



13-0192

November 7, 2014

Hon. Councilmembers Mike Bonin, Paul Koretz & Tom LaBonge  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

**RE: Support for expanding Mobility Options with Point-to-Point Car Sharing**

Dear Councilmembers Bonin, Koretz and LaBonge:

As the Director of Government & Public Affairs for the Los Angeles chapter of the American Institute of Architects (AIAILA), I am writing to encourage you to direct the Los Angeles Department of Transportation (LADOT) to add a **point-to-point scenario to their car-sharing pilot program**, as instructed by Council File 13-0192 (LaBonge, Koretz).

As a proven opportunity to expand mobility options citywide, car-sharing programs help enrich the lives of all by enabling more people to live a car-free and/or car-lite lifestyle and to optimize the benefits of our expansive regional transit system. For someone like myself that benefits extensively from our regional transit-system, there are indeed moments when an additional mobility option (beyond foot, bike, bus and rail) serves as an helpful extension to a safe and efficient journey.

As The City of Los Angeles works to implement a permit-based car-sharing program, City Council should direct LADOT to expand their focus beyond the traditional round-trip, fixed-base car-sharing model and integrate an option for a point-to-point car-sharing system – a system that is working well in cities such as San Diego, Austin, Redondo Beach, Seattle, Portland, Berlin and Washington, D.C. It's important that we integrate a variety of the various working models of car-sharing programs worldwide. This will open the market and provide greater ease of use, access and flexibility to a vast array of neighborhoods and essentially let the consumer decide which type of car-sharing program best complements their mobility needs.

After the two year pilot program, LADOT can evaluate all of the various car-sharing programs and identify the ones that are the most successful given the unique urban nature of the Los Angeles region, with an added-value emphasis on which programs serve the greater public to the widest extent. The pilot-program can also serve as a chance to identify potential improvements to the overall system, integrate best-practices and to mitigate any unforeseen consequences.

Fundamentally, as a car-free angeleño living in Downtown LA, the car-sharing program that resonates the most with many is a point-to-point system, for it lessens the burden of returning the car to its point of origin, which is essence may lessen the appeal and, thus the benefit, of this particular mobility-option. For the car-sharing pilot program to be inherently successful it must integrate a wide array of delivery models to ensure flexibility, progression and ease of use for all in an effort to expand mobility options for all.

Very truly yours,

Will Wright  
Director, Government & Public Affairs  
AIA Los Angeles



LOS ANGELES JUNIOR  
CHAMBER OF COMMERCE

October 22, 2014

The Honorable Mike Bonin  
Los Angeles City Council, District 11  
200 N. Spring Street, Room 475  
Los Angeles, California 90012

Cc: Ms. Seleta J. Reynolds  
General Manager  
Los Angeles Department of Transportation  
100 South Main Street, 10<sup>th</sup> floor  
Los Angeles, California 90012

**RE: Support for Car2Go**

Dear Councilman Mike Bonin:

The Los Angeles Junior Chamber of Commerce (LAJCC), a nonprofit established in 1924 dedicated to empowering young professionals through community engagement, professional enrichment, and leadership development, is writing to request your support for point to point carsharing providers like car2go, which offers a new and innovative approach to carsharing. Turning traditional round-trip carsharing on its head, car2go allows for easy one-way trips, helping to close the gaps around the "last mile" that plagues public transportation in Los Angeles and providing options and convenience to its members. Point to point carsharing allows people to confidently leave their cars at home, knowing that a convenient vehicle is available where they need it, when they need it. And unlike traditional carsharing, you don't have to bring car2go's cars back to where you got it – saving unnecessary vehicle miles traveled if you only need to make a one way trip. We believe point to point carsharing could offer a big boost to the LA economy and make it easier for Angelenos to get to their favorite shops and businesses.

The City of Los Angeles has been working to implement permit-based carsharing programs across the city to make it easier for Angelenos to get around LA. The City Council is currently considering a plan for a program that would allow carsharing services to operate here on a large scale – but the Department of Transportation is only focusing on traditional round trip, fixed base carsharing models. Point to point carsharing is working well in cities all over the globe, including San Diego, Seattle, Portland, Denver, Berlin and Washington, DC, just to name a few. Recently car2go's point to point program has expanded into the South Bay in cities like Redondo Beach, Hermosa Beach, and Torrance.

car2go and other carsharing services have proven that they help the local economy in cities with robust programs, making businesses more accessible, reducing congestion, and in some cases even lowering the numbers of privately-owned cars on the road. Carsharing also connects with our public transportation infrastructure to create a truly interconnected city. It is an innovative approach to our transit network that would finally make Los Angeles a world leader in the sharing economy – just what we need in LA right now.

It's crucial that as Los Angeles begins to implement a more robust carsharing program, it offers a range of options to Angeleno. In a city like ours, one size certainly does not fit all. Please support policies in the city's carsharing program that allow point to point carsharing providers like car2go to operate in Los Angeles.

Thank you,

Kwiri Yang  
Board President  
Los Angeles Junior Chamber of Commerce



October 24, 2014

Ms. Seleta J. Reynolds  
General Manager, Los Angeles Department of Transportation  
100 S. Main Street, 10th Floor  
Los Angeles, CA 90012

Dear Ms. Reynolds:

As the Downtown Renaissance continues and more residential, commercial, mixed use and hospitality projects are being built, Downtown's surface parking lots are being repurposed. We think this is a good development and have worked hard to increase density here. However, when this is combined with City policies reducing parking in new construction, there simply are not enough parking spaces for all the residents and visitors to Downtown to potentially use.

The obvious solution to this is to rely on alternate forms of transportation. The Central City Association of Los Angeles (CCA) supports a balanced approach to transportation options in Downtown and throughout the City. Autos, transit and bicycles along with walking are all integral parts of the transportation mix. CCA is on the record supporting a vast array of transit projects in and into Downtown and around the region and we are also working with LADOT to speed up a bike sharing program Downtown.

Many Downtown residents are already choosing not to own autos and this trend looks to increase. Yet there are times when some of these people may need a car on a short term basis for any number of reasons. Similarly, tourists at our hotels who do not have a car or anyone who commutes Downtown using mass transit may want one for a short point to point trip. And CCA believes that these people should have the option to access cars for short term use through a robust car sharing program.

In addition to flexibility and convenience, car sharing allows people to live in high density areas without a car and live in adaptive reuse buildings that don't provide parking; car sharing saves renters and condo owners money on a residential parking space; car sharing solves first/last-mile problems; car sharing takes cars off the road and decreases traffic congestion; and car sharing decreases carbon footprint.

The City's plan to allow ride sharing programs appears to have stalled. We support the conclusions in Councilmember Bonin's motion on this issue (CF #11-1376) and in Councilmember LaBonge's motion (CF # 13-0192). Therefore, CCA urges the City to move forward and adopt a new program for short-term car sharing system operations that includes point to point system providers. A car sharing program should also allow on-street parking where and when appropriate and should provide incentives for property owners to provide off-street parking for program operators in high density areas such as Downtown.

Sincerely,

Carol E. Schatz  
President & CEO

Cc: Councilmember Mike Bonin  
Councilmember Tom LaBonge  
Mr. Borja Leon, Office of Mayor Eric Garcetti



**Greater Los Angeles  
African American  
Chamber of Commerce** October 27, 2014  
501(C) 6

**Board Members**

Gene Hale, *Chairman*  
Angela Gibson, *President*  
Douglas L. Hall, *Secretary*  
Karim Zaman, *Parliamentarian*  
Lem Daniels, *Treasurer*

**Directors**

Timothy Coffey  
Clarence A. Daniels, Jr.  
Carl Dickerson  
Bettye Dixon  
Cynthia K. Gibson  
Walter Hill, Jr.  
Byron K. Reed  
Derek C. Smith

The Honorable Mike Bonin  
Los Angeles City Council, District 11  
200 North Spring Street, Room 475  
Los Angeles, California 90012

**RE: Support for car2go**

Dear Councilmember Bonin:

As the chairman of the Greater Los Angeles African American Chamber of Commerce (GLAAACC) here in Los Angeles, I am writing to request your support for point to point carsharing providers, like car2Go which offers a new and innovative approach to carsharing. Turning traditional round trip carsharing on its head, car2go allows for easy one-way trips, helping to close the gaps around the “last mile” that plagues public transportation in Los Angeles and providing options and convenience to its members. Point to point carsharing allows people to confidently leave their cars at home, knowing that a convenient vehicle is available where you need it, when you need it. And unlike traditional carsharing, you don’t have to bring it back to where you got it – saving unnecessary vehicle miles traveled if you only need to make a one way trip.


The City of Los Angeles has been working to implement permit-based carsharing programs across the city to make it easier for Angelenos to get around LA. The City Council is currently being asked to consider a plan for a program that would allow carsharing services to operate here on a large scale but the Department of Transportation is currently only focusing on traditional round trip, fixed base carsharing models. Point-to-point carsharing is working well in cities all over the globe, including San Diego, Seattle, Portland, Berlin and Washington, DC, just to name a few. Recently car2go’s point to point program has expanded into the South Bay in cities like Redondo Beach, Hermosa Beach, and Torrance.

car2go and other carsharing services have proven that they help the local economy in cities with robust programs, making businesses more accessible, reducing congestion, and in some cases even reducing the numbers of privately-owned cars on the road. Giving Angelenos more options to get where they need to go – shopping, the beach, downtown, school or work, carsharing also connects with our public transportation infrastructure to create a truly interconnected city. It is an innovative approach to our transit network that

would finally make Los Angeles a world leader in the sharing economy – just what we need in LA right now.

It's crucial that as Los Angeles begins to implement a more robust carsharing program that it offers a range of options to Angelenos – in a city like ours, one size definitely does not fit all. Please support policies in the city's carsharing program that allow point to point carsharing providers like car2go to operate in Los Angeles.

Thank you,

A handwritten signature in black ink that reads "Gene Hale". The signature is written in a cursive, slightly slanted style.

Gene Hale  
Chairman

cc: Seleta J. Reynolds, General Manager, LADOT



LOS ANGELES AREA  
CHAMBER OF COMMERCE

November 10, 2014

The Honorable Mike Bonin  
Los Angeles City Council, District 11  
200 North Spring Street, Room 475  
Los Angeles, California 90012

cc: Ms. Seleta J. Reynolds  
General Manager  
Los Angeles Department of Transportation  
100 South Main Street, Tenth floor  
Los Angeles, California 90012

**Re: Support for car2go**

Dear Councilmember Bonin:

On behalf of the Los Angeles Area Chamber of Commerce, and the over 1,650 businesses we represent, I am writing to request your support for including point to point models in the City of Los Angeles' upcoming revised approach to carsharing. Point to point allows for easy one-way trips, helping to close the gaps around the "last mile" that plagues public transportation in Los Angeles and providing options and convenience to Angelinos.

The City Council is currently considering a plan for a program that would allow carsharing services to operate here on a large scale – but the Department of Transportation is not currently considering point to point models and only focusing on traditional round trip, fixed base carsharing models. We believe all models must be given the opportunity for Angelinos to use, review and choose what works best in Los Angeles. Point to point carsharing is working well in cities all over the globe, including San Diego, Seattle, Portland, Denver, Berlin and Washington, DC, just to name a few.

It's crucial that as Los Angeles begins to implement a more robust carsharing program, it offers a range of options to its residents. In a city like ours, one size certainly does not fit all. Please support policies in the city's carsharing program that allow point to point car sharing providers. If you have any questions please contact Ruben Gonzalez at 213.580.7568 or [rgonzalez@lachamber.com](mailto:rgonzalez@lachamber.com).

Thank you,

A handwritten signature in cursive script that reads "Gary Toebben".

Gary Toebben  
President & CEO



*Southern California's Leading Transit Advocacy Group*

P.O. Box 567 \* San Fernando, CA 91341-0567

Voice: 818.362.7997 \* Fax: 818.364.2508

[www.transitcoalition.org](http://www.transitcoalition.org)

The Transit Coalition (a project of LACBC) is a nonprofit public charity exempt from federal income tax under Section 501(c)(3) of the Internal Revenue Code

07 November 2014

The Honorable Mike Bonin  
Councilmember, District 11  
City of Los Angeles  
200 N. Spring St. #475  
Los Angeles, CA 90012-2597

RE: Support for car2go

Dear Councilmember Bonin:

The Transit Coalition is requesting your support to address point to point carsharing providers like car2go, which offers a new and innovative approach to carsharing.

Turning traditional round-trip carsharing on its head, car2go allows for easy one-way trips, helping to close the gaps around the “last mile” that plagues public transportation in Los Angeles and provides options and convenience to carsharing members. Point to point carsharing allows people to confidently leave their cars at home, knowing that a convenient vehicle is available where they need it, when they need it.

And unlike traditional carsharing, you don't have to bring car2go's vehicles back to the pickup point— saving time and unnecessary vehicle miles traveled if you only need to make a one-way trip. We believe car2go can offer a choice to help create the seamless, comprehensive, robust and clean transportation system that Los Angeles needs.

The City of Los Angeles has been working to implement permit-based carsharing programs across the city to make it easier for Angelenos to get around. The City Council is currently considering a plan for a program that would allow carsharing services to operate here on a large scale – but the Department of Transportation is only focusing on traditional round-trip, fixed base carsharing models.

Point to point carsharing works well in cities worldwide, including Berlin, Portland, San Diego, Seattle, Denver and Washington, D.C. Car2go's point to point program has expanded into the South Bay, serving cities like Redondo Beach, Hermosa Beach and Torrance.

Car2go and other carsharing services have been shown to boost public transit ridership, reduce congestion, and in some cases even lower the numbers of privately-owned cars on the road. Point to point carsharing is a perfect fit for LA because it will help connect Angelenos to our sprawling public transportation infrastructure to create a truly interconnected city.

It is crucial that as Los Angeles begins to implement a more robust carsharing program, it offers a range of options to Angelenos. In a city like ours, one size certainly does not fit all. Please support policies in the city's carsharing program that allow point to point carsharing providers like car2go to operate in Los Angeles.

Sincerely,

**Bart Reed**  
Executive Director

cc: Seleta J. Reynolds



The Honorable Mike Bonin  
Los Angeles City Council  
200 North Spring Street, Room 475  
Los Angeles, California 90012

**SUBJECT: CF-13-0192 — SUPPORT for Point-to-Point Carsharing Providers in Multiple-Provider Carshare Permit Pilot Program**

Dear Councilmember Bonin:

The Valley Industry & Commerce Association urges the city to expand the proposed Multiple-Provider Carshare Permit Pilot Program to include point-to-point carsharing providers, such as car2go.

Point-to-point carsharing providers offer an innovative approach that will be attractive to Angelenos, and help close the “first mile, last mile” gaps that challenge transit riders. Unlike fixed-base carsharing models that are limited to designated parking spots, this model provides the option for expedient one-way trips by allowing users to conveniently pick up and drop off the vehicle anywhere they need. As such, users can confidently leave their cars at home – or forego car ownership entirely. By relieving the need to return the vehicle to its origin, the user can avoid unnecessary vehicle miles and are incentivized to opt for a multi-modal commute.

Further, this model provides the opportunity for vehicles to be better distributed throughout the city based on demand. This accessibility will extend the benefits of carsharing to a greater range of communities, including where robust, expedient transit options do not yet exist such as the San Fernando Valley.

These providers have proven successful in cities across the region, including San Diego, Seattle, Portland and Denver. Recently, car2go expanded locally into the South Bay in the cities of Redondo Beach, Hermosa Beach, and Torrance, where the model has shown great promise for our region.

Point-to-point carsharing will help to significantly reduce congestion and offer a major boost to the Los Angeles economy. As the city looks to implement a more robust carsharing program, a range of options is necessary to make the program attractive to residents. One size certainly does not fit all.

We look forward to the development of a flexible permit program that provides opportunities for pioneering models - such as point-to-point carsharing providers - that will help the program be successful into the future.

Sincerely,

Coby King  
Chair

Stuart Waldman  
President

CC: Mayor Eric Garcetti  
Council President Herb Wesson  
Members of the Los Angeles City Council Transportation Committee