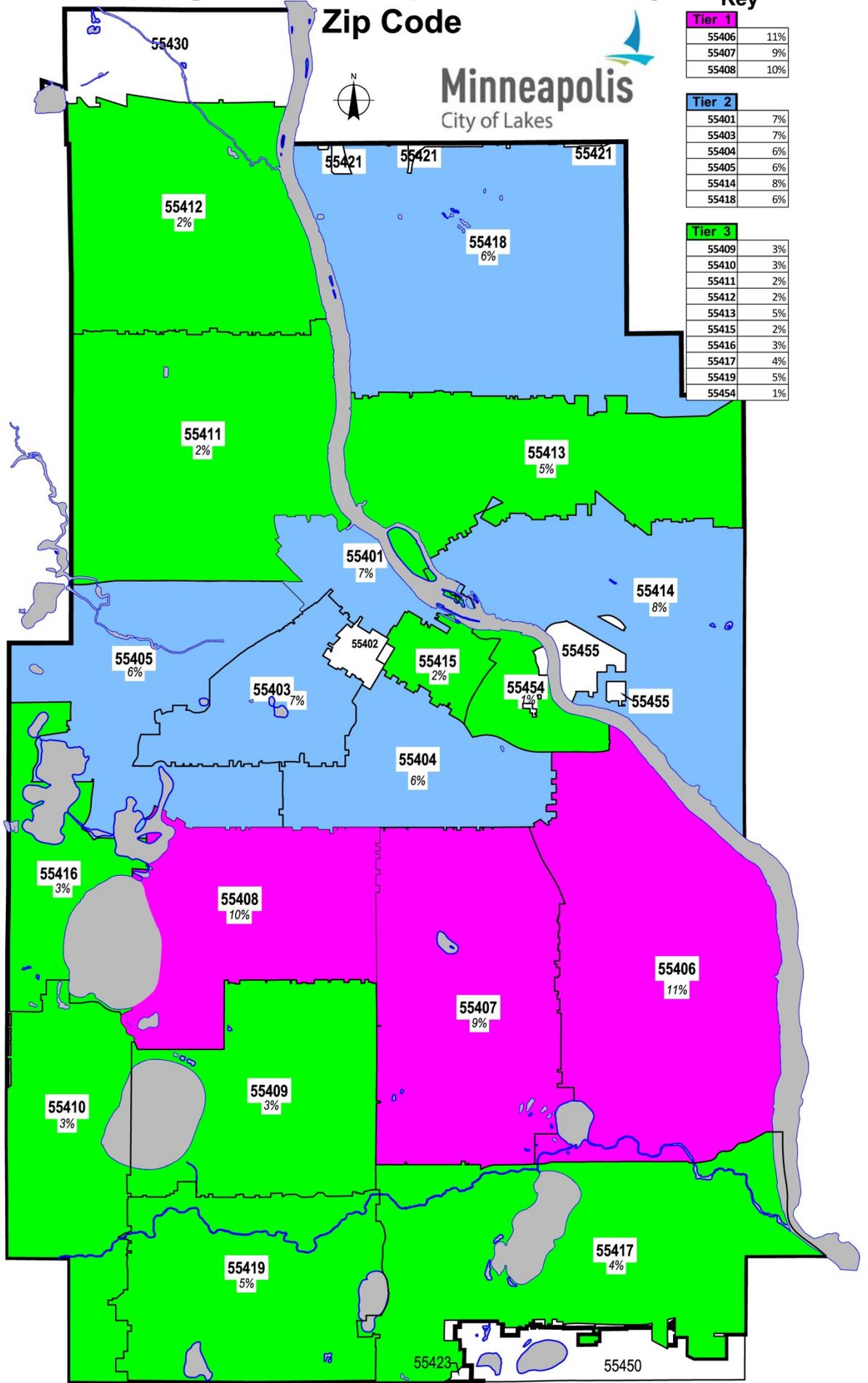


Key

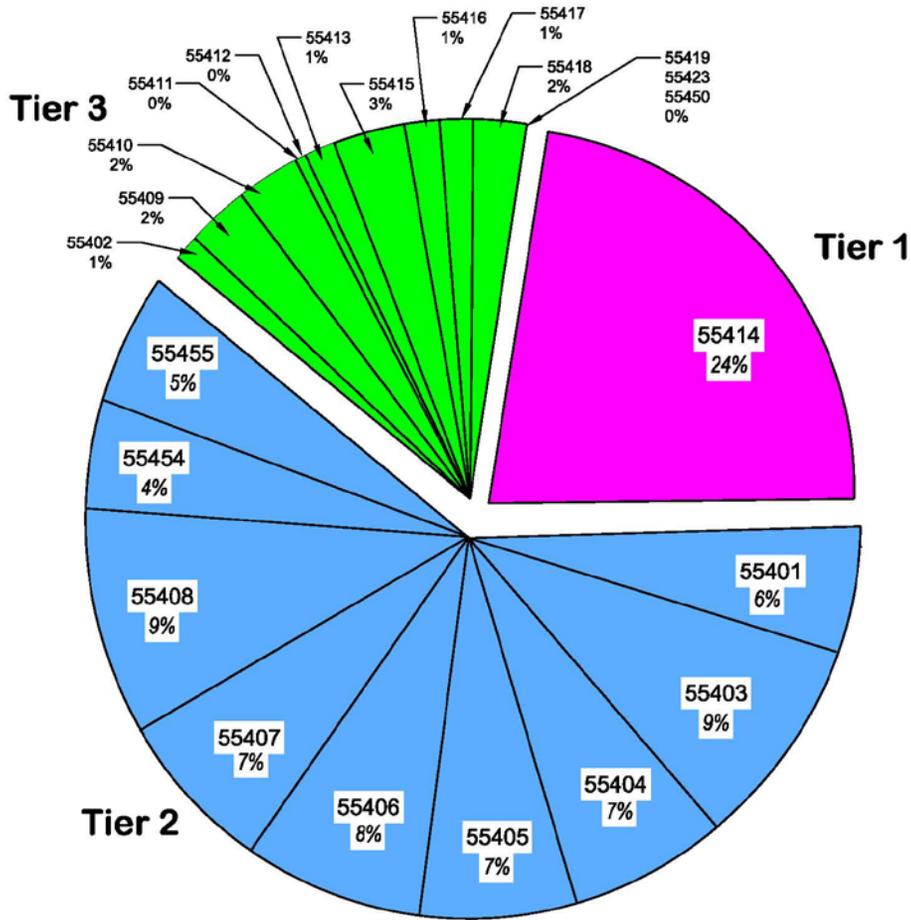
Tier 1	
55406	11%
55407	9%
55408	10%

Tier 2	
55401	7%
55403	7%
55404	6%
55405	6%
55414	8%
55418	6%

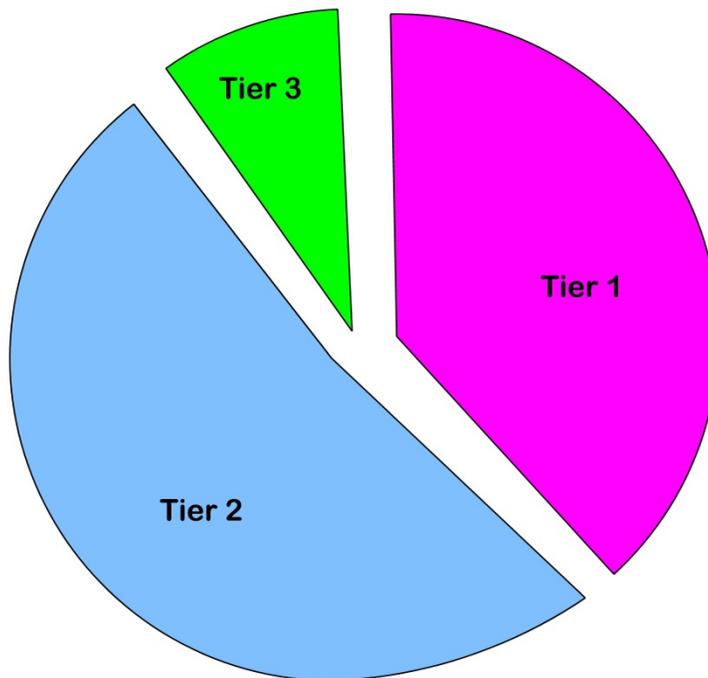
Tier 3	
55409	3%
55410	3%
55411	2%
55412	2%
55413	5%
55415	2%
55416	3%
55417	4%
55419	5%
55454	1%



HOURCAR 1,800 Member Distribution by Zip Code



HOURCAR 1,800 Member Distribution by Zip Code



HOURCAR

Tier 1	
55414	24%

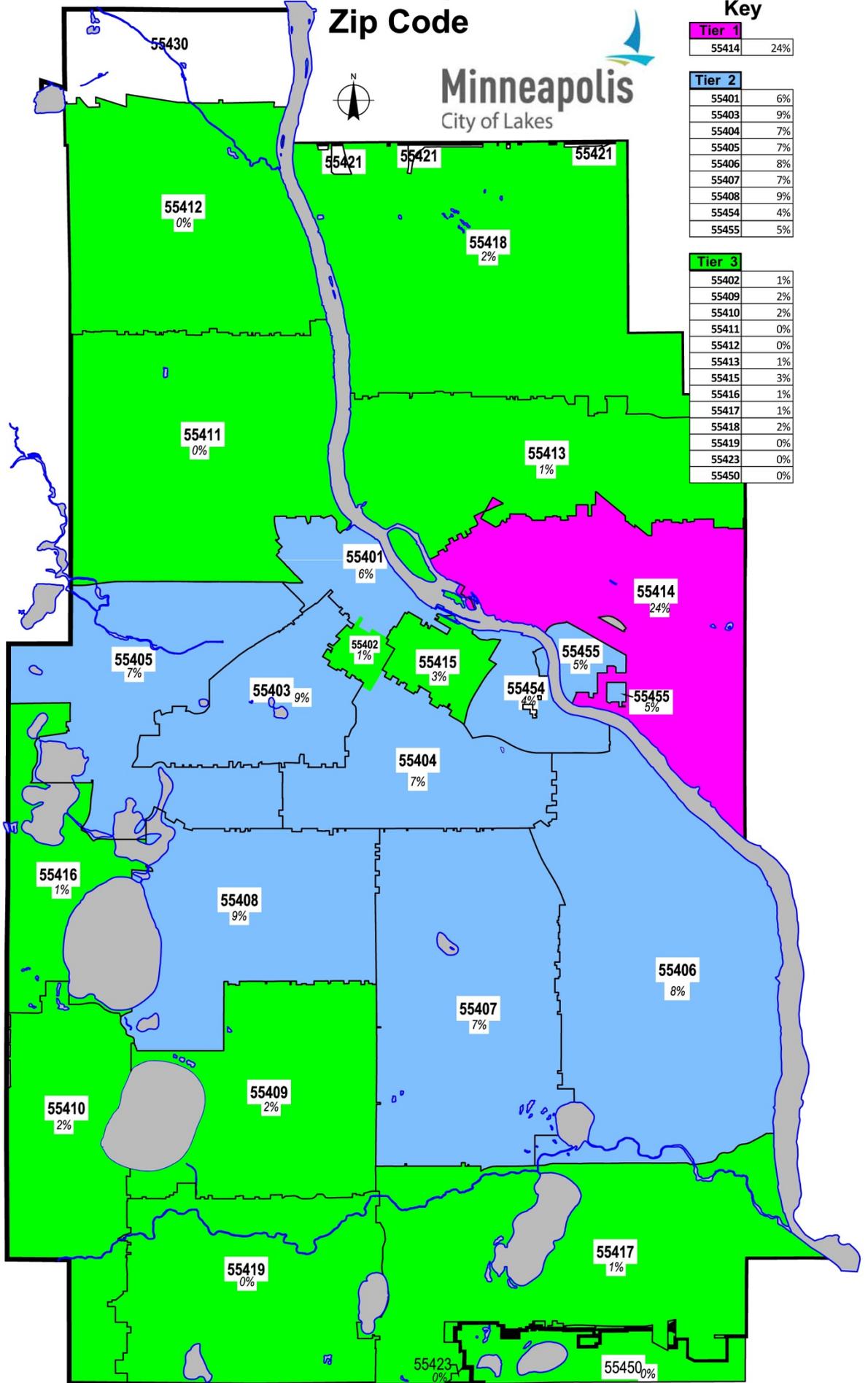
Tier 2	
55401	6%
55403	9%
55404	7%
55405	7%
55406	8%
55407	7%
55408	9%
55454	4%
55455	5%

Tier 3	
55402	1%
55409	2%
55410	2%
55411	0%
55412	0%
55413	1%
55415	3%
55416	1%
55417	1%
55418	2%
55419	0%
55423	0%
55450	0%

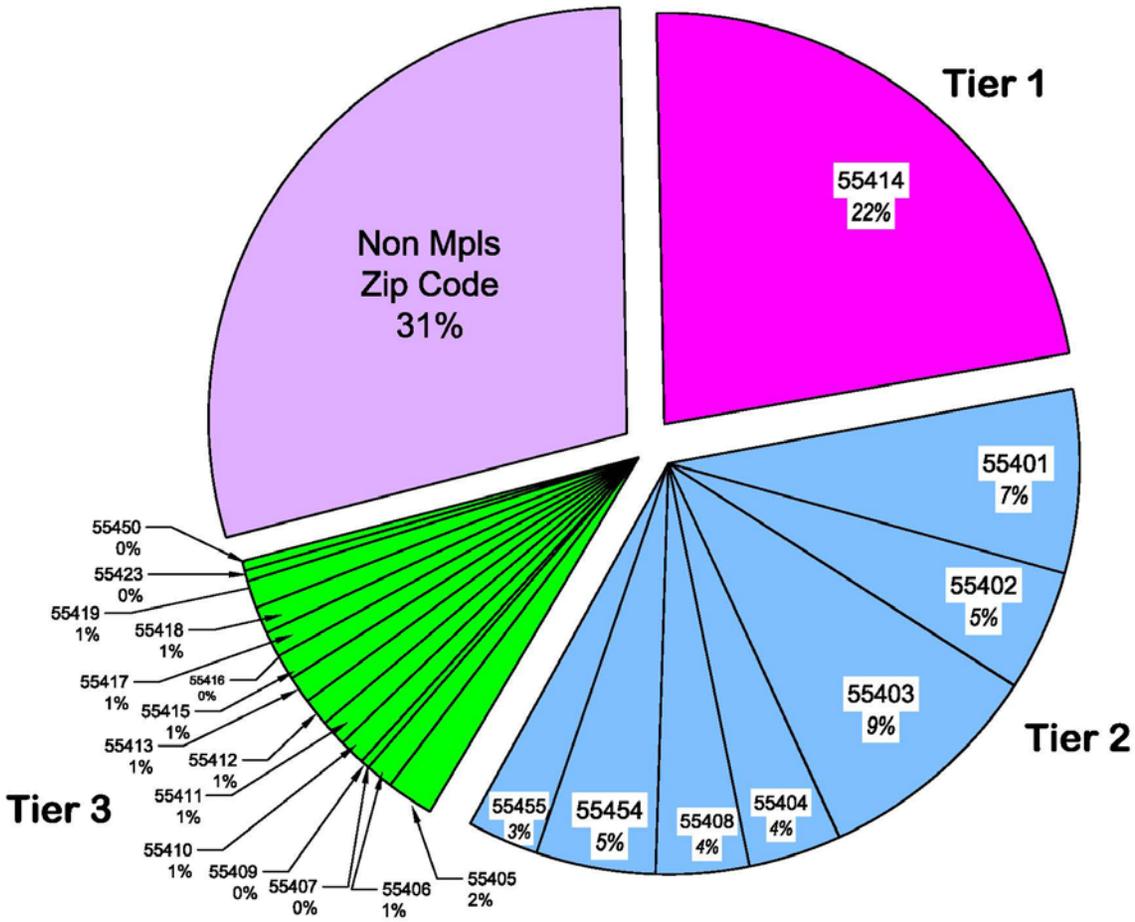
HOURCAR Membership Distribution by Zip Code

Zip Code

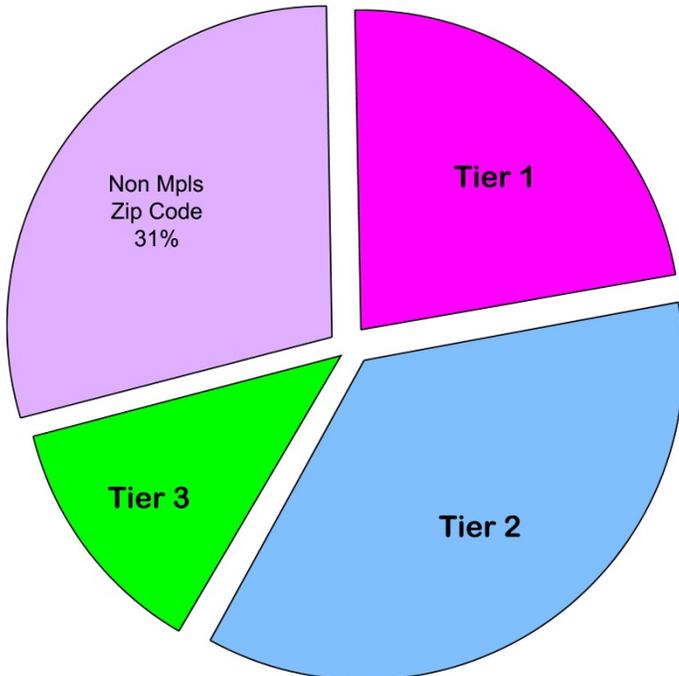
Key



Zipcar 1,380 Member Distribution by Zip Code



Zipcar 1,380 Member Distribution by Zip Code



Zipcar

Tier 1	
55414	22%

Tier 2	
55401	7%
55402	5%
55403	9%
55404	4%
55408	4%
55454	5%
55455	3%

Tier 3	
55405	2%
55406	1%
55407	0%
55409	0%
55410	1%
55411	1%
55412	1%
55413	1%
55415	1%
55416	0%
55417	1%
55418	1%
55419	1%
55423	0%
55450	0%

Zipcar Membership Distribution by Zip Code

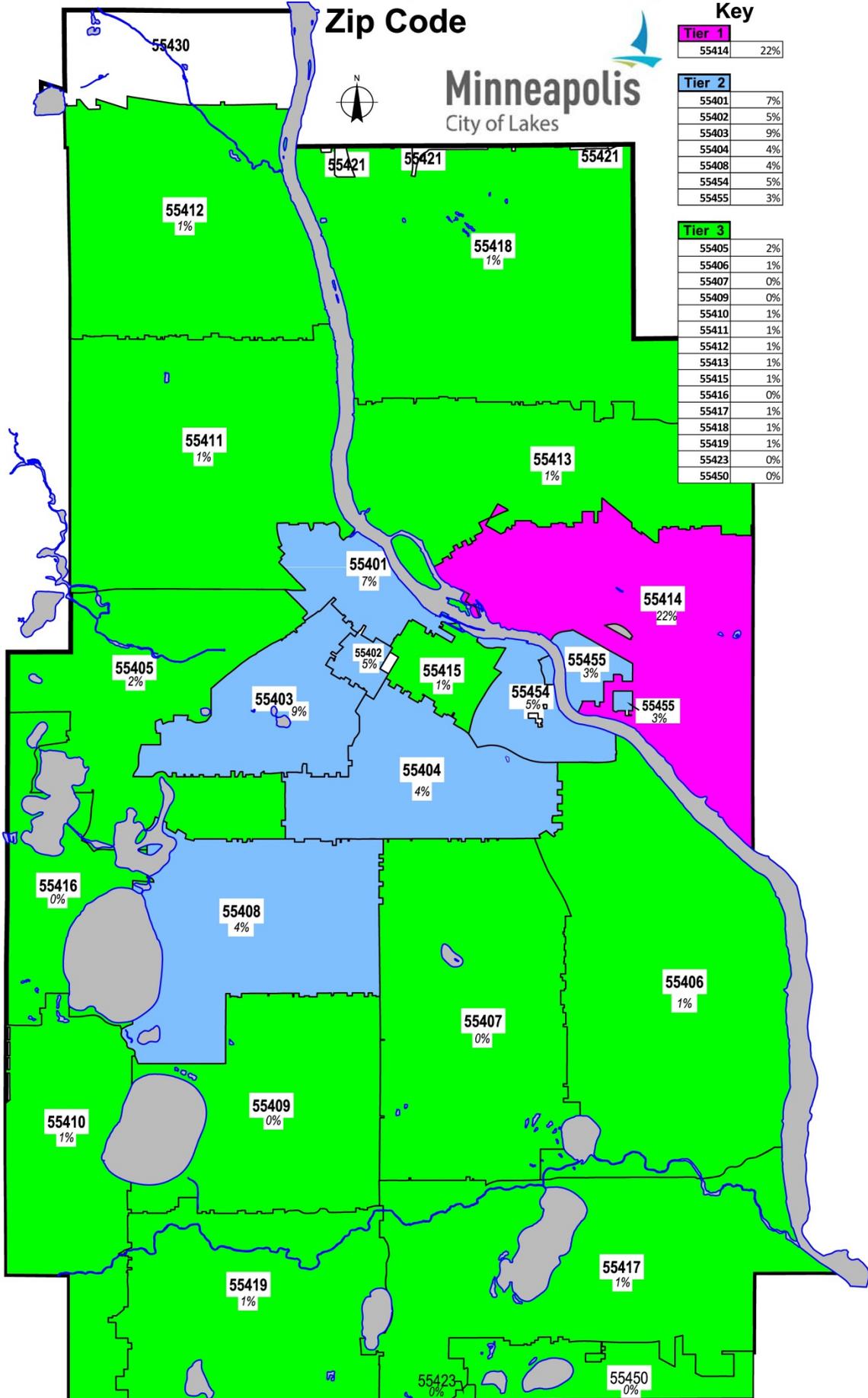
Minneapolis
City of Lakes

Key

Tier 1	
55414	22%

Tier 2	
55401	7%
55402	5%
55403	9%
55404	4%
55408	4%
55454	5%
55455	3%

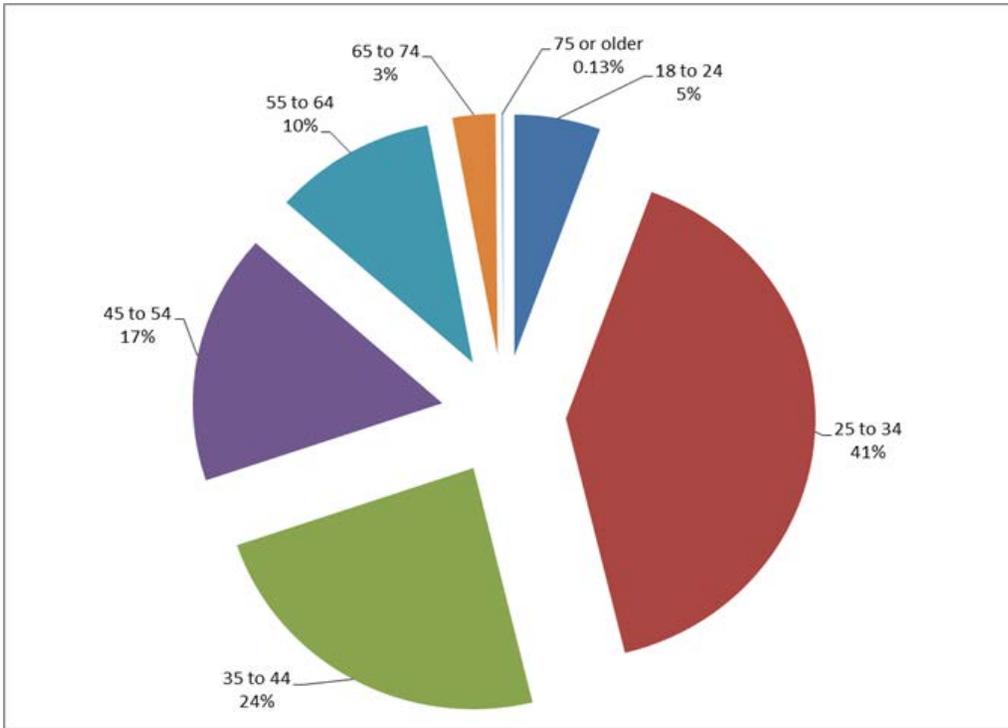
Tier 3	
55405	2%
55406	1%
55407	0%
55409	0%
55410	1%
55411	1%
55412	1%
55413	1%
55415	1%
55416	0%
55417	1%
55418	1%
55419	1%
55423	0%
55450	0%



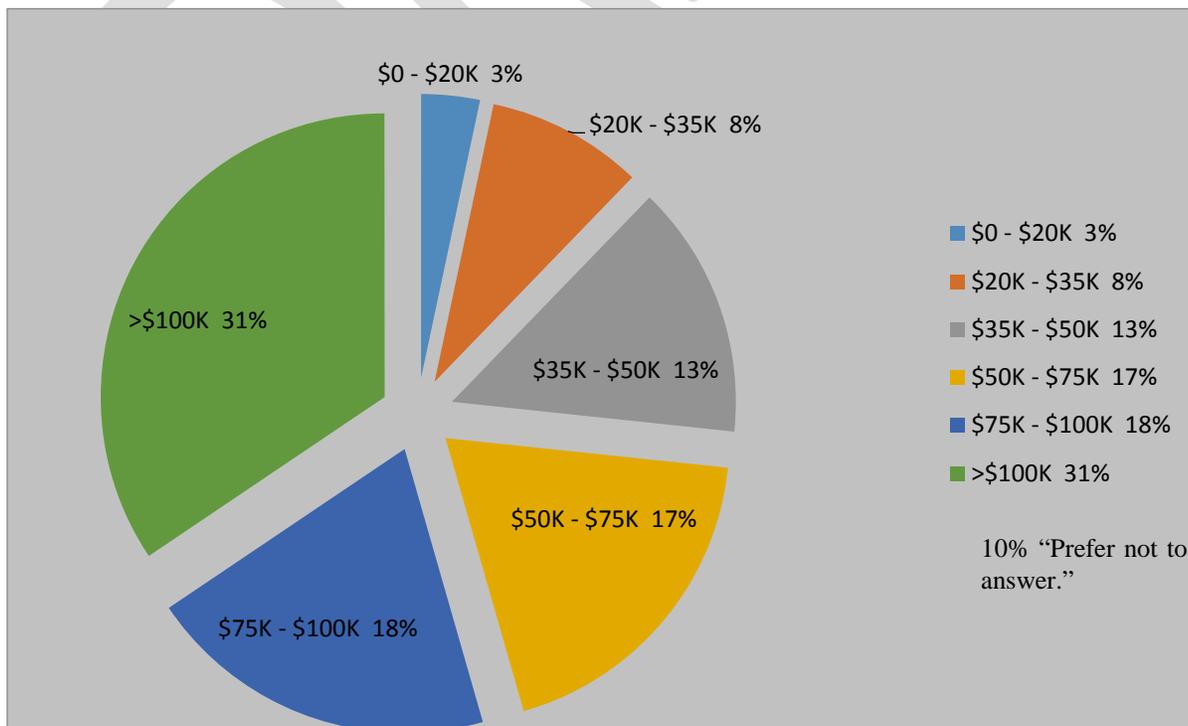
Gender Distribution from Survey Participants

- 45% of participants were women
- 55% of participants were men

Age Distribution from Survey Participants



Annual Incomes from Survey Participants



Behavioral Characteristics of Survey Participants

Method of transportation - Participants were asked to report the percentage of each of the methods of transportation listed in the tables below.

Car2go			
Method	Before Car Sharing	After Car Sharing	Key Changes
Public Transit (bus, LRT)	25%	25%	
Taxi	3%	2%	
Bicycle	18%	18%	
Personal Vehicle	41%	36%	-5%
Walking	12%	13%	
Other	1%	6%	+5%

HOURCAR			
Method	Before Car Sharing	After Car Sharing	Key Changes
Public Transit (bus, LRT)	39%	44%	+5%
Taxi	3%	2%	
Bicycle	19%	21%	
Personal Vehicle	19%	9%	-10%
Walking	19%	19%	
Other	1%	6%	+5%

Zipcar			
Method	Before Car Sharing	After Car Sharing	Key Changes
Public Transit (bus, LRT)	27%	34%	+7%
Taxi	6%	5%	
Bicycle	14%	16%	
Personal Vehicle	30%	16%	-15%
Walking	20%	23%	+3%
Other	3%	6%	+3%

Overall			
Method	Before Car Sharing	After Car Sharing	Key Changes
Public Transit (bus, LRT)	26%	26%	
Taxi	3%	2%	-1%
Bicycle	18%	18%	
Personal Vehicle	40%	34%	-6%
Walking	13%	14%	+1%
Other	1%	6%	+5%

Auto Ownership of Survey Participants

Personal Ownership:

Do you currently own a car?

	car2go	HOURCAR	Zipcar	Overall
No	30%	84%	70%	33%
Yes	70%	15%	27%	66%
No Answer	0%	<1%	<3%	<1%

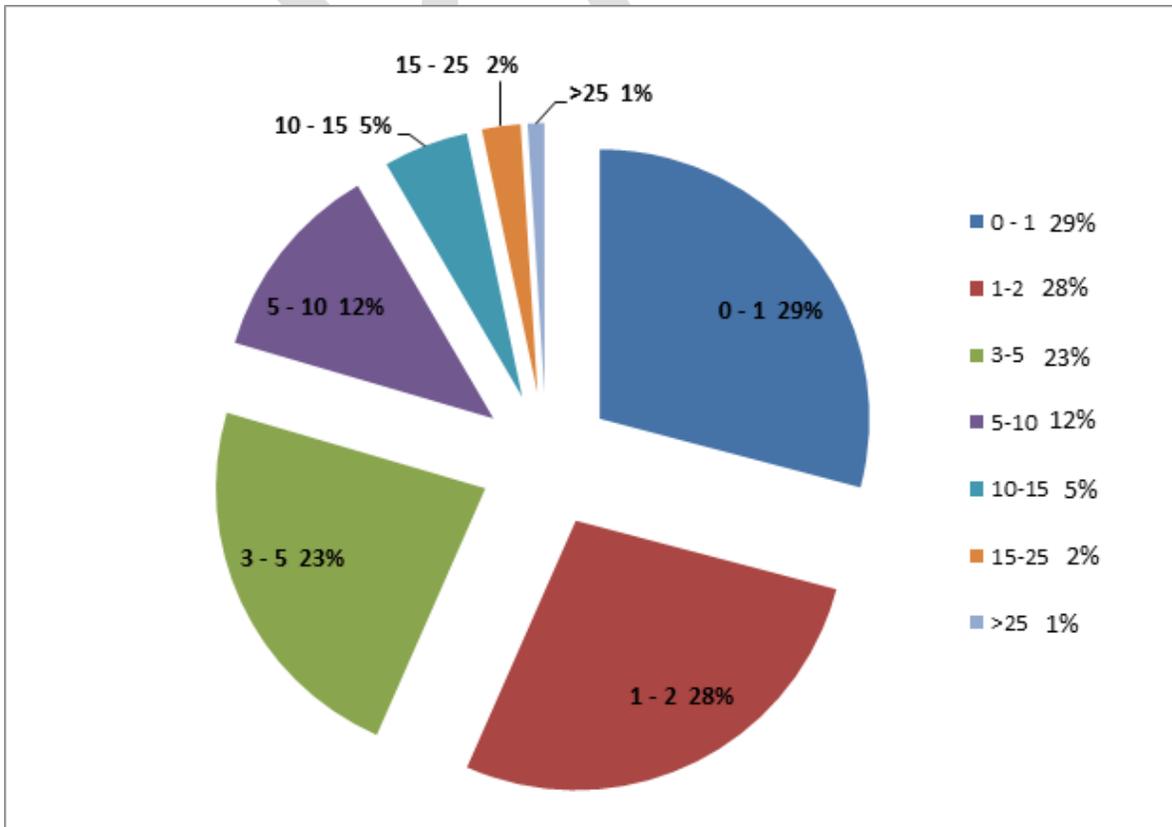
Household ownership:

Since becoming a car sharing member, have you considered reducing the number of personal cars that your household owns?

	1st Survey	2nd Survey
Yes	37%	38%
No	47%	46%
Don't own a car*	16%	16%

Trip Frequency of Survey Participants

How many times do you use car sharing per month?



Surveyed Customer Satisfaction with Car Sharing Membership

	car2go	HOURCAR	Zipcar
Very Unsatisfied	1%	0%	2%
Unsatisfied	2%	2%	6%
Neither Satisfied or Unsatisfied	4%	3%	2%
Somewhat Satisfied	35%	27%	37%
Very Satisfied	58%	68%	53%

Best Practices

Staff performed a best practices study of 16 different cities to review car sharing programs and permit and pricing structures.

Some general findings are:

- 15 of the 16 cities had established permit programs as opposed to negotiating individual contracts with CSO's.
- Pricing and complexity of programs vary widely and are continually changing. The information included herein was last verified in November, 2015.
- Most cities are charging additional fees for residential permit parking areas (CPA's).
- 5 of the 16 cities established limitations on the quantity of vehicles or spaces:
 - Arlington County, VA – 200 cars per CSO.
 - Austin, TX – 367 cars per CSO.
 - Calgary, AB Can -- Limited to 25% of all metered spaces (car2go has 500)
 - Denver – Originally limited Point-to-point CSO's to 250 cars with incentive to increase limits for CSO's who also serve "opportunity" areas. Denver has since lifted limits and mandates that CSO's must have at least two vehicles in each "opportunity" area. Round-trip CSO's are limited to 10 spaces within the Downtown area.
 - Seattle – 500 cars per CSO, 750 if service is Citywide.

16 Cities surveyed were:

Cities Surveyed

Arlington County, VA
 Aspen, CO (City-owned)
 Austin, TX
 Calgary AB, Can.
 Denver, CO
 Los Angeles, CA

Philadelphia, PA
 Portland, OR
 San Francisco, CA
 Seattle, WA
 St. Paul, MN

Sydney, NSW, Aust.
 Toronto, ON, Can.
 Vancouver, BC, Can.
 Victoria, BC, Can.
 Washington, DC

What Other Cities are Doing

Arlington County, VA (Washington, DC Area)

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point-to-point Floating) • Enterprise Car Share (Round-trip) • Zipcar (Round-trip) • Relay Rides (Peer-to-peer) • Getaround (Peer-to-peer)
Permit Costs	<ul style="list-style-type: none"> • \$1645.00 per year, per vehicle
CPA Costs	Details not available
Limits on Cars	200 cars per CSO
Other Notes	

Aspen, CO

Car Share Programs	<ul style="list-style-type: none"> • Car To Go (Round-trip) a city-owned operation, not associated with car2go
Permit Costs	<ul style="list-style-type: none"> • None (Membership is required) • Customer costs are \$10 per month for membership
CPA Costs	Not applicable
Limits on Cars	None
Other Notes	The City operates with nine car share vehicles.

Austin, TX

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point-to-point Floating) • Zipcar (Round-trip) • Getaround (Peer-to-peer)
Permit Costs	<ul style="list-style-type: none"> • Floating -- \$660 per year including meters • Round-trip – <ul style="list-style-type: none"> - Dedicated spaces : \$325 per month in downtown \$260 per month non-downtown - Non-dedicated spaces in non-metered areas are \$50 per month.
CPA Costs	\$75 per month -- \$900 per year
Limits on Cars	367 cars per CSO
Other Notes	The program allows City employees to use cars for City business at no additional cost to the City.

Calgary, AB Canada

Car Share Programs	<ul style="list-style-type: none"> • Calgary Carshare Coop (Round-trip) • car2go (Point-to-point)
Permit Costs	<ul style="list-style-type: none"> • \$750 per Point-to-point vehicle • \$500- \$1,000 for reserved spaces
CPA Costs	<ul style="list-style-type: none"> • \$450 per vehicle
Limits on Cars	Limited to 25% of all metered spaces (car2go has 500 cars)
Other Notes	Calgary Carshare Coop Program had run at a deficit for 2014 and 2015. As such, the program is being dissolved December, 2016.

Denver, CO

Car Share Programs	<ul style="list-style-type: none"> • eGo (Round-trip) • car2go (Point-to-point Floating) • Zipcar (Round-trip)
Permit Costs	<ul style="list-style-type: none"> • \$850 per year citywide permit • \$750 for Downtown if meter not displaced • 1/3 of adjacent meter revenue if meter displaced • \$500 per year unmetered areas • \$250 per year in “opportunity” areas
CPA Costs	Included in above rates
Limits on Cars	<ul style="list-style-type: none"> • Limited to 10 cars per CSO in Downtown on-street spaces • Citywide no maximum per CSO • 75% of a CSO fleet must be off-street to obtain dedicated on-street parking spaces
Other Notes	Offers additional on-street downtown spaces when CSO’s serve “opportunity” areas.

Los Angeles, CA (Pilot Program)

Car Share Programs	<ul style="list-style-type: none"> • Zipcar (Round-trip)
Permit Costs	<ul style="list-style-type: none"> • \$950 per year + meter revenue recovery + signage
CPA Costs	\$34 per year paid by customers. The fee is not paid by the CSO. Individual customers must display their own permits.
Limits on Cars	None. The City is currently considering a future city maximum of 240 cars per CSO.
Other Notes	An earlier effort to establish a car share pilot program failed due to lack of responses. In that program, the City set limits to 300 vehicles per CSO. The City successfully launched a new two-year pilot in September, 2015. The City is seeking a single CSO for on-street provision.

Minneapolis, MN (Pilot Program)

Car Share Programs	<ul style="list-style-type: none"> • Zipcar (Round-trip) • HOURCAR (Round-trip) • car2go (Point-to-point Floating)
Permit Costs	<ul style="list-style-type: none"> • \$100 per unmetered space (Round-trip) • 80% of potential revenue for metered spaces (Round-trip) • Meter Recovery Rate (Point-to-point) based on actual usage per meter
CPA Costs	\$12.50 per CPA, per vehicle
Limits on Cars	None
Other Notes	Information above pertains to the Pilot Program.

Philadelphia, PA

Car Share Programs	<ul style="list-style-type: none"> • Zipcar (Round-trip) • Enterprise (Round-trip) • Phillycarshare (Round-trip)– sold to Enterprise in 2011
Permit Costs	<ul style="list-style-type: none"> • No permits. • On-street dedicated spaces are charged \$150 per 20' of space.
CPA Costs	Included
Limits on Cars	None
Other Notes	Council members of residential block clubs (neighborhood associations) request cars in each neighborhood. Spaces are primarily located in residential areas with few metered blocks. Customers pay no meter fees.

Portland, OR

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point-to-point Floating) • Zipcar (Round-trip) • <u>Getaround</u>, (Peer-to-peer) • <u>Relay Rides</u> (Peer-to-peer) • <u>Wheelz</u>, (Peer-to-peer) • Uhaulcarshare (Round-trip)
Permit Costs	<ul style="list-style-type: none"> • \$50 + Meter fees + \$430 CPA's fee • \$300 installation and maintenance fee the first year.
CPA Costs	\$430 per vehicle
Limits on Cars	100 metered and 200 non-metered spaces, totalling 300 on-street spaces.
Other Notes	For metered spaces, the City identifies approximately 60 spaces throughout the city, and offers them at auction to any CSO. Minimum bid price are based on net meter revenue recovery, plus the \$50 permit fee, the residential permit parking fees, and any installation/maintenance fees.

San Francisco, CA

Car Share Programs	<ul style="list-style-type: none"> • City Carshare (Round-trip) • ZipCar (Round-trip) • Getaround (Peer-to-peer) • Drive Now (BMW)(Point-to-point Floating) (BMW discontinued San Francisco services November 2, 2015.)
Permit Costs	<ul style="list-style-type: none"> • Zone 1 – Downtown – \$225 • Zone 2 – Downtown Perimeter -- \$150 • Zone 3 – Furthest from Downtown -- \$50 • \$400 per space for signage.
CPA Costs	Varies by area
Limits on Cars	No time limits in CPAs, or at meters. Limited to 150 meter spaces
Other Notes	Each round-trip vehicle is assigned a space with pricing based on location. At least 15% of each CSO's fleet must be located in Zone 2 and 15% in Zone 3.

Seattle, WA

Car Share Programs	<ul style="list-style-type: none"> • RelayRides (Peer-to-peer) • car2go (Point-to-point Floating) • Zip car (Round Trip) • Drivenow (BMW) coming soon – currently undefined
Permit Costs	<ul style="list-style-type: none"> • \$1630 plus \$100 admin fee for “Floating” • \$930 for Designated space • \$3,000 if designated space is at metered spaces
CPA Costs	Included in permit price
Limits on Cars	500 cars. 750 if citywide service provided.
Other Notes	Limited to four CSO's in program

St. Paul, MN

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point-to-point Floating)
Permit Costs	\$400.00 + \$75 Service fee
CPA Costs	\$10 per year. The fee is included in the permit cost.
Limits on Cars	Minimum of 185 vehicles. CSO's may add up to 100 more with City approval.
Other Notes	Customers may park at meters (with durations of more than 30 minutes) at no cost.

Sydney, NSW, Australia

Car Share Programs	<ul style="list-style-type: none"> • Car Next Door (Peer-to-peer) • DriveMyCar (Peer-to-peer) • GoGet (Round-trip) • Flexicar (Round-trip) • GreenShareCar (Round-trip) • Hertz On Demand (Round-trip)
Permit Costs	<ul style="list-style-type: none"> • Actual charges for striping & signage of on-street spaces.
CPA Costs	None
Limits on Cars	None
Other Notes	<ul style="list-style-type: none"> • City has a target of 10% of the residents using car sharing by 2016. • The City provides parking spaces in City-owned ramps. • The City provides dedicated on-street space for authorized car share vehicles. • The quantity and location of on-street spaces are commensurate with membership levels in the City of Sydney. • The City requires developers of high-rise residences to include dedicated spaces for car share vehicles.

Toronto, ON, Canada

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point- to-point Floating) • Zipcar (Round trip) • Autoshare (bought by Enterprise in 2014) • Relay Rides (Peer-to-peer)
Permit Costs	<ul style="list-style-type: none"> • \$161.14 for a CVPA (carsharing vehicle parking area) • \$1380.10 T2* • \$4,727.66T3** • \$362.60 signage and pavement striping fee. <p>*T2 = a space that will eliminate or cause a reduction of the number of parking spaces in a designated residential parking area. **T3 = a space that will eliminate an existing parking space where parking is controlled by a parking machine/meter</p> <ul style="list-style-type: none"> • For an additional fee of \$53.71 per vehicle, CSO's may assign additional vehicles to dedicated spaces.
CPA Costs	\$761.48 valid for first car in each CPA ; \$53.71 for each additional car.
Limits on Cars	Limited to off-street locations. Depending on the location, 1-4% of the capacity for the location.
Other Notes	

Vancouver, BC Canada (Pilot Program)

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point-to-point Floating) • Zipcar (Round-trip) • Modo (Round-trip) • Evo (Point-to-point Floating)
Permit Costs	<ul style="list-style-type: none"> • \$200 per year plus • Maximum potential revenue of metered spaces
CPA Costs	Varies by location : \$71.30, \$52.64, \$35.65 or \$67.00 for all
Limits on Cars	
Other Notes	Permits do not include meters for which customers must pay when they park. Trips can not end at a meter.

Victoria, BC, Canada

Car Share Programs	<ul style="list-style-type: none"> • car2go (Point-to-point Floating) • Zipcar (Round-trip) • Modo (Round-trip) • Evo (Point-to-point Floating) • Relay Rides (Peer-to-peer)
Permit Costs	<ul style="list-style-type: none"> • \$2,000
CPA Costs	None
Limits on Cars	None – Businesses are self-regulating
Other Notes	City provides and installs signage at no cost. Signage is only in ramps, not on-street.

Washington, DC (See also Arlington, VA above)

Car Share Programs	<ul style="list-style-type: none"> • Zipcar (Round-trip) • Car2go (Point-to-point, Floating) • Enterprise Carshare (Round-trip)
Permit Costs	<ul style="list-style-type: none"> • \$2890 (includes meters) • Signs \$300 ea.
CPA Costs	Included in permit cost.
Limits on Cars	City staff evaluates each CSO's initial plan or subsequent request to increase vehicle quantities (case-by-case)
Other Notes	CSOs must agree to having up to seven cars located in low-income neighborhoods, as identified by DDOT, even if such locations are not desired or requested by the CSO.