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**Information Item 1
Transportation Standing Committee**

May 28, 2015

TO: Chair and Members of Transportation Standing Committee

Original Signed

SUBMITTED BY:

Jane Fraser, Director, Operations Support

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Bob Bjerke, Chief Planner and Director, Planning & Development

DATE: March 6, 2015

SUBJECT: Ideal Carsharing City – Follow-up

INFORMATION REPORT

ORIGIN

At the June 11, 2013 meeting of Halifax Regional Council (item 10.2.2) a motion was passed from a recommendation by the Transportation Standing Committee to direct staff to review a letter dated May 16, 2013 titled "Ideal Carshare City" and to produce a report dealing with the suggestions made in the letter.

LEGISLATIVE AUTHORITY

HRM Charter section 79 (1) states: "The Municipality may expend money required by the Municipality for

- (r) Salaries, remuneration and expenses of the Mayor, councillors, officers and employees of the Municipality;
- (z) acquisition of equipment, materials, vehicles, machinery, apparatus, implements and plant for a municipal purpose

BACKGROUND

At the February 25, 2014 meeting of Transportation Standing Committee, an information report was provided addressing several suggestions submitted in a letter to the Committee titled "Ideal Carshare City". One of the suggestions included in the letter was for carsharing to "become another option of mobility for HRM staff, Councillors, and the Mayor." The staff report indicated that HRM currently operates an internal program that makes vehicles available to employees for business related trips and that a re-evaluation of that program was currently underway. That re-evaluation is now complete.

DISCUSSION

In 2009, the Municipality began operating a program that made six SmartCars maintained by Corporate Fleet available to staff for local business-related trips at four HRM worksites (Duke Tower, Alderney Gate, Eric Spicer Building and 7071 Bayers Road). The “Ideal Carshare City” letter suggests that HRM should consider using the privately operated CarShareHFX instead. The purpose of providing a carshare alternative to staff, whether internally or through a third party, is to encourage more staff to commute to work in an environmentally sustainable manner (typically transit, active transportation or carpooling) even if they have a business trip on a particular day which requires the use of a vehicle.

Staff believes that continuing to provide vehicles internally through Corporate Fleet is appropriate as it provides good availability and positioning of vehicles for staff needs. The existing fleet of SmartCars has recently been retired and replaced with Dodge Calibers which are currently surplus to other fleet needs. One vehicle is located at each of the four current work sites where SmartCars been provided previously.

To conduct a comparative evaluation a sample usage profile was selected. That sample consisted of a six week log of staff trips originating from Duke Tower. The cost of providing a Dodge Caliber for those trips was compared to what the cost would have been for those same trips using rates offered by CarShareHFX to other corporate clients and to what would have been paid to the employee for using their own vehicle. Those results are shown below.

Staff Trip Option	Six Week Evaluation	Estimated Annualized Amount
Corporate Fleet (Dodge Calibers)	\$860	\$6,000
CarshareHFX	\$1,520	\$10,000
Paying mileage for personal vehicle	\$1,110	\$7,000

It is hard to make a full “apples-to-apples” comparison for these three travel options and the following considerations need to be understood:

- Previously two SmartCars were made available exclusively for HRM users at Duke Tower while only a single Dodge Caliber is now provided. It is likely that only a single vehicle will be positioned at or near Duke Tower by a carshare provider (none currently exist) with others possibly available as back-up elsewhere downtown. The carshare vehicles would not be reserved exclusively for HRM staff and so the availability of a vehicle will be lessened, or will require a walk of a few blocks to access the vehicle.
- Carshare providers typically set minimum driver age at 21 to 25 and require a certain number of years of driving experience, so there may be a few HRM employees not eligible to use that service. Specifically, CarshareHFX requires a minimum age of 21 and three years holding a driver’s license. Co-op and summer-term students, in particular, often require a vehicle for work-related trips and may not meet this eligibility requirement.
- When evaluating the idea of not allowing access to a corporately-provided vehicle and requiring an employee to provide their own vehicle, it should be recognized that not every HRM staff member is able to provide a vehicle for business-related travel, nor is that desirable from a transportation sustainability perspective. If no option was available, the likely alternative for many would be to take a taxi. The cost of using a taxi service for the modeled trips was not calculated due to insufficient detail on trip destination, but that cost is likely to be significantly higher than all three options reported on in the table above.

When HRM first began designing its program in 2007, there were no private sector carshare providers in Halifax and developing an internal program was the only option. In 2009, Carshare HFX launched its service with ten vehicles. By 2011 it had expanded to thirteen vehicles and today has twenty-four

vehicles positioned throughout the Regional Centre. According to the CarshareHFX website, Dalhousie University, the Capital Health Authority and some departments of the Provincial Government are currently corporate members. Enterprise Car Rental has indicated their intention to also enter into the carshare market, but to date do not appear to be providing such a service yet in the Halifax Region.

While private sector carshare may be an excellent option for businesses that do not operate their own vehicle fleets, HRM is already well-positioned to provide vehicles for a variety of workplace needs. The analysis conducted indicates that our cost to provide vehicles internally would cost less than obtaining the service from a private sector provider. A further benefit of continuing to provide the service internally is that our staff have exclusive access to vehicles and there is no age limitation on users and it promotes the efficient use of HRM's fleet. Some workplaces, such as the Eric Spicer Building and the two Halifax Transit Centres are located in areas where a private sector carshare provider would be unlikely to locate a vehicle as there would be few, or no other potential clients.

Nevertheless, staff believe there is value in exploring the potential for a private sector carshare to provide better value in terms of reducing the internal resources required to manage the program. We propose to initiate a pilot program at either Alderney Gate or Duke Tower/City Hall where private sector carshare service is already available.

HRM has been supportive of CarshareHFX in other ways, including allowing their subscribers access to annual transit passes (EPass) and providing parking.

FINANCIAL IMPLICATIONS

Modest cost improvements are expected from these changes to managing local business-related travel. However, specific future costs/savings will depend on the options selected by staff, going forward.

COMMUNITY ENGAGEMENT

There has been no community engagement related to this report.

ATTACHMENTS

There are no attachments.

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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