



Application

10358 - 2018 Transit Expansion

11000 - Twin Cities EV Community Mobility Network

Regional Solicitation - Transit and TDM Projects

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What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: DEPT OF PUBLIC WORKS-CITY HALL ANNEX
25 W 4TH ST #1500

* ST PAUL Minnesota 55101
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-9700
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name Twin Cities EV Community Mobility Network
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: St. Paul, Minneapolis
Jurisdictional Agency (If Different than the Applicant):

This project will create 70 mobility hubs in St. Paul and Minneapolis. Each mobility hub will have 4 Level 2 EVSE chargers for battery electric vehicles (BEVs). A subset of these hubs (up to 20) will also have Level 3 DCFC fast chargers, which will be community-facing and available for use by the public. The mobility hubs will support a fleet of 150 BEVs that will be purchased for this project.

Make-ready construction for the project will be undertaken by Xcel Energy. Make-ready service encompasses all electrical infrastructure up to the charging equipment used to power electric vehicles, including line extensions, transformer upgrades, conduit, cabling, cuts, trenching, and sidewalk restoration.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The City plans to contract with HOURCAR, our partner on the project, to operate the shared mobility fleet. HOURCAR is a St. Paul-based nonprofit carsharing company that currently operates in both St. Paul and Minneapolis, as well as serving as the exclusive carsharing provider for the University of Minnesota, Macalester College, St Katherine University, and Augsburg University.

We have estimated the length of the project by measuring the shortest driving distance between its farthest points: 500 State Street in St. Paul and 1900 West Broadway Avenue in Minneapolis, a total of 15 miles. Because our project is not fixed-route, this is a conservative estimate, given that users of the service are able to travel far beyond the service area.

This project is eligible for CMAQ funding under the provisions of the FAST Act and MAP-21. According

to federal guidance, Carsharing (#10) is an eligible activity. Portions of the project are also eligible under Alternative Fuels and Vehicles (#14), in particular the charging infrastructure and EVSE. This project meets the CMAQ requirement of reducing mobile source emissions. In addition to reducing VMT by providing flexible, shared-use vehicles that encourage multimodal transit, our project has the additional benefit of using zero-emission BEVs. This constitutes a substantial emissions reduction over and above the automated calculation in the proposal.

The automated VMT-based emission reduction does not account for another important benefit: BEVs have no local emissions. Our low-income and non-white populations are disproportionately exposed to higher levels of local air pollution due to proximity to corridors(1). This program will reduce emissions in precisely the neighborhoods where air quality improvements are most needed.

References:

(1) MPCA, Air Quality in Minnesota 2015 Report to the Legislature
www.leg.state.mn.us/docs/2015/mandated/150152.pdf

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Project Length (Miles)

to the nearest one-tenth of a mile

CMAQ: Carsharing; Alternative Fuels and Vehicles

15.0

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount \$6,677,000.00
Match Amount \$4,000,000.00
Minimum of 20% of project total
Project Total \$10,677,000.00
Match Percentage 37.46%

*Minimum of 20%
Compute the match percentage by dividing the match amount by the project total*

Source of Match Funds Xcel Energy

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2020, 2021

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Transit and TDM

County, City, or Lead Agency City of St. Paul

Zip Code where Majority of Work is Being Performed 55102

Total Transit Stops 70

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: 500 State St., St. Paul, MN 55017
(Intersection or Address)

To: 1900 W. Broadway Ave., Minneapolis, MN 55411
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date 04/01/2020

(Approximate) End Construction Date 04/01/2021

Primary Types of Work

Make-ready construction, installation of EVSE, installation of locking bike racks.

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal A: Transportation System Stewardship (2040 TPP 2.17)

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies: A2 and A3

Goal C: Access to Destinations (2040 TPP 2.14)

Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors. Increase transit ridership and the share of trips taken using transit, bicycling and walking. Improve multimodal

List the goals, objectives, strategies, and associated pages:

travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1, C3, C4, C11, C16, C17

Goal D: Competitive Economy (2040 TPP 2.38)

Objectives: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D1, D3, D4

Goal E: Healthy Environment (2040 TPP 2.42)

Objectives: Reduce transportation related air emissions. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategies: E2, E3, E4, E7

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

The Saint Paul 2030 Comprehensive Plan supports the application. The Plan, in Strategy 2.1, calls for creating true transportation choices for all residents, workers, and visitors, such as the proposed expansion of a sustainable transportation choice provided by the EV Community Mobility project. Additionally, the project will help residents connect better to transit and to supplement transit in order to allow for households to own fewer or no personal vehicles. The Plan also, in Strategy 2.6, calls for the improvement and extension of bus service to support Green Line stations. Though this project is not a bus service, it can effectively and creatively fill this role with its proposed expansion of transit service.

List the applicable documents and pages:

The draft 2040 Comprehensive Plan supports provision of electric vehicle charging infrastructure and prioritizes equity in selecting transportation projects, both features of this application.

Also, the application is supported by the City's commitment to reducing greenhouse gases (GHG), as formalized in a 2015 City Council resolution (RES 15-2093) reaffirming Mayoral commitments made through the U.S. Mayors' Climate Protection Agreement (2006) and the Compact of Mayors (2015) on the topic. The additional EV charging infrastructure will help Saint Paul reduce GHG not only by making it easier to use electric vehicles, but also by providing last-mile connections to transit and removing incentives to buy additional cars.

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Transit Expansion: \$500,000 to \$7,000,000

Transit Modernization: \$100,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$500,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes

10/07/2014

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

Check the box to indicate that the project meets this requirement. Yes

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

Check the box to indicate that the project meets this requirement. Yes

Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement. Yes

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement. Yes

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00

Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$70,000.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$7,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$77,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$4,000,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$1,500,000.00
Vehicles	\$4,500,000.00
Contingencies	\$600,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$10,600,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$10,677,000.00
Construction Cost Total	\$10,677,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	326792
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	77777

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

Please upload attachment in PDF form.

1531163412154_EV_Mobility_Population_and_Employment_Summary.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project

2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 21, 22, 23, 25, 27, 30, 39, 53, 54, 59, 61, 62, 63, 64, 65, 67, 68, 70, 71, 74, 75, 83, 84, 87, 94, 111, 113, 114, 118, 120, 121, 122, 129, 133, 134, 135, 141, 146, 156, 250, 252, 261, 262, 263, 264, 265, 270, 272, 275, 288, 294, 350, 351, 353, 355, 361, 364, 365, 375, 417, 452, 460, 464, 465, 467, 470, 472, 475, 476, 477, 478, 479, 480, 484, 489, 490, 491, 492, 493, 535, 552, 553, 554, 558, 578, 579, 587, 588, 589, 597, 600, 612, 643, 645, 652, 663, 664, 667, 668, 670, 671, 672, 673, 674, 677, 690, 692, 691, 695, 697, 698, 699, 721, 724, 742, 747, 755, 756, 758, 760, 761, 762, 763, 764, 765, 766, 767, 768, 772, 774, 776, 777, 780, 781, 782, 783, 785, 789, 790, 793, 795, 824, 825, 850, 852, 854, 860, 865, 887, 888-Northstar Commuter Rail, 901-METRO Blue Line, 902-METRO Green Line

Planned Transitways directly connected to the project (mode and alignment determined and identified in the 2040 TPP)

I-35W BRT (METRO Orange Line Extension), Southwest LRT (METRO Green Line Extension), Central Avenue Arterial BRT, Nicollet Avenue Arterial BRT, West Broadway Avenue BRT, Robert Street BRT, Chicago Ave BRT, East 7th Street BRT, Gateway BRT (METRO Gold Line)

Upload Map

Please upload attachment in PDF form.

1531167120857_EV_Mobility_Transit_Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

7522.0

A Measure: Usage

Service Type

New Annual Ridership
(Integer Only)

328500

We assume all trips on the new service line to be new transit trips, for the reasons articulated below:

The proposed new community mobility network meets the definition of transit. As with "traditional" transit, it is shared use, open to all who pay or otherwise qualify, and complements existing transit but does not rely on it. The proposed network will also produce the same beneficial effects as transit; as noted in a study on the effects of one-way carsharing(1), users of such services:

- Reduce auto ownership: each vehicle suppresses 7-11 private vehicle purchases.

- Reduce vehicle miles traveled: VMT falls by 6% to 16% per household.

- Reduce vehicle emissions: emissions fall by 4% to 18% per household.

Assumptions Used:

These results are conservative compared to other studies. A broader review of impacts(2) found that each shared-use vehicle put into service replaces 9-13 privately owned vehicles, and that household VMT for uses of such services falls by 27-43%.

An important difference between free-floating carsharing and the mobility network we propose is that our vehicles will be associated with charging stations in a dense grid. Users will know the location of a mobility hub near their home or office, an important determinant of whether a household will shed a private car in response to carsharing, or not buy one. Research shows that for households with a fixed carshare location within a half mile of their home:

- The probability of owning at least one vehicle drops by 20%.
- Each additional location within a half mile of a member's home lowers his or her likelihood of owning a vehicle by 4 percent to 6.5 percent.(3)

Finally, the research shows that nationally, more carshare users increase their transit use than decrease it. A 2016 survey of HOURCAR users confirms this finding locally: of 705 members surveyed, 397 (56%) reported that their use of public transit was about the same as before they joined HOURCAR, and 200 (28%) reported using transit more often. Only 97 (14%) responded that their use of transit was less, and 11 (2%) reported that they never used transit.

References:

- (1) Martin and Shaheen. "The Impacts of Car2go on Vehicle Ownership, Modal Shift, Vehicle Miles Traveled, and Greenhouse Gas Emissions: An Analysis of Five North American Cities." 2016. Transportation Sustainability Research Center, UC Berkeley
- (2) Shaheen and Chan, "Mobility and the Sharing Economy: Impacts Synopsis," 2015, Transportation Sustainability Research Center, UC Berkeley.
- (3) Cervero, Golub, and Nee, "San Francisco City CarShare: Longer-Term Travel-Demand and Car Ownership Impacts," Institute of Urban and Regional Development, UC Berkeley, 2006.

As the methodology templates provided do not fit this mode, we developed the following methodology. As inputs, we rely on:

1. Two years of trip data for HOURCAR's 60-vehicle fleet, which uses a round-trip ("return to base") model. On average, this service had 1.86 round trips per vehicle per day (pvpd), with each trip averaging 25.8 miles. Each of these round trips represents two one-way trips, for a baseline of 3.72 one-way trips pvpd, with each one-way trip averaging 12.9 miles. Given the restrictive nature of HOURCAR's current round-trip service model, we anticipate an increase in trips over this baseline by implementing a one-way service.

2. Publicly available data for Autolib, an all-electric carsharing program in Paris, France that has been operating for seven years. Autolib operates a fleet of 3,900 vehicles which can be used for either one-way or two-way trips. Autolib averages 12,700 trips per day, or 3.25 trips pvpd. An unknown number of these trips are two-way trips, but a conservative estimate of 25% yields an average of 4.07 one-way trips pvpd.

3. Other data uncovered in a landscape survey of one-way carsharing providers, including nonpublic data for car2go, ReachNow, and Communauto (Montreal, Canada). Communauto, a large provider of round trip carsharing, launched a one-way service in 2013. In the third year of the service, the one-way service averaged 4.2 trips pvpd. Since Communauto maintained its two-way service in parallel with the one-way service, we assume practically all these trips are one-way trips (although there is some overflow from the two-way to the one-way service during peak usage on evenings and weekends).

Based on this data, we conservatively estimate 4

Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated

one-way trips pvpd in the third year of the service.

We also estimate 1.5 occupants per vehicle per trip, based on research from the Texas A&M Transportation Institute.(1) This research is based on the 2009 National Household Travel Survey, using a weighted average from a custom tabulation created from the 2009 NHTS dataset. This data considers all the use cases that a carsharing service would be expected to address.

We therefore estimate 6 (4 x 1.5) rides pvpd in the third year of the service.

Based on a fleet of 150 vehicles, we estimate 328,500 rides in the third year of the service: 4 trips pvpd x 1.5 occupants x 150 vehicles x 365 days = 328,500.

(1) P. Lasley, PhD, "Change in Vehicle Occupancy Used in Mobility Monitoring Efforts," Texas A&M Transportation Institute, August 2017.
<https://static.tti.tamu.edu/tti.tamu.edu/documents/TI-2017-9.pdf>

*(Limit 2,800 characters;
approximately 400 words)*

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): Yes

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The City will work with HOURCAR, our partner on this project, to engage affected communities, gather feedback, and create specific recommendations for increasing access in low-income and disadvantaged communities. HOURCAR already has experience delivering carsharing services in such communities through its "Increased Access Hub" program. HOURCAR currently operates Increased Access carsharing hubs in the Hamline and Frogtown neighborhoods of St. Paul and the Phillips neighborhood of Minneapolis (all ACP50); these hubs feature rates that are 30% below the regular rate structure. HOURCAR has already begun a series of stakeholder conversations with Community-Based Organizations (CBOs) in low-income neighborhoods potentially impacted by the project, including Frogtown Neighborhood Association, LISC, PPL, Aeon, Hope Community, and Appetite for Change. We will expand this process in the buildup to the project by convening a steering committee comprised of representatives from CBOs in disadvantaged communities impacted by the project. The steering committee will make recommendations about increasing access and eliminating barriers that might be encountered by low-income individuals and people of color. We anticipate recommendations might include a qualified low-income rate structure, access for the unbanked, and access for people without smart phones or internet access.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Our project creates substantial benefits for disadvantaged populations, especially low-income individuals and people of color. We base our analysis of the project's benefits in part on the 2017 Shared-Use Mobility Center's Twin Cities Action Plan. The plan recommends using CMAQ funding to expand and stabilize one-way carsharing in the region, with a focus on access for disadvantaged communities.

The proposed service territory includes ACP50 communities such as Frogtown, Dayton's Bluff, South of Maryland, and Riverview in St. Paul, as well as Phillips, Powderhorn, and North Minneapolis. As the accompanying maps demonstrate, substantial portions of the service area are low-income, predominantly non-white, and comprised of renters rather than owners; this is by design. Among the primary benefits of the project is access to the flexibility afforded by a car for people who cannot afford to own a car. Additional benefits include:

Response:

1. A faster and more efficient "last-mile" connection to major transitways (LRT, BRT) for people who live outside the walkshed of those options, including many who cannot afford to own a vehicle.

2. Local research demonstrates that many low-income individuals encounter a "spatial mismatch," in which jobs for which they might otherwise qualify take too long to access via public transit(1). Our project will make more jobs accessible for low-income individuals and people of color.

3. Many low-income workers have jobs that require them to arrive or depart in the late evening or early

morning hours, when some bus and LRT lines operate infrequently. Our 24-hour service provides these workers with a flexible transit option during these "night-owl" periods.

4. Our network will make it easier to drop young children off at childcare or school compared to fixed-route transit, facilitating access to employment.

5. This investment will provide an equitable distribution of publicly-accessible EVSE charging infrastructure in disadvantaged neighborhoods, supporting EV ownership. As consumer preferences trend away from ownership towards access to transportation, these station may also serve other economic activities, such as charging locations for taxis and ride-hailing drivers.

6. Access to destinations outside the metro area. In a forum conducted in Frogtown in 2017, residents noted limited ability to travel outside the metro area to visit state parks or family and friends in other cities. Users of the proposed service will have the ability to reserve a vehicle for multiple days and travel to other cities and states.

References:

(1) Fan, Guthrie and Das, "Spatial and Skills Mismatch of Unemployment and Job Vacancies: Opportunities for Integrated Transit Planning and Workforce Development," 2016. CTS, University of Minnesota.

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

We anticipate this project will create some minor and temporary nuisances during the construction phase, specifically the make ready and installation of the charging infrastructure. Depending on the location, this may involve noise and dust associated with concrete cuts and trenching, as well as temporary sidewalk and/or lane closures for concrete pouring and finishing. We anticipate each of the proposed mobility hubs will require 5-10 days to construct, so the negative externalities will be temporary.

Also to the extent that on-street locations are selected for mobility hubs, there may be some decrease in the number of public parking spaces. Our project mitigates this effect by its very nature, in that people who use carsharing services are less likely to own a car. Studies have demonstrated that every carsharing vehicle put into service takes 9-13 personally-owned vehicles off the road (1), and that these effects are localized: fixed carsharing hubs substantially decrease vehicle ownership within a half-mile radius (2). We anticipate that our project will therefore reduce the parking burden in the neighborhoods where they are located.

Response:

References:

(1) Shaheen and Chan, "Mobility and the Sharing Economy: Impacts Synopsis," 2015, Transportation Sustainability Research Center, UC Berkeley.

(2) Cervero, Golub, and Nee, "San Francisco City CarShare: Longer-Term Travel-Demand and Car Ownership Impacts," Institute of Urban and Regional Development, UC Berkeley, 2006.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531168179982_EV_Mobility_Socioeconomic_Conditions.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Minneapolis	35.0	0.5	100.0	50.0
St. Paul	35.0	0.5	100.0	50.0
				100

Total Transit Stops

Total Transit Stops 70.0

Affordable Housing Scoring

Total Housing Score 100.0

Affordable Housing Scoring

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	900
Distance from Terminal to Terminal (Miles)	15.0
VMT Reduction	13500.0
CO Reduced	32265.0
NOx Reduced	2160.0
CO2e Reduced	4949100.0
PM2.5 Reduced	67.5
VOCs Reduced	405.0
Total Emissions Reduced	4983998.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

This project is by design a multimodal connector. A true multimodal system improves choice, efficiency, flexibility, and convenience for users. Multimodal means both that users may choose among modes for different trips, and that modes may be combined during a single trip or chain of trips. The proposed EV community mobility network would improve both kinds of multimodality. When carsharing is available, people integrate it into a multimodal way of life. A 2016 study(1) found that carshare members walk more frequently than the average population. An earlier but much broader study of carsharing across North America found that "more people increased their overall public transit and non-motorized modal use after joining carsharing than decreased it."(2). The literature concludes that making shared vehicles available leads to vehicle shedding, substantial reductions in total auto use, and overall increases in other modes. Conversely, when carsharing is not available, households hold on to cars or seek to add them, reducing both public transit and non-motorized use.

Specific bicycle and pedestrian elements of the project include:

1. As the project map demonstrates, our project connects to numerous transit stops easily accessible by bike, and to multiple transit stops with safe and comfortable areas for peds to walk and wait (especially along the Green and Blue Lines).
2. The mobility hubs will be conveniently accessible by both biking and walking. To maximize bicycle and pedestrian access, we developed our hub map around a .6 mile grid. At most points within the grid, a hub is located within .3 miles (5 minutes walk/2 minutes ride).

3. Hubs will be safely accessible for bikers and peds. Hubs will be located either on-street at curbside, or off-street in a publicly accessible area near a major street. Peds and bikers can choose an EV when other options may not be safe or accessible.

4. To maximize bicycle access, each hub will feature additional bike rack infrastructure, to be coordinated with city-permitted bikesharing operators.

5. The infrastructure buildout creates the basis for a city-permitted system of electric bikes and scooters. No additional upgrades will be required to install low-power charging stations at these hubs. Once the initial project is complete, we anticipate working with community partners to turn these hubs into true multimodal stations.

References:

(1) Martin and Shaheen. "The Impacts of Car2go on Vehicle Ownership, Modal Shift, Vehicle Miles Traveled, and Greenhouse Gas Emissions: An Analysis of Five North American Cities." 2016. TSRC, UC Berkeley

(2) Ibid., "The Impact of Carsharing on Public Transit and Non-Motorized Travel: An Exploration of North American Carsharing Survey Data," 2011, TSRC, UC Berkeley.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

Yes

0%

Anticipated date or date of completion

04/01/2020

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

Yes

0%

Anticipated date or date of acquisition

04/01/2020

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure: Cost Effectiveness

Total Annual Operating Cost:

\$0.00

Total Annual Capital Cost of Project

\$1,333,375.00

Total Annual Project Cost

\$1,333,375.00

We will use federal funds to purchase electric vehicles (150 vehicles x \$30K = \$4.5M) and Level 2 EVSE charging stations (under "Transit Systems," 300 EVSE x \$5K=\$1.5M), as well as bike racks for the stations (70 racks at \$1K each installed). We are also including a 10% contingency for both the transit and bicycle elements. Xcel Energy will provide make-ready at the mobility hub sites (under "Stations, Stops, and Terminals," \$4M). We base the project length on the useful life of the EVSE: 8 years. The useful life of the electric vehicles is 80K miles per industry standard, which equals roughly 5 years of use assuming a ramp-up in initial usage the first 2 years. We will use the residual value of the vehicles and operational revenues to secure vehicle leases for the remainder of the project. There will be no operating cost to the City, as the service will be operated by our nonprofit partner HOURCAR.

Assumption Used:

We also intend to provide publicly accessible Level 3 DCFC charging at up to 20 of the mobility hubs. The make-ready costs for these fast-charging stations is included in the \$4 million provided by Xcel. We intend to issue an RFP to select an outside contractor to provide the DCFC EVSE and operate the charging stations.

The total annual capital cost is \$1,333,375 (\$10,677,000 / 8 years).

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Commitment_Letters_Merged.pdf	Required letters of commitment from HOURCAR (operator) and Xcel Energy (providing non-federal match)	1.5 MB
EV_Mobility_Summary.pdf	One-page project summary	162 KB
Existing Conditions (Macalester HOURCAR Hub).pdf	This photo shows the existing HOURCAR hub at Macalester College, 1647 Grand Ave, St Paul, MN 55105. The hub is located off-street, near a major intersection (Snelling and Grand) with BRT access, and has four vehicle spaces.	2.5 MB
Met_Council_Maps_Merged.pdf	Maps generated through the Met Council Make-A-Map tool.	21.8 MB
Project_Maps_Merged.pdf	Project map including proposed service area and mobility hub locations. Supplementary maps showing demographic and other information. Terminal map showing distance from furthest point to furthest point.	16.4 MB
Support_Letters_Merged.pdf	Letters of support for the project from the City of Minneapolis, Metro Transit, Shared-Use Mobility Center, Move Minnesota, and Move Minneapolis.	2.6 MB

Transit Connections

Transit Expansion Project: Hourcar | Map ID: 1530864011156

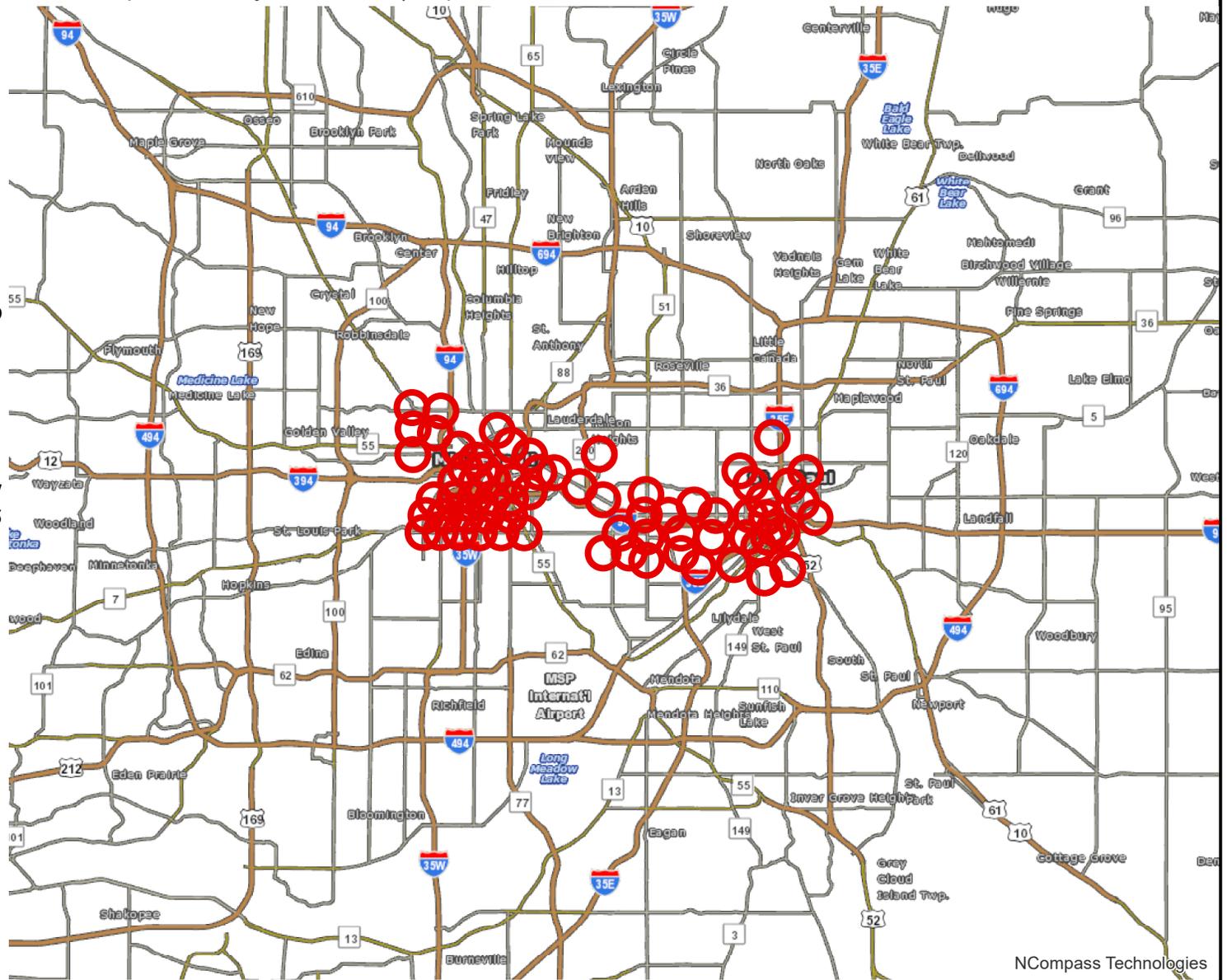
Results

Transit with a Direct Connection to project:

- 10 11 111 113 114 118 12 120 121 122 129
- 133 134 135 14 141 146 156 16 17 18 19
- 2 20 21 22 23 25 250 252 261 262 263
- 264 265 27 270 272 275 288 294 3 30 350
- 351 353 355 361 364 365 375 39 4 417 452
- 460 464 465 467 470 472 475 476 477 478 479
- 480 484 489 490 491 492 493 5 53 535 54
- 552 553 554 558 578 579 587 588 589 59 597
- 6 600 61 612 62 63 64 643 645 65 652
- 663 664 667 668 67 670 671 672 673 674 677
- 68 690 691 692 695 697 698 699 7 70 71
- 721 724 74 742 747 75 755 756 758 760 761
- 762 763 764 765 766 767 768 772 774 776 777
- 780 781 782 783 785 789 790 793 795 824 825
- 83 84 850 852 854 860 865 87 887 888 9
- 901 902 921 94

- *Chicago-Fremont
- *West Broadway
- *Green Line Extension
- *Orange Line
- *East 7th
- *Robert
- *Nicollet
- *Orange Line
- *Hennepin
- *Central
- *Lake
- *C Line
- *Gold Line
- *Gold Line

**indicates Planned Alignments*



NCompass Technologies

 Project Points

 Project



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LandscapeRSA3



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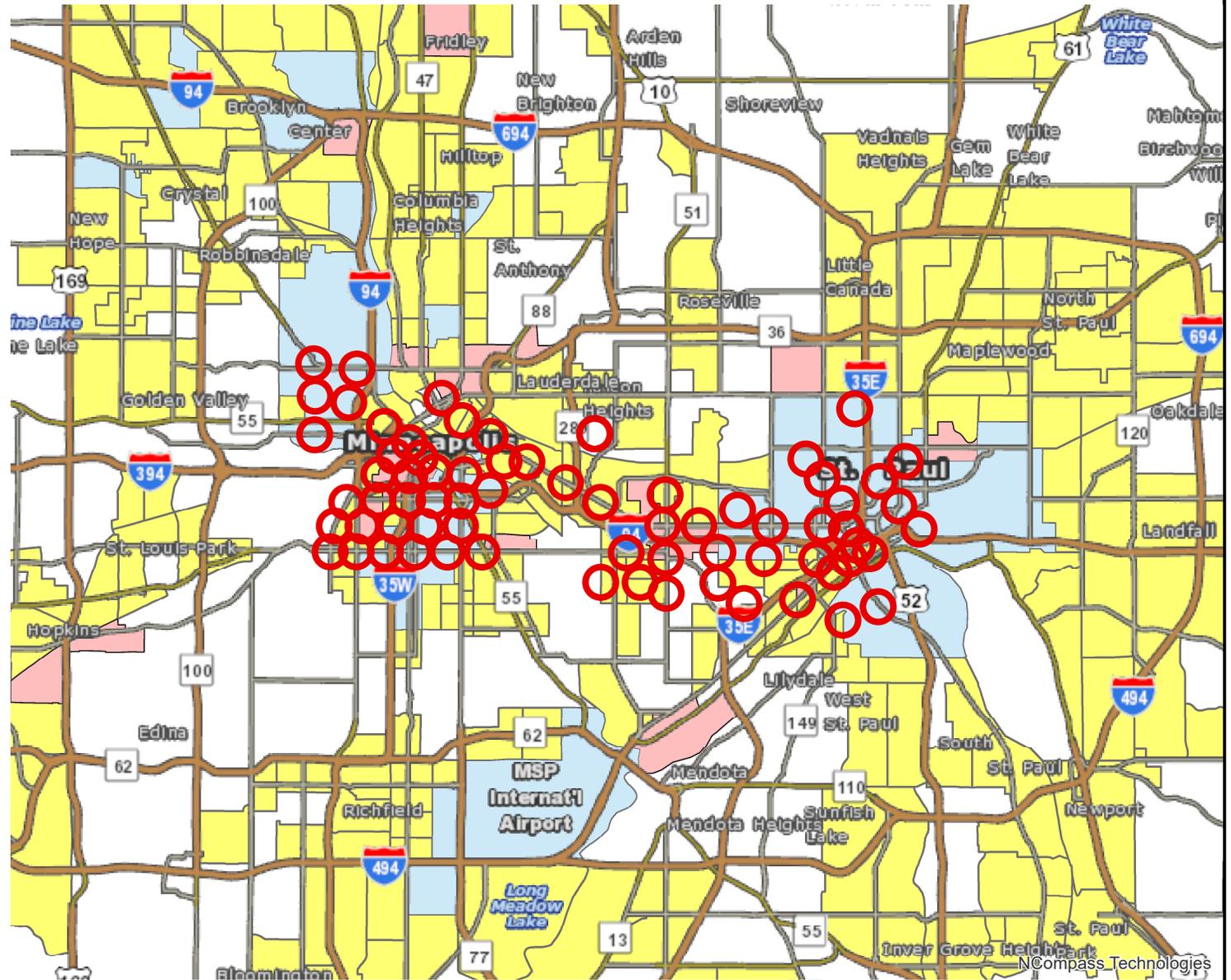


Socio-Economic Conditions

Transit Expansion Project: Hourcar | Map ID: 1530864011156

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/6/2018
LandscapeRSA2



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Affordable
Accessible
Sustainable

July 6, 2018

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Elaine,

HOURCAR is delighted to partner with the City of St. Paul and Xcel Energy on the proposed Twin Cities EV Community Mobility project. As the region's original carsharing company and its only nonprofit provider, we take seriously our mission to create affordable, accessible, and sustainable shared mobility options. The Twin Cities is our home, and we want to do our part to help keep it clean and livable by reducing emissions and congestion. We see this project as a tremendous opportunity to increase the range of flexible multimodal choices available in the Twin Cities, leading to increased use of transit, biking, and walking.

HOURCAR commits to operate the new EV community mobility network for the duration of the project as proposed in the application. We have the operational experience and local connections to make this project successful. We are also particularly enthusiastic at the opportunity to expand our work in disadvantaged communities, which we have already begun through our Increased Access Hub program.

We appreciate your consideration and that of the Transportation Advisory Board. Please feel free to reach out to me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Paul Schroeder".

C. Paul Schroeder
CEO



July 12, 2018

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

I am writing to confirm Xcel Energy's support for the City of St. Paul's application for funds through the Regional Solicitation to develop infrastructure and purchase vehicles for an all-electric carsharing network. Xcel Energy proudly serves safe, affordable and clean electric power to the cities of St. Paul and Minneapolis, Minnesota. We have also supported HOURCAR and share their commitment to equitable, universal service, dating back to 2008, when we provided some early support for conversion of hybrid electric vehicles to PHEVs.

Xcel Energy and HOURCAR staff have been working together to understand the electrical infrastructure and charging stations needed to support an expanded, all-electric carsharing service for Minneapolis and St. Paul. At the same time, we have engaged local and national stakeholders in a broad-based discussion on the role utilities should play in electrifying our transportation sector.

With that work in mind, Xcel Energy shares the belief this project will provide a unique and important mobility service to our core, urban communities while illustrating the broad-based benefits of transportation electrification. We intend to request permission to recover investments to support St. Paul and Minneapolis with 'make ready' electrical infrastructure that will support the proposed new service. Make ready service includes all electrical infrastructure up to (but not including) the charging equipment used to power electric vehicles. Our understanding is that make ready service may total 40% or more of the total project cost.

We look forward to supporting St. Paul, Minneapolis, and HOURCAR on this exciting project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Aakash Chandarana', written over a white background.

Aakash Chandarana
Regional Vice President, Northern States Power - Minnesota



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

Paul Kurtz, City Engineer
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6203
Fax: 651-266-6222

TWIN CITIES EV COMMUNITY MOBILITY NETWORK

The City of St. Paul (“the City”), working in partnership with HOURCAR, the Twin Cities’ nonprofit carsharing service, and Xcel Energy, is applying for a Transit Expansion grant to fund a new all-electric community mobility network in the Twin Cities. This new service will be enabled for both one-way and two-way trips. The base fleet for the new service will be 150 battery electric vehicles (BEVs). The fleet will be supported by a network of 70 mobility hubs, structured around a .6 mile grid within a 35 square-mile walkshed (see accompanying maps for proposed service area and approximate mobility hub locations). At most points within this walkshed, users will be within ~.3 miles (~5-minute walk) from a mobility hub with electric vehicles and charging stations.

In 2017, the Shared-Use Mobility Center released its Twin Cities Shared-Mobility Action Plan, with the support of numerous regional stakeholders. A key finding is that the lack of flexible, one-way carsharing strengthens incentives for personal vehicle ownership and reduces transit use, biking, and walking. The negative effects fall hardest on people in underserved neighborhoods. The Action Plan recommends using CMAQ funding to strengthen carsharing and to establish a one-way service, emphasizing access for disadvantaged communities. Our plan implements this recommendation.

We are submitting in the “Transit Expansion” category because the new service will provide a new mode of transit. As with other, “traditional” forms of transit, the proposed service is a one-way or round-trip transportation mode, is shared use, is not human-powered, is a public carrier, and complements existing transit but does not rely on it. Like other transit expansion projects, this project will have independent utility for one-way trips. As with “traditional” transit, the mobility network will integrate seamlessly with other transit modes, reduce auto ownership, reduce vehicle miles traveled (VMT), and reduce emissions. Like other transit, EV carshare substantially reduces emissions by reducing total VMT. Our fleet will further reduce emissions by using battery electric vehicles (BEVs). Accounting for Xcel’s generation mix, these BEVs emit less than half the greenhouse gas emissions of the average regional vehicle, and of course zero local emissions. To the extent possible, we also plan to use smart charging and renewables to power the vehicles.

Agencies in other regions fund analogous municipally-sponsored mobility networks to complement and expand existing transit. For example, Los Angeles DOT, which operates the LA DASH bus system, recently contracted for an EV mobility network similar to what we propose. The Capital District Transportation Authority in Albany, New York, provides direct operating support to and serves on the board of the area’s non-profit carshare. Together, they created the “*iride iwalk idrive*” program, which provides bus passes and carshare memberships to low-income individuals, and promotes using all three modes together. By supporting this project, the Metropolitan Council will be taking a step that is innovative but not unprecedented, enhancing quality of life in the region, and reinforcing the Twin Cities’ role as a national leader in transportation.

As the accompanying maps illustrate, this project will serve portions of both Saint Paul and Minneapolis. Should the Metropolitan Council elect to fund our proposal, the City plans to negotiate a joint powers agreement with the City of Minneapolis (whose letter of support is included). The joint powers agreement will also facilitate securing permits and rights-of-way for all on-street elements of the project.

We appreciate the Council’s consideration of our proposal.



An Affirmative Action Equal Opportunity Employer





AVALON

AGAINST THE CURRENT
THE BOOKS BOUGHT & SOLD

CRAFT BEER
5 NATURAL SINCE 1989

RESERVED FOR
HOORCAR

RESERVED FOR
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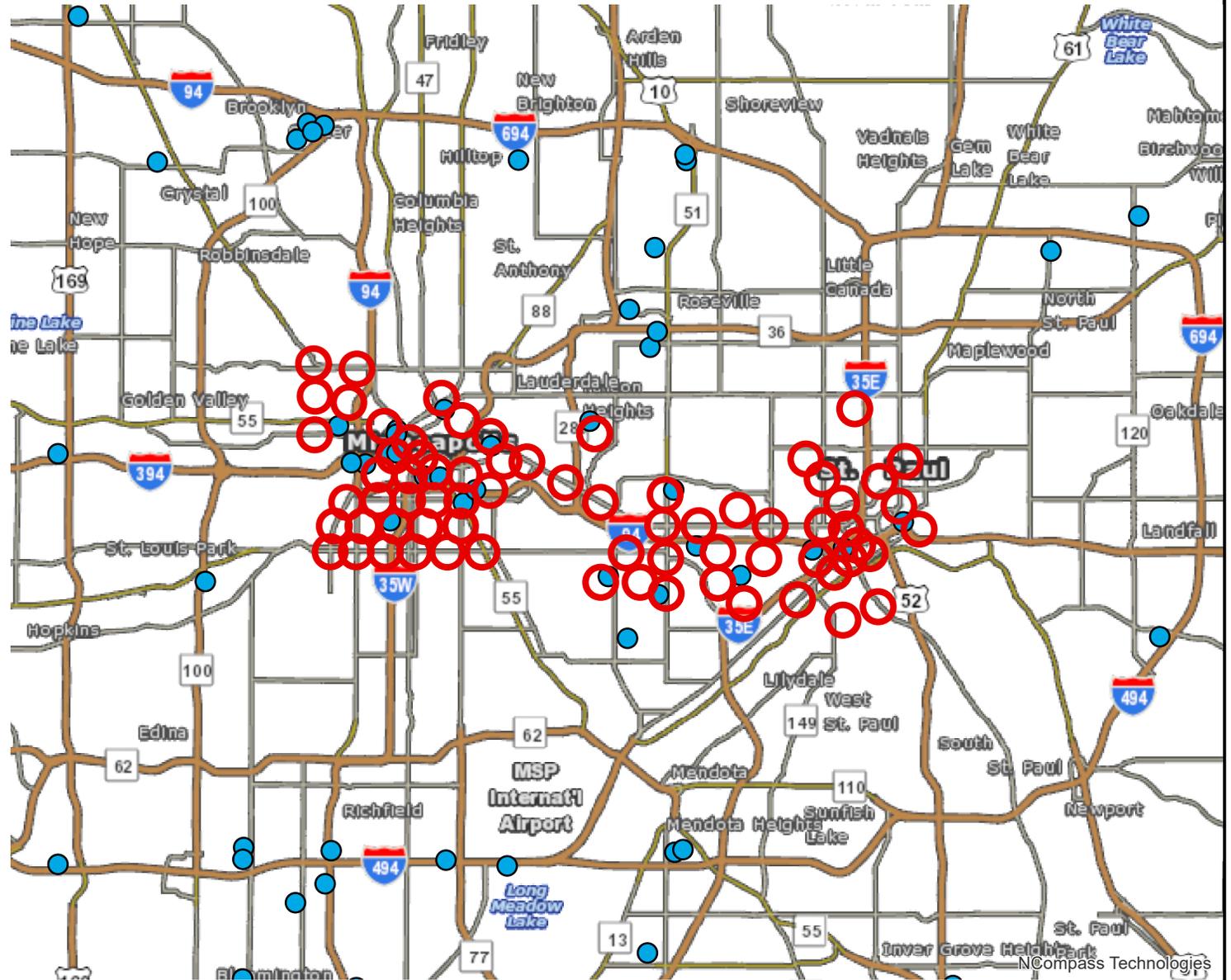
Regional Economy

Transit Expansion Project: Hourcar | Map ID: 1530864011156

Results

WITHIN ONE MI of project:
Postsecondary Students: 6883

Total Population: 37777
Total Employment: 83631
Mfg and Dist Employment: 4227



○ Project Points ● Postsecondary Education Centers

— Project



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LandscapeRSA5



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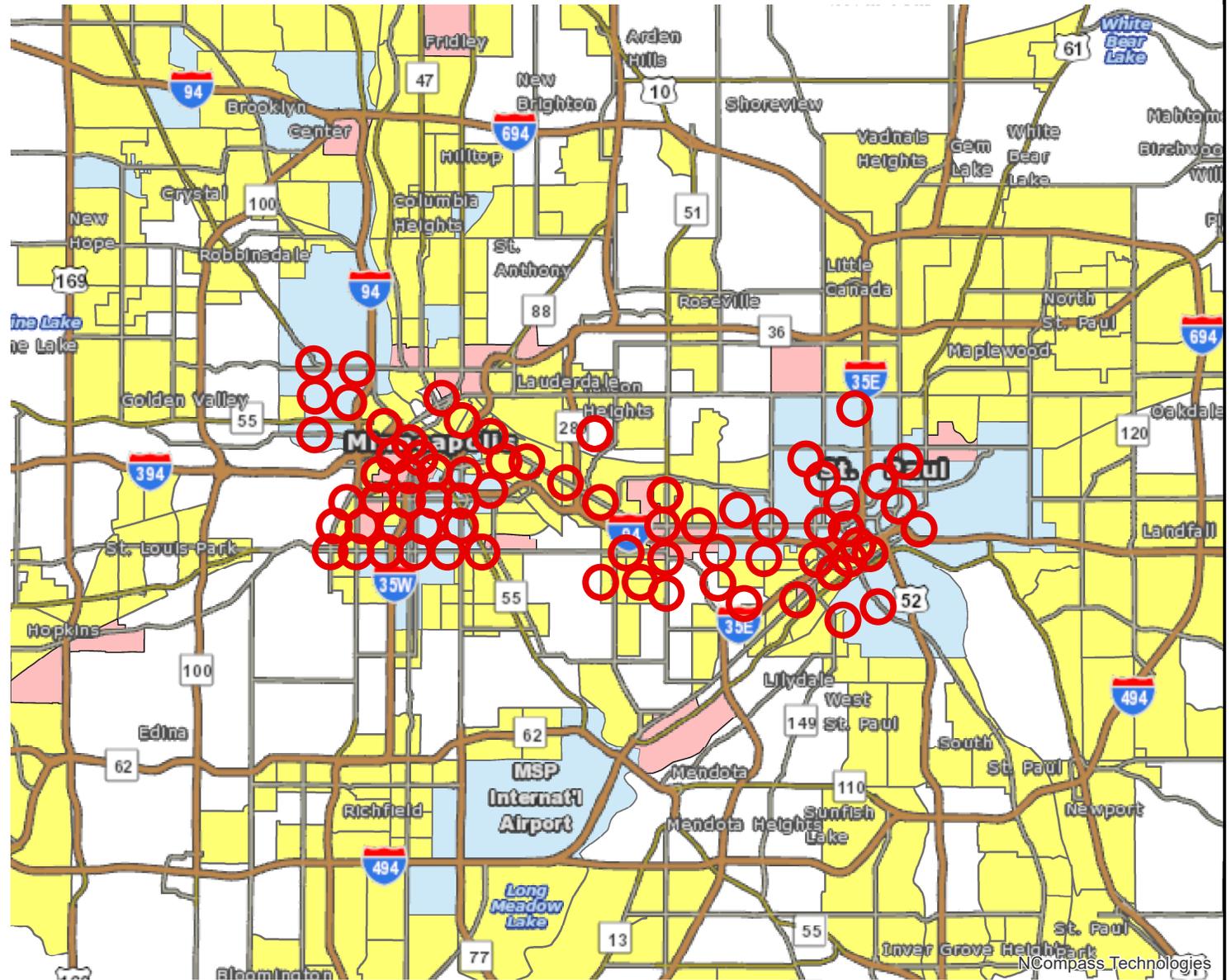


Socio-Economic Conditions

Transit Expansion Project: Hourcar | Map ID: 1530864011156

Results

Project located IN
Area of Concentrated Poverty
with 50% or more of residents
are people of color (ACP50):
(0 to 30 Points)



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/6/2018
LandscapeRSA2



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Transit Connections

Transit Expansion Project: Hourcar | Map ID: 1530864011156

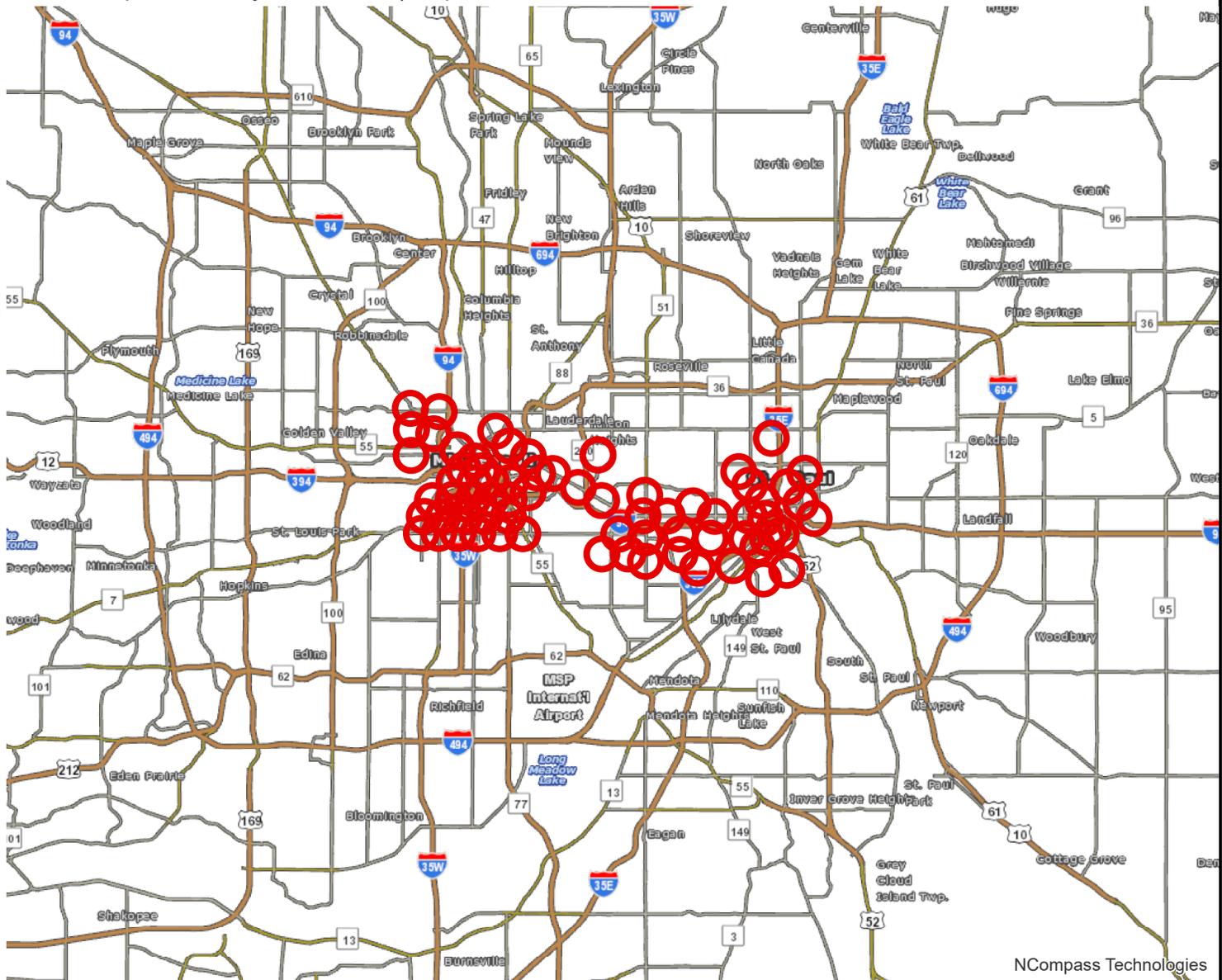
Results

Transit with a Direct Connection to project:

- 10 11 111 113 114 118 12 120 121 122 129
- 133 134 135 14 141 146 156 16 17 18 19
- 2 20 21 22 23 25 250 252 261 262 263
- 264 265 27 270 272 275 288 294 3 30 350
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- *Orange Line
- *Hennepin
- *Central
- *Lake
- *C Line
- *Gold Line
- *Gold Line

**indicates Planned Alignments*



 Project Points

 Project



Created: 7/6/2018
LandscapeRSA3



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Population/Employment Summary

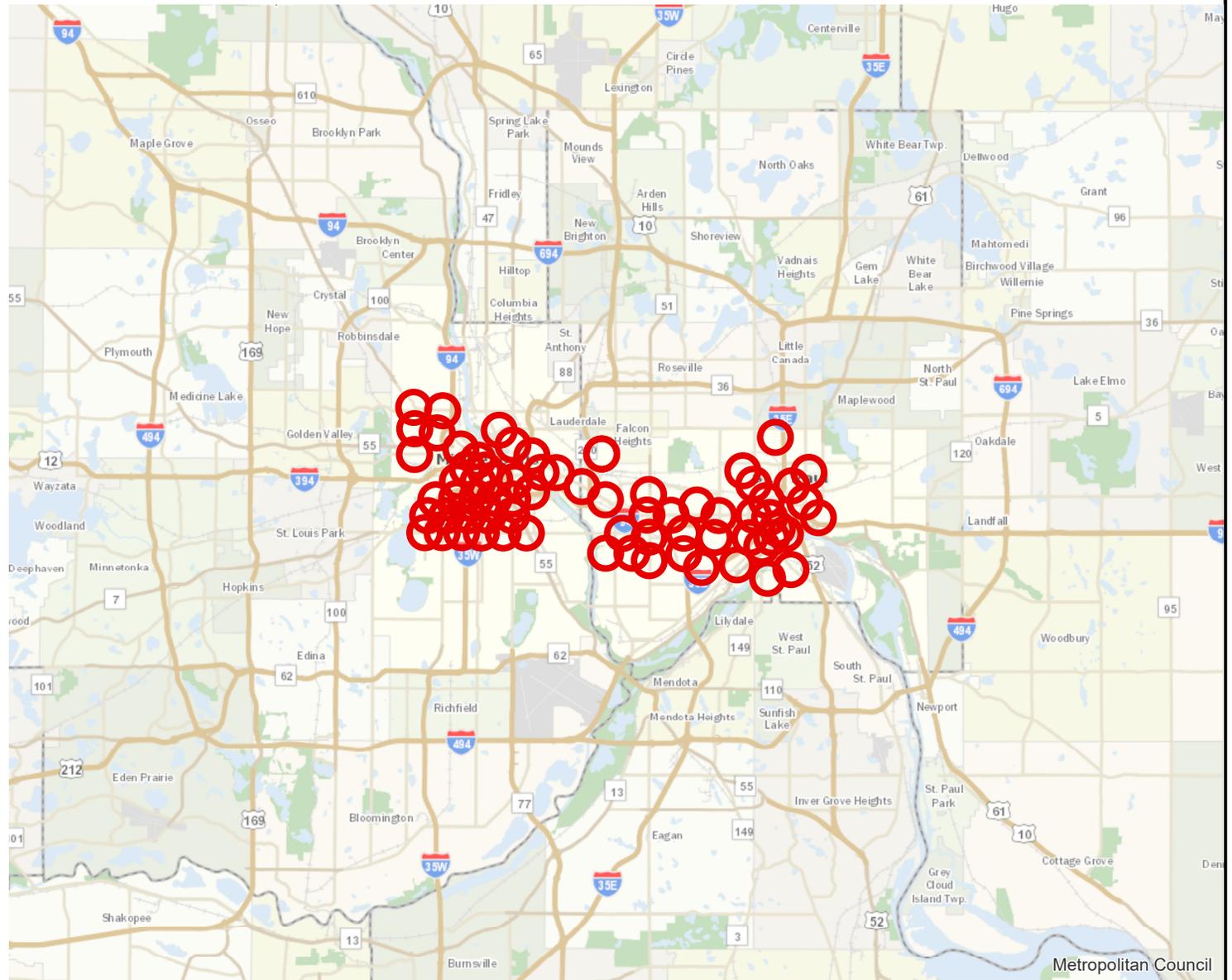
Transit Expansion Project: Hourcar | Map ID: 1530864011156

Results

Within QTR Mile of project:
Total Population: 317994
Total Employment: 326792
Postsecondary Students: 77777

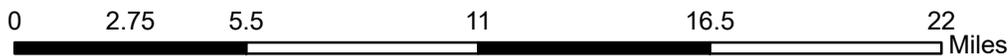
Within HALF Mile of project:
Total Population: 381145
Total Employment: 369321
Postsecondary Students: 104467

Within ONE Mile of project:
Total Population: 507444
Total Employment: 418370



 Project Points

 Project



Created: 7/6/2018
LandscapeRSA4

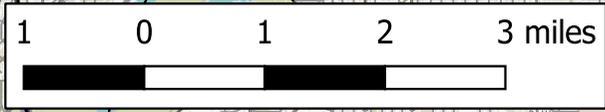
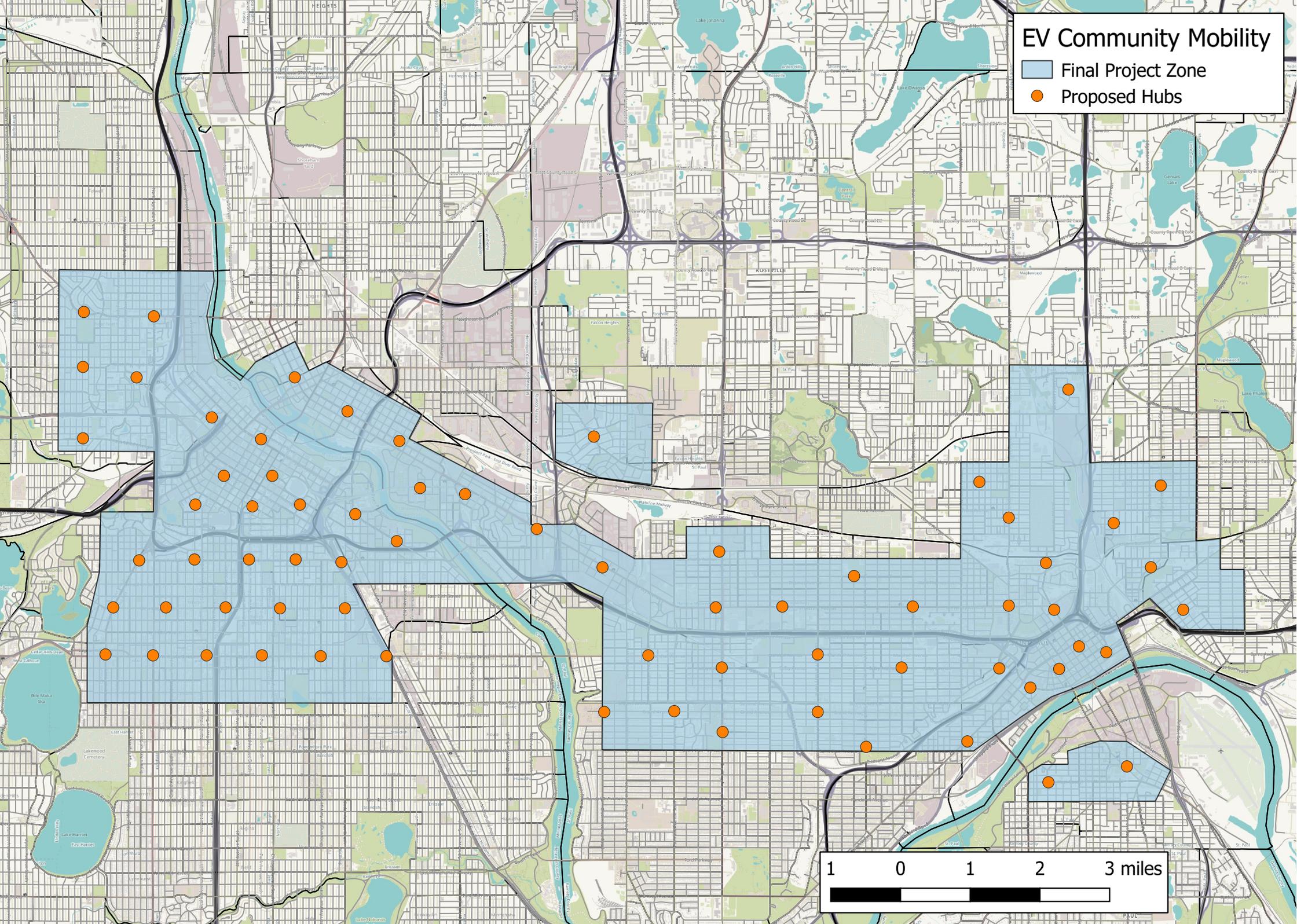


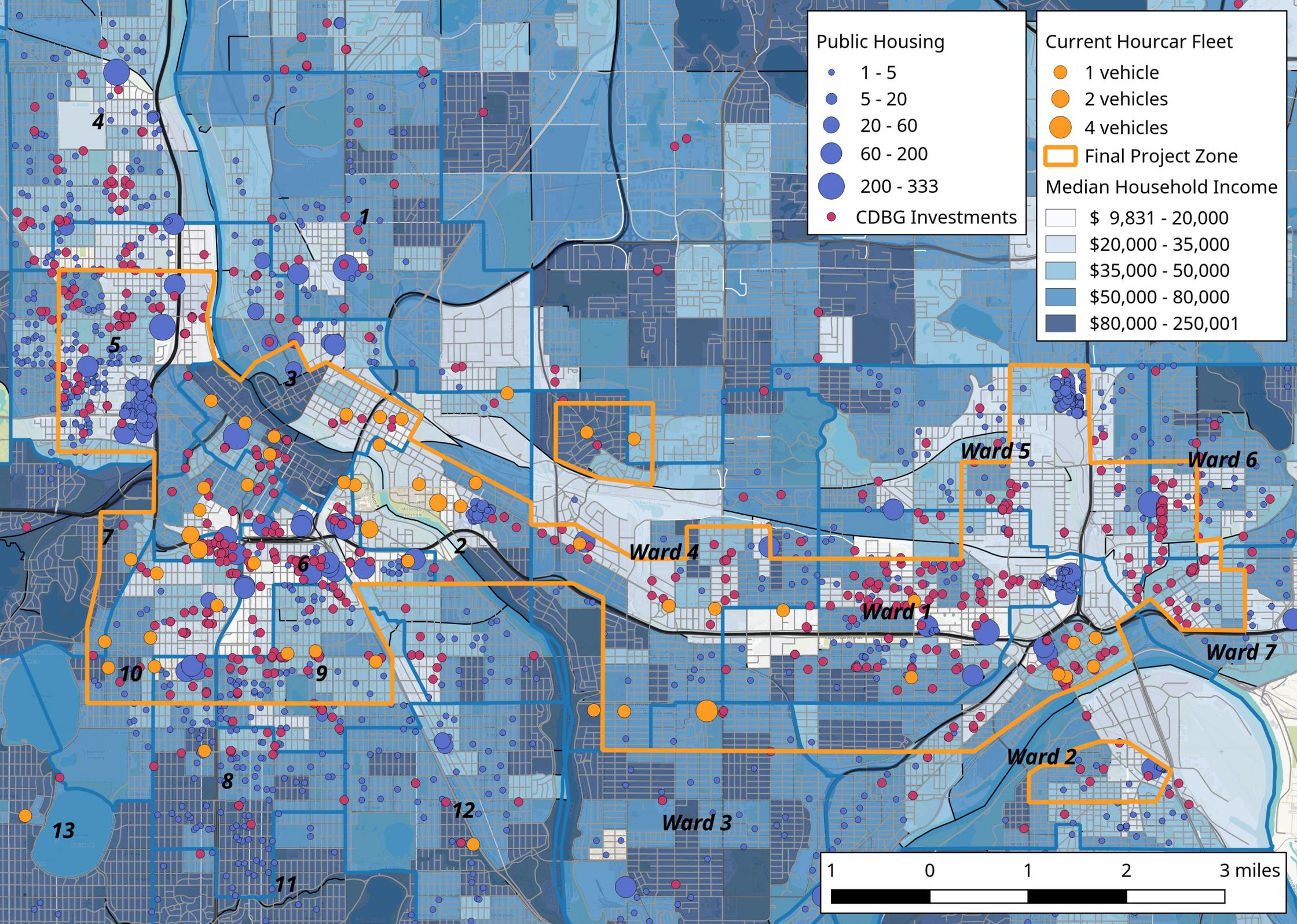
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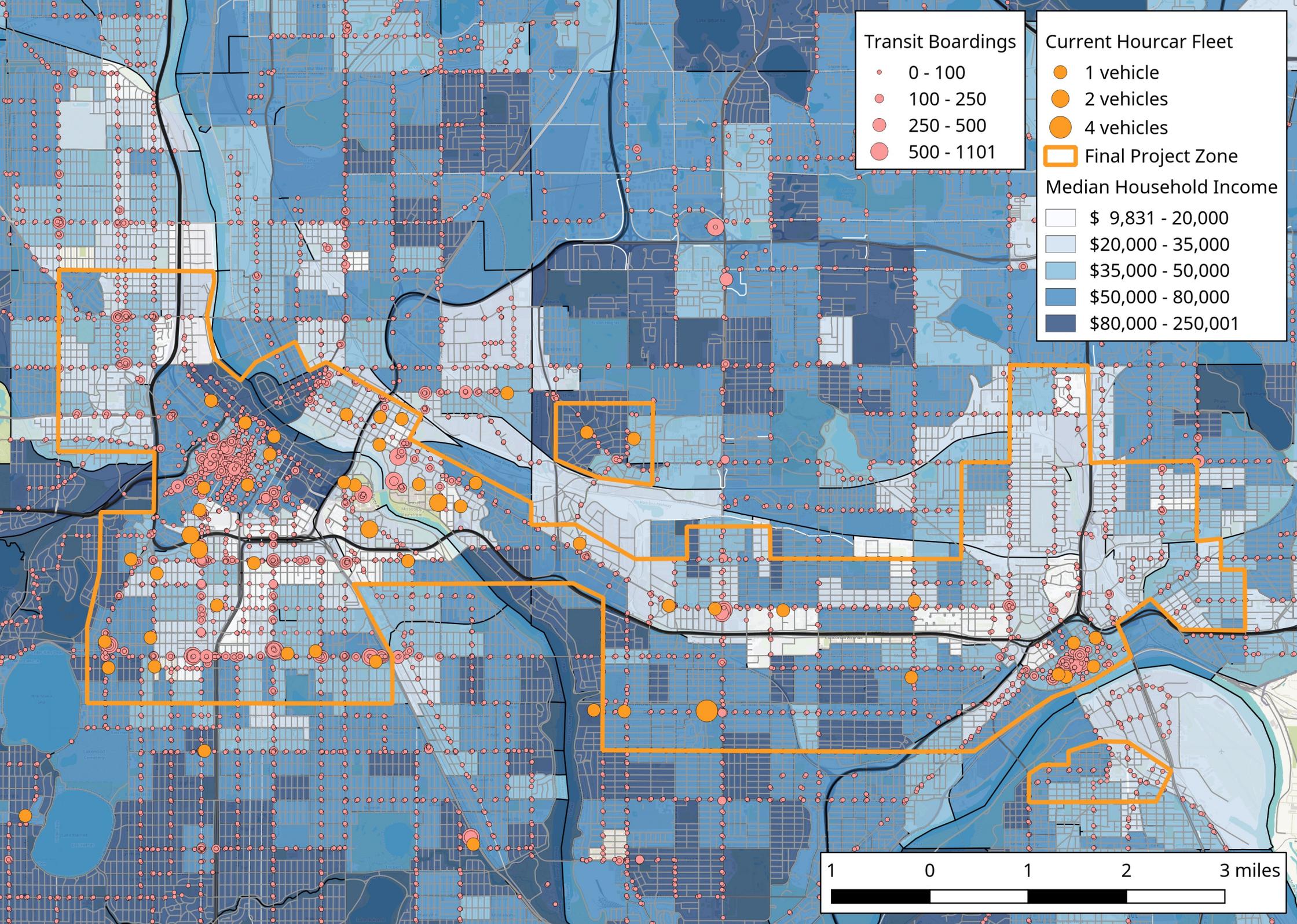


EV Community Mobility

- Final Project Zone
- Proposed Hubs







Transit Boardings

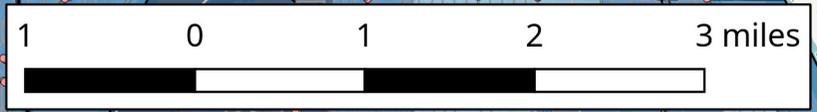
- 0 - 100
- 100 - 250
- 250 - 500
- 500 - 1101

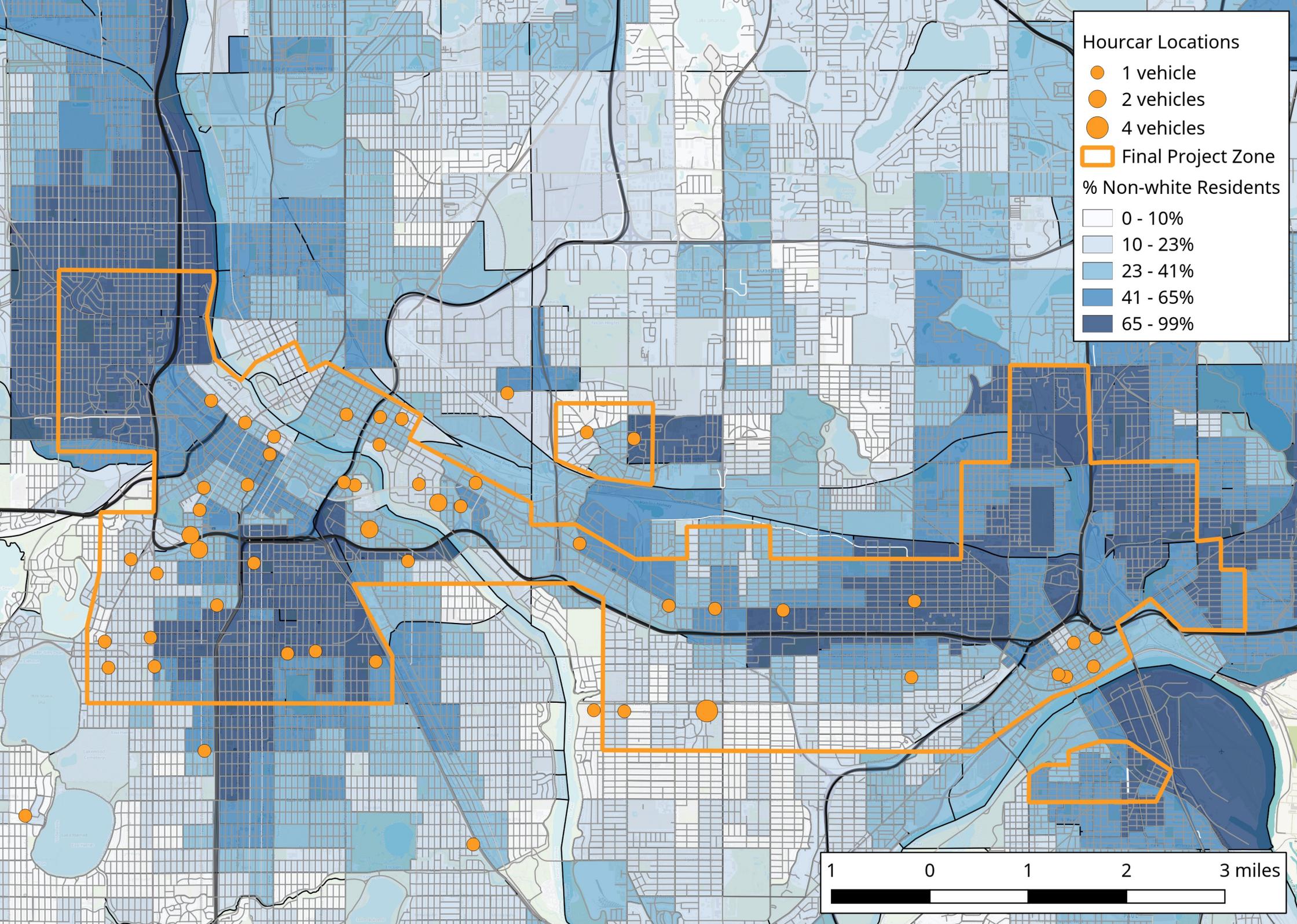
Current Hourcar Fleet

- 1 vehicle
- 2 vehicles
- 4 vehicles
- Final Project Zone

Median Household Income

- \$ 9,831 - 20,000
- \$20,000 - 35,000
- \$35,000 - 50,000
- \$50,000 - 80,000
- \$80,000 - 250,001



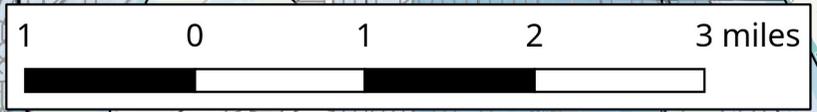


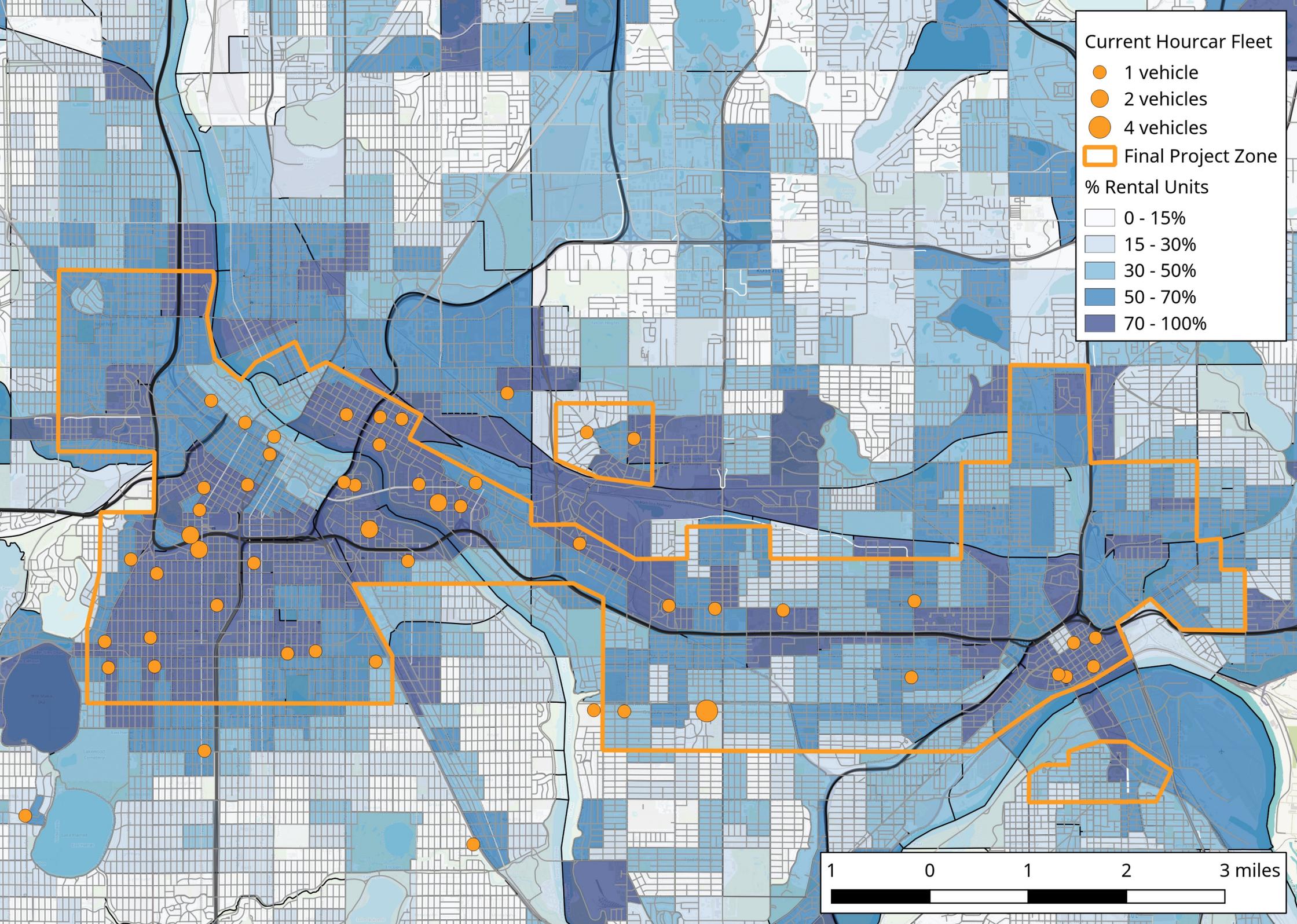
Hourcar Locations

- 1 vehicle
- 2 vehicles
- 4 vehicles
- ▭ Final Project Zone

% Non-white Residents

- 0 - 10%
- 10 - 23%
- 23 - 41%
- 41 - 65%
- 65 - 99%



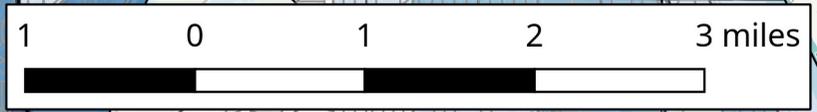


Current Hourcar Fleet

- 1 vehicle
- 2 vehicles
- 4 vehicles
- Final Project Zone

% Rental Units

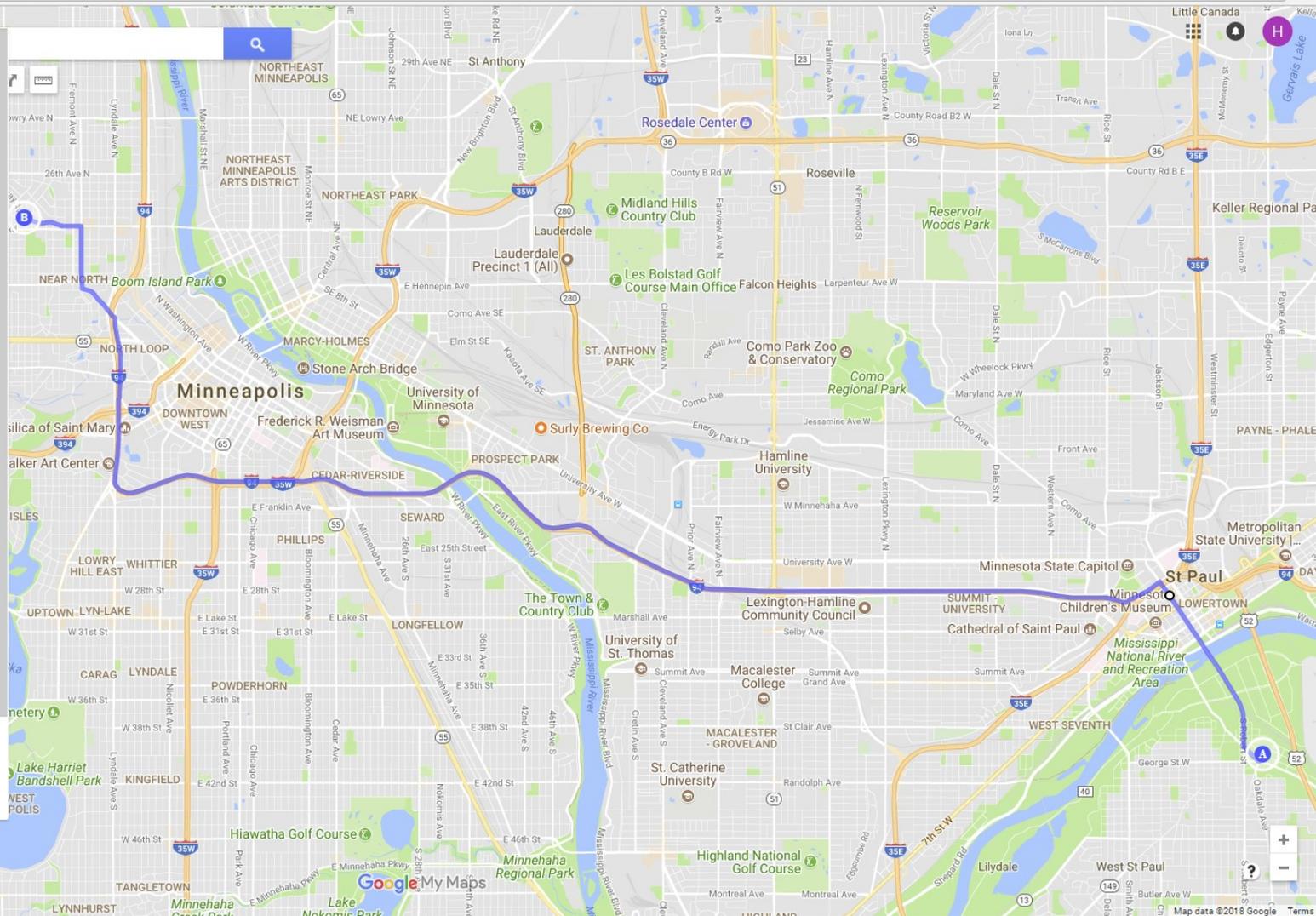
- 0 - 15%
- 15 - 30%
- 30 - 50%
- 50 - 70%
- 70 - 100%



Drive 15 mi, 29 minutes

A 500 State St, St Paul, MN 55107, USA

- Head southwest on State St toward Cesar Chavez St 358 ft
- Turn right onto Cesar Chavez St 965 ft
- Turn right onto S Robert St 1.71 mi
- Turn left onto E 12th St 988 ft
- Slight left 551 ft
- Keep right at the fork, follow signs for Interstate 94 W and merge onto I-94 W 10.4 mi
- Take exit 230 for MN-55 toward Olson Hwy/7th St N 0.384 mi
- Continue onto MN-55 W/East Lyndale Ave N 663 ft
- Continue straight onto East Lyndale Ave N 932 ft
- Turn left onto N 7th St 0.401 mi
- Turn right to stay on N 7th St 525 ft
- Continue onto Emerson Ave N 0.496 mi



July 12, 2018

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Elaine:

I am writing on behalf of the Public Works Department of the City of Minneapolis to express support for the City of St. Paul's Regional Solicitation application regarding HOURCAR's electric car sharing project.

Car sharing is a key component of a thriving and robust multi-modal transportation system, and there is a significant need to expand access to car sharing vehicles as the Twin Cities region continues to grow. Through this project, HOURCAR will be taking significant steps to reduce dependence on single occupancy vehicle use, which aligns with goals stated in both the Minneapolis Climate Action Plan and the Twin Cities Shared Mobility Action Plan.

A grant of funding through the Regional Solicitation would provide the needed investment for HOURCAR to introduce an all-electric vehicle fleet, and allow them to expand their coverage area in both Minneapolis and St. Paul. Minneapolis Public Works is committed to working closely with St. Paul and HOURCAR on the planning and implementation of this project, and to build out a station network that will equitably serve both Minneapolis and St. Paul residents.

Should funding be awarded, Minneapolis Public Works intends to work towards a joint powers agreement with the City of St. Paul, and take steps to ensure the on-street elements of the project are feasible and beneficial to all involved.

Thank you for your consideration of this transformative project, and I look forward to your decision.

Regards,

A handwritten signature in blue ink, appearing to read "Robin Hutcheson".

Robin Hutcheson
Director of Public Works
City of Minneapolis



LETTER OF SUPPORT
Metropolitan Council Regional Solicitation
CMAQ Funds – Transit Expansion

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Elaine,

Metro Transit offers this letter of support on behalf of the City of Saint Paul's Regional Solicitation application for a Transit Expansion grant to fund a new electric vehicle (EV) shared mobility service.

Metro Transit has a strong partnership with both the City of St. Paul and HOURCAR, St. Paul's partner on the project. This project will strengthen the transit network and increase use of sustainable transportation options, including EV carsharing. People who have access to flexible transportation solutions are more likely to shed personally owned vehicles and rely on shared modes of transportation.

Should this project be funded, we will work closely with the cities of Saint Paul and Minneapolis, as well as with HOURCAR and Xcel Energy, to maximize integration between planned mobility hubs and current and future Metro Transit lines. We see this project as a win-win, increasing overall transit ridership and multiplying transit option for riders, especially those in disadvantaged communities.

Thank you for your consideration of this worthy project. Feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads 'Adam C. Harrington'.

Adam Harrington
Metro Transit Director of Service Development
adam.harrington@metrotransit.org
(612) 349-7797

A service of the Metropolitan Council



Shared-Use Mobility Center | 125 South Clark St., 17th Floor | Chicago, IL 60603
info@sharedusemobilitycenter.org

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

The Shared-Use Mobility Center (SUMC) is a public-interest organization working to foster collaboration in shared mobility and connect the growing industry with transit agencies, cities and communities across the nation. Through pilot programs, research, and providing advice and expertise to cities and regions, SUMC hopes to extend the benefits of shared mobility for all.

In 2017, with support from the McKnight Foundation, SUMC completed a Twin Cities Shared Mobility Action Plan. It recommends ten strategies to shift households away from single-occupancy vehicle trips and toward transit and shared mobility as the region grows:

- Grow Shared Mobility in Support of the Transit Network
- Pilot Flexible Transit that Focuses on Reverse Commute Challenges
- Leverage the Metro Transit App to Establish a Data Clearinghouse
- Stabilize and Grow Carsharing
- Expand and Evolve Bikesharing
- Elevate Vanpooling as a Viable Option for Commuters
- Develop and Implement New Carpooling and Ride-Splitting Solutions
- Concentrate Efforts around Integrated Mobility Hubs
- Realign CMAQ Funding and Improve TDM Outcomes
- Optimize Parking and Street Space to Prioritize Shared Mobility

Among the key findings of the plan were that the Twin Cities' mobility network is negatively impacted by the absence of a one-way carsharing service, and that this absence is felt most keenly in low-income communities. We support steps to restore a one-way carsharing service, and the use of public funds, including CMAQ funds, to stabilize and grow carsharing in the public interest. We also support vehicle electrification as a way to further reduce climate and air quality impacts of automobile use.

We are pleased to support projects that advance the Action Plan. Multimodal networks are diverse ecosystems that require plenty of options in order to thrive. When people have access to flexible transportation options, they are more likely to shed vehicles or defer vehicle purchases, which increases the likelihood they will regularly access other modes such as bus, rail, biking, and walking.

If you have any questions, please do not hesitate to contact us. You can view the Twin Cities Shared Mobility Action Plan at <http://sharedusemobilitycenter.org/action-plans/>.

Sincerely,

Sharon Feigon
Executive Director, Shared Use Mobility Center

7/9/2018
Attn: Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Elaine,

I am delighted to write this letter of support on behalf of Move Minnesota for the City of Saint Paul and their CMAQ Application for Transit Expansion titled "Twin Cities EV Community Mobility Network".

People first. Mode second. At Move Minnesota, we recognize that the most effective solutions are developed by those closest to, and most impacted by, the decisions that are made. We meet people where they're at to listen, collaborate, and build platforms that elevate the diverse perspectives of our community. As Minnesota's leading transportation advocacy nonprofit, we go beyond just one mode, one agenda, one neighborhood, and one perspective, to ensure true progress is possible from a big picture point of view. We work to break barriers, open new channels for collaboration, and create opportunities by placing people of all backgrounds at the center of transportation decision-making—establishing Minnesota as a mobility leader and innovative trend-setter.

Move Minnesota understands the positive impact the Community Mobility Network and one-way, electric car-sharing will have on our communities, including disadvantaged neighborhoods that have traditionally been left out of such opportunities, and we encourage Metropolitan Council to support this important work.

With CMAQ funding, the City of Saint Paul will implement an innovative, sustainable community mobility network that meets the needs of the community, creates valuable electronic vehicle infrastructure, and promotes growth and economic development in the region. I am tremendously excited about this proposal and the benefits it will provide residents and the community. I wholeheartedly support their application.

Sincerely,



Jessica Treat
Executive Director





LETTER OF SUPPORT
Metropolitan Council Regional Solicitation
CMAQ Funds – Transit Expansion

July 10, 2018

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

I am writing on behalf of the Downtown Minneapolis Transportation Management Organization, d/b/a Move Minneapolis in support of the City of Saint Paul's application to the Regional Solicitation for a Transit Expansion project titled *Twin Cities EV Community Mobility Network*.

As an organization dedicated to helping downtown employers, workers and residents discover flexible and sustainable commuting alternatives, we think this project is a clear winner for our constituents. By funding this project, the Metropolitan Council will enable more people to jettison personal vehicle ownership, with its attendant costs and parking challenges, for the freedom of a multi-modal lifestyle. Carsharing is an integral part of the transit network in our cities, and this forward-looking project provides people with exactly the options they need to become regular transit users.

As the founder of HOURCAR, Saint Paul's partner on the project, I am admittedly personally enthusiastic about its potential. But I am even more enthusiastic about the ways a project of this scope will reinvent the transportation network in our region, making it more valuable and accessible to current residents and more attractive to outside companies and job seekers. By supporting this project, the Council will be charting a path for the Twin Cities to become a leader in transportation technology throughout the country.

Please do not hesitate to contact me with questions. Thank you for the opportunity to develop this important work.

Sincerely,

A handwritten signature in black ink that reads "Mary Morse Marti". The signature is fluid and cursive.

Mary Morse Marti
Executive Director
612.466.7324
mary@moveminneapolis.org