Application

19832 - 2024 Travel Demand Management (TDM)
20462 - Expanding Access to the Benefits of Electrified Transportation
Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

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

Organization Information

Name: HOURCAR

Jurisdictional Agency (if different):

Organization Type: In-State not for profit

Organization Website:

Address: 1754 University Ave W

*

City: St Paul | State/Province: Minnesota | Postal Code/Zip: 55104

County: Hennepin

Phone:* 612-343-2277
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PeopleSoft Vendor Number

Project Information

Project Name Expanding Access to the Benefits of Electrified Transportation

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis, Saint Paul, Saint Louis Park, Hopkins, Richfield, Bloomington, Little Canada

Jurisdictional Agency (If Different than the Applicant):

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

Building on the success of our Multifamily EV Carshare Pilot Project, HOURCAR is seeking to expand access to the benefits of electrified transportation for low-income and transportation-disadvantaged residents of the region. We are proposing to regularize and scale up the Multifamily Pilot Project, which is planned to to grow to 25 sites with 50 electric vehicles by the end of 2025, by adding 25 additional sites and 50 more shared electric vehicles (i.e., growing to 50 EV carshare sites with 100 EVs) in 2026-2027.

We have already gleaned many important learnings from the initial pilot project that we will integrate into the expansion project. Chief among these has been the extended timeframe for retrofitting multifamily sites with the electrical upgrades needed to add chargers for shared EVs. For our pilot project, conceived before COVID-19, we estimated 3-6 months for construction of the chargers. The construction timeframe has instead averaged 12-18 months, in some cases stretching to nearly 24 months. At the same time, as our project has become better known in the community, we have been approached by developers of new properties and owners/managers of existing properties with requests to place shared electric vehicles at sites with existing charging infrastructure.

We are therefore pivoting in our strategy for charging. While we plan to continue to work with Xcel Energy on successor programs to its Multi-Dwelling Unit EV Charging Pilot to build out new charging infrastructure at some sites, we will also work with new and existing sites that already have charging infrastructure.

Our goal for the expansion project is that all sites will meet one or more of the following criteria:

1. At or near (within 1/2 mile) a multifamily site with 50+ units that meets the Community Investment Program (CIP) qualification for low-income housing projects: at least 66% of units affordable at 60% of Area Median Income (AMI).

2. In a census tract with predominantly renters (above 66%) and tract median income at or below 60% AMI

3. In a census tract designated as an Area of Concentrated Poverty, a Regional Environmental Justice Area, and/or a federal Climate Environmental Justice Screening Tool (CEJST) Disadvantaged Community.

We are also expanding the Multifamily Pilot Project's original geographic area of focus to include the Evie Carshare service territory and the surrounding area within a five mile radius (see attached map). When we launched the Multifamily Pilot Project, we focused primarily on first-ring suburbs outside the urban core, excluding the Evie Carshare service area. We have now opened up our focus area to include the Evie Carshare home area, with a goal of complementing our highly successful one-way service with a round-trip option.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.	CMAQ: Carsharing, Alternative Fuels and Vehicles
Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).	
Project Length (Miles)	0
to the nearest one-tenth of a mile	

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	$500,000.00
Match Amount	$125,000.00

Minimum of 20% of project total

Project Total $625,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

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

Source of Match Funds HOURCAR unrestricted program revenue

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: 2026

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

For All Projects

Identify the Transit Market Areas that the project serves: I, II,III

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Primary Types of Work

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal C: Access to Destinations (2040 TPP 2.10)

Objectives:

- Increase the availability of multimodal travel options.

- Increase travel time reliability and predictability

- Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

- Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies: C1, C3, C4, C11

Goal D: Competitive Economy (2040 TPP 2.26)

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 and Equitable Communities (2040 TPP 2.30)

Objectives:

- Reduce transportation-related air emissions.

- Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

- Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

- Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

Strategies: E1, E2, E3, E4, E7

Limit 2,800 characters; approximately 400 words

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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Minneapolis Climate Action Plan, p. 23:

- Reduce automobile vehicle miles traveled (VMT) in Minneapolis while improving accessibility, increasing transportation choices and promoting and accommodating

equitable opportunity and growth.

Minneapolis Transportation Action Plan Strategy 2

- Increase access to shared mobility services by removing the barriers of physical ability, geographic placement, language, payment methods, income and technology and digital

literacy.

- Increasing access to shared fleets is important for shifting travel behaviors and maintaining affordability.

Technology 2.7

- Institute a process to consult with communities, grassroot coalitions and non-profits to evaluate existing services, envision and create new solutions to reduce barriers to shared mobility services that best suit the needs of low-income and underrepresented individuals."

https://go.minneapolismn.gov/final-plan/technology/strategy-2

Our project is in full alignment with the City of Saint Paul's Climate Action and Resilience Plan (https://bit.ly/3kTFdit), which was adopted in December 2019. As the plan notes, "The effects of climate change are apparent in Saint Paul and have a disproportionate impact on low-income communities, especially low-income communities of color." The plan identifies transportation as a sector of "high-impact actions," both because transportation is the largest source of GHG emissions in Minnesota, and because increasing clean transportation options is a key to fostering community resilience in the face of climate change. The plan specifically calls out EV carshare as a strategy for climate resilience (pp. 57, 59).

Other Plans:

St. Louis Park Climate Action Plan: Reduce Vehicle Miles Traveled (VMT), expand infrastructure for electric vehicle charging (p.28), support and enable car sharing services such as HOURCAR, Zipcar, car2go, or any future reputable service (p.29)

Little Canada Comprehensive Plan, Transportation Chapter, Policy 4: Reduce dependence on automobile-oriented transportation by assigning higher priorities to the development of pedestrian/bicycle and transit facilities. (p. 23); Policy 18: 18. Cooperate with the Metropolitan Council in efforts to create markets and

introduce transit services in the City. (p. 23)

Richfield Climate Action Plan Objective 3: Reduce city-wide transportation-related emissions and Vehicle Miles

Traveled (VMT); 3.1 Share education with residents regarding electric and plug-in hybrid electric vehicle (EV/PHEV) incentives, financing, charging infrastructure (public and private), benefits, etc. (p. 7)

Bloomington Energy Action Plan, Transportation: Pursue all viable opportunities for promoting the elimination of vehicle emissions, including support for electric vehicles.

Limit 2,800 characters, approximately 400 words

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2024 funding cycle).

Transit Expansion: *$500,000 to $7,000,000*
Transit Modernization: *$500,000 to $7,000,000*
Travel Demand Management (TDM): *$100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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

Date plan completed:

Link to plan:

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

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

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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. Applications cannot include the reinstation of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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

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

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

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.

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.

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	$0.00
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	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00

Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

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.	$625,000.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Totals

Total Cost	$625,000.00
Construction Cost Total	$0.00
Transit Operating Cost Total	$625,000.00

Measure A: Project's Use of Existing Infrastructure

Response:

Our project will maximize impact by prioritizing sites where the addition of EV carshare has high potential for mode shift, especially sites with access to rapid transit (including BRT and LRT), tipping the balance toward public transit, biking, and walking. We are focusing on sites located in census tracts identified as "Areas of Concentrated Poverty" (ACP) and/or as "disadvantaged" on the new federal "Climate and Economic Justice Screening Tool" (CEJST; cf. https://screeningtool.geoplatform.gov). Residents of these neighborhoods are disproportionately transportation cost-burdened, holding onto cars for a subset of trips that are difficult to service via these other modes.

We have developed a site selection scoring rubric that prioritizes three measures which are especially relevant to the project's role in the region's transportation system and economy:

1. "Proximity to Transit": prioritizes sites that are located <1/4 mile from BRT/LRT or a high frequency bus route.

2. "Neighborhood Affordability Level": prioritizes sites located in census tracts with predominantly renters (above 66%) and tract median income at or below 60% of Area Median Income (AMI)

3. "Building use and proximity to additional uses": prioritizes sites that have commercial uses (grocery stores, shopping, and services) and high-density multifamily housing located within <1/4 mile.

Two recently-contracted EV carshare sites, both of which lie in census tracts identified as ACP and CEJST disadvantaged communities, exemplify this approach:

1. Green Rock Apartments: is located in the Elliot Park neighborhood of Minneapolis, proximate to both the C Line and Orange Line BRT. It has many high-density multifamily sites within walking distance.

2. Nova SP: located in the Payne Phalen neighborhood of Saint Paul, near a high-frequency transit line (64 bus), within walking distance of a grocery store and high-density housing, including low-income seniors.

We estimate that we will convert and sustain 750 new households as carshare members (=15 members per vehicle x 50 vehicles , see answer 2A below). Based on the findings of "Mobility and the Sharing Economy: Impacts Summary," an analysis by Susan Shaheen and Nelson Chan of the Transportation Studies Center at UC Berkeley (https://bit.ly/3NYSliP), we estimate that over the two-year project period these 750 households:

1. Will shed or defer purchase of over 500 personally-owned vehicles (every carshare vehicle replaces 9-13 personally owned vehicles)

2. Will reduce VMT by 27-43%, eliminating an estimated 6,622,560 miles in single-occupant vehicles via mode shift to transit, biking, and walking

3. Will save an estimated $5,301,100 in transportations costs (average annual savings for households that use carsharing is $1,848 to $5,220).

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users	750

Response:

FHWA, in its "2020 CMAQ Cost-Effectiveness Update" (https://bit.ly/3tWe8zm) estimates carshare usership as follows: "For purposes of this analysis, it was assumed that each shared vehicle is used by fifteen owners of light duty vehicles" (p. 35) This aligns with HOURCAR internal data, which show that every carshare vehicle is used by an average 14.5 members each month. We use the FHWA figure as an "official" statistic.

Our project will place 50 shared electric vehicles at 25 sites. We therefore calculate the expected number of average weekday users to be 750 (= 15 users x 50 vehicles).

It's important to quantify what it means for someone to be a "weekday user" of carsharing. It doesn't mean that the person is using the carshare vehicle every day; that would simply be replacing one light-duty vehicle (LDV) trip with another. While there is an environmental benefit to replacing trips in internal-combustion engine (ICE) vehicles with trips in EV carshare, the main environmental benefit of carsharing lies in its ability to induce mode shift to transit, biking and walking.

FHWA's Cost Effectiveness Update describes the benefits of carsharing in precisely these terms: "Shared vehicles provide alternatives to reduce household LDV, and in some cases enable households to own fewer cars, both of which may result in decreases in VMT through eliminating some discretionary trips and mode shift to public transit." (p.35). HOURCAR internal data bears this out: each carshare user takes an average 3 trips per month in carshare vehicles. This suggests that carshare vehicles are used for occasional trips to hard-to-reach destinations, with most daily commuting being accomplished by other modes.

A carshare "daily user" is thus someone who uses carshare a few times a month and relies on other modes for their daily transportation needs.

The benefits to these carshare users include:

1. Ability to live car-free: carsharing provides a way for people to have use of a car occasionally without needing to own one.

2. Access to hard-to-reach destinations/transporting cargo: carsharing enables people who rely primarily on transit, biking, and walking to take a small number of trips to destinations that are hard to reach by fixed route transit, or that require transporting heavy or bulky items

3. Cost savings: In "Mobility and the Sharing Economy: Impacts Summary" (https://bit.ly/3NYSliP), Susan Shaheen and Nelson Chan of the Transportation Research Center at UC Berkeley find that carshare users save an average $154-$435 a month on transportation costs. Averaging high- and low-end estimates, this means that the 750 carshare users will save $220,875 a month, or $2,650,550 each year. Since our project focuses on low-income households, this is a massive benefit.

(Limit 2,800 characters; approximately 400 words)

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

Our original Multifamily EV Carshare Pilot Project grew organically out of a first-of-its-kind community engagement process conducted by HOURCAR in 2019-2021. We partnered with 10 community-based organizations (CBOs) located in low-income and predominantly non-white neighborhoods. These CBOs were constituted as a "Core Partner Council," to help us better understand the transportation needs of residents, identify barriers to access, and develop a plan to eliminate or mitigate these barriers. We prepared a community engagement report with findings and recommendations (cf. https://hourcar.org/community). No other shared-mobility provider in the US has ever conducted a process on similar scale. We heard repeatedly about the need for additional transportation options at low-income and public housing sites.

Since the 2021 report, HOURCAR has continued to make significant efforts to engage the community, especially populations not traditionally involved in transportation projects. Over the past two years, HOURCAR has partnered with two CBOs from the original Core Partner Council, Payne Phalen Community Council and the Powderhorn Park Neighborhood Association, on an EPA-funded Environmental Justice Collaborative Problem-Solving project. As part of this project, HOURCAR used grant funds to build the capacity of these two COBs to hire Environmental Justice Community Coordinators, who work within their communities to create awareness of clean transportation options and gather feedback on how to improve our services. We held a series of community brainstorming sessions with translation into multiple languages, including American Sign Language, Hmong, Karen, Somali, and Spanish languages (cf. https://bit.ly/46XJSVf).

We work closely with nonprofit low-income housing providers, including Aeon, CommonBond, and PPL, as well as for-profit low-income housing developers like Schafer-Richardson. During the site selection process for electric carshare hubs, we perform community engagement and outreach at applicant sites. Our staff meet with residents on-site and in person at community meetings and in other venues to explain the proposed service and get feedback from residents. One potential barrier we have heard about frequently during our engagement efforts is customer service in language of origin. Although most potential users are comfortable navigating information on our app and website using Google translate or similar tools, there has been a concern that it would be difficult to navigate customer service in spoken English during a stressful real-time event such as a crash in a vehicle. We responded to this by adding a translation service to our member services line, whereby members can request and receive real-time translation in their preferred language.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project?s benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

? pedestrian and bicycle safety improvements;
? public health benefits;
? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
? travel time improvements;
? gap closures;
? new transportation services or modal options;
? leveraging of other beneficial projects and investments;
? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

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

Response:

Our project provides significant health and other benefits to Black, Indigenous, and People of Color (BIPOC) populations, low-income populations, and other specific populations, especially seniors, by providing flexible access to a vehicle for people who cannot afford to own one or otherwise do not have access to one. To date, 45% of total utilization of our Multifamily EV Carshare Pilot Project has come from BIPOC/non-white users, and 57% from very low-income users earning less than 50% of Area Median Income.

Transportation is a social determinant of health. As the American Hospital Association's website states, "Each year, 3.6 million people in the United States do not obtain medical care due to transportation issues" (https://bit.ly/3v5f97D). During our community engagement process, participants have consistently identified transportation needs that current options cannot easily meet, including travel to critical appointments such as medical visits. While many of these appointments could in theory be reached by transit, the trips take too long, and the service is sometimes unreliable. For example, to ensure timely arrival to a thirty-minute medical appointment, residents described needing to take a half-day off work. In some cases, residents decided to forego the trip, degrading health outcomes and increasing downstream medical costs. Focus group participants consistently said that carshare would help meet their unmet transportation needs.

Another community-identified need is lack of ability to visit friends and family outside the transit-served core. Focus group participants indicated that it was difficult for them to travel within the Twin Cities Metro or outside it to visit friends and family. Carsharing makes these trips available and affordable, keeping these connections strong and supporting health and well-being.

The recently released "Surgeon General's Advisory on Our Epidemic of Loneliness and Isolation" (https://bit.ly/47Ut9Ub) finds that social isolation has significant health consequences, including a 29% increased risk of heart disease and a 32% increased risk of stroke. Seniors are especially vulnerable to these effects: older adults who are socially isolated have a 50% increased risk of developing dementia. For low-income seniors who do not own a car, carsharing can be a lifeline. One of our current electric carshare sites, Garden Terrace Apartments in Little Canada, is a low-income senior-living site, and another, Nova SP, is located within a block of another low-income senior housing site.

The only adverse impact we are aware of is some temporary inconvenience while the EVSE are being installed. Construction may create some noise, dust, and temporary reduction of access for up to 3-5 days per site.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- *? specific direct access improvements for residents*
- *? improved access to destinations such as jobs, school, health care or other;*
- *? new transportation services or modal options;*
- *? and/or community connection and cohesion improvements.*

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

Our project prioritizes placing electric carshare hubs:

1. At or near (within 1/2 mile) multifamily sites with 50+ units that meet the Community Investment Program (CIP) qualification for low-income housing projects: at least 66% of units affordable at 60% of Area Median Income (AMI).

2. In census tracts with predominantly renters (above 66%) and tract median income at or below 60% of Area Median Income (AMI)

3. In census tracts designated as Areas of Concentrated Poverty or Regional Environmental Justice Areas.

Our scoring rubric for the application process gives highest consideration to such sites, with secondary consideration given to sites targeted at specific populations, such as low-income seniors and students. Out of 14 current Multifamily EV Carshare Pilot Project sites, 12 meet the CIP low-income requirement (66% of units at 60% AMI), one meets the Minneapolis 4D requirement (20% or more of rental units affordable at 60% AMI), and one is student housing.

The Socio-Economic Conditions map for our application indicates that 5 current Multifamily EV Carshare Pilot Project sites are located in Area of Concentrated Poverty, with the remaining 9 sites located in Regional Environmental Justice Areas. The map also indicates that there are 18,209 publicly-subsidized units located within a half mile radius of the 14 current sites.

All current and future electric carshare hubs are publicly accessible, meaning that they are located in areas that are open to the public (i.e., not underground parking or other areas restricted to residents), and the property owners have agreed to allow access for non-residents. These hubs are community transportation access points, serving not only residents of the host sites, but also the surrounding community. Since our scoring rubric prioritizes sites with other multifamily developments located within walking distance, this means that these hubs will serve many more people than the residents of the host site.

Our expansion project will provide even more residents of affordable housing developments with access to shared electric vehicles. Our community engagement process found that these residents are disproportionately unlikely to own a vehicle, and that for those who do, the vehicle is often unreliable. There is also a significant community benefit to the shared vehicles: during our focus groups, many residents expressed a desire to "give back" by being able to offer rides to others rather than always being the one asking for a ride.

Our outreach efforts extend beyond the host sites to include surrounding multifamily complexes, especially affordable housing developments. We send postcards to residents within a quarter mile when we open a new site, and our staff performs outreach, community engagement, and other awareness activities in the surrounding community.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the ?Socio-Economic Conditions? map used for this measure.	1702387489751_Socio-Economic Conditions Map.pdf

Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

Response:

Our project reduces congestion by focusing on sites with high potential for impact from mode-shift: areas with high-density housing located near high-frequency transit and heavily congested roadways. By placing EV carshare hubs at these sites, we will create a clean and affordable transportation option that maximizes the potential for mode shift, enabling residents to take more of their trips via transit, biking, and walking, and use the carshare vehicles as a flexible option for destinations that are either not easily reached by fixed-line transit or bike/ped, or that require transporting cargo.

The fourteen current Multifamily EV Carshare Pilot Project sites are all proximate to congested Principal Arterials, including I-35W, I-94, I-494, I-694, MN 65, MN 77, MN 100, MN 280, US 61, and US 169. For our expansion project, we plan to continue to prioritize sites located near high-frequency transit and proximate to Principal and A Minor Arterials.

Carsharing has proven efficacy for promoting mode shift and reducing SOV trips. In its 2020 CMAQ Cost-Effectiveness Update (https://bit.ly/3tWe8zm), FHWA describes the impact of carsharing as follows:

"Carsharing projects offer access to vehicles owned and maintained by third parties (e.g., cities) for intermittent trips best served by light duty vehicles (LDVs). Shared vehicles provide alternatives to reduce household LDV, and in some cases enable households to own fewer cars, both of which may result in decreases in VMT through eliminating some discretionary trips and mode shift to public transit." (p.35)

The Cost Effectiveness Update cites an established research base which demonstrates that the added convenience provided by carsharing for "intermittent trips best served by LDVs" enables fewer overall trips to be taken in SOVs than would otherwise have occurred in the absence of carsharing. Among the works cited is that of Susan Shaheen of the Transportation Research Center at UC Berkeley. In "Mobility and the Sharing Economy: Impacts Synopsis" (https://bit.ly/37jVGbe), a summary of five studies, Shaheen and her collaborators found that:

- each carshare vehicle put into service reduces VMT equivalent to taking 9-13 vehicles off the road

- 50% of carshare users shed a vehicle or deferred an auto purchase

- most of the VMT shifted to transit, biking, walking, and batched or deferred trips.

This aligns with HOURCAR internal data, which indicates that 44% of members either shed a vehicle or defer an auto purchase during their membership, and most increase their use of public transit, biking and walking as a result.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	750
Average Commute Trip Length (Default 12.1):	12.4
VMT Reduction	9300.0
CO Reduced	22227.0
NOx Reduced	1488.0
CO2e Reduced	3409380.0
PM2.5 Reduced	46.5
VOCs Reduced	279.0

Response:

To answer this question, we use an FHWA-adopted methodology for calculating emissions reductions from carsharing, with an additional calculation to capture the added benefit of using shared EVs.

The FHWA 2020 CMAQ Cost-Effectiveness Update (https://bit.ly/3tWe8zm) finds that carsharing has "strong cost effectiveness" for reducing the criteria pollutants CO, NOx, and VOC (pp. 1, 14, 35-38), and moderate cost effectiveness for reducing PM2.5 (pp. 5, 12). To arrive at this conclusion, FHWA uses the following methodology: "For purposes of this analysis, it was assumed that each shared vehicle is used by fifteen owners of light duty vehicles, fleet size of 500, and each participant reduces net annual VMT by 2500 to 4500 with average travel speed of 35 mph" (p. 37).

To calculate VMT reductions from carsharing with internal-combustion engine (ICE) vehicles, we use the methodology above adopted by FHWA. To refine this calculation, we propose to:

- calculate on a per-vehicle basis at 15 users per vehicle

- take the mean of the high and low end VMT reduction estimates cited by FHWA (3,500).

Following FHWA, then, each carshare vehicle put into service reduces 52,500 VMT annually (= 15 users x 3,500 VMT reduced).

The FHWA methodology anticipates the use of ICE carshare vehicles. An extra calculation is therefore required to capture the benefit of substituting EVs. Based on our internal data, we estimate that each EV carshare vehicle will travel 19,585 miles annually, or 59 miles per day. Using the Argonne AFLEET Tool (https://bit.ly/3xgwtt0), with an electricity generation mix based on Xcel Energy's Upper Midwest mix (https://bit.ly/3r6iqT4), we found that using electric vehicles in place of ICE vehicles reduces GHG emissions by 72% (7.2 short tons GHG annually for ICE vehicles compared to 2 short tons for EVs). This is the emissions equivalent of reducing those 59 daily trip-miles by 72%, an effective reduction of 42.48 VMT per day.

We then combine the FHWA-proposed methodology with the adjustment for EV carshare vehicles as follows: 144 VMT (FHWA baseline) + 42.48 VMT (additional reduction) = 186.48 equivalent VMT reduced per EV carshare vehicle per day.

We entered this methodology into the scoring system as follows:

- For the number of trips per day, we multiplied the number of vehicles by the number of members (50 vehicles x 15 members ea. = 750)

- For the number of miles per day, we divided the number of miles per day by the number of members (186.48 miles ÷ 15 members = 12.4).

Our shared EVs will produce zero source emissions (CO, NOx, PM2.5, VOC). This is an especial benefit for BIPOC and low-income communities, which disproportionately suffer the ill effects of these pollutants due to their proximity to major transportation corridors.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

Response:

Our project represents an innovative strategy for making the benefits of EVs more broadly accessible, especially for low-income residents, eliminating market barriers and moving the needle toward the state's EV adoption goals.

Minnesota has set an ambitious goal of powering 20% of light-duty vehicles (over one million vehicles) with electricity by 2030. According to MnDOT's EV Dashboard (https://bit.ly/3uwDdBD), as of December 2023 there were 47,496 EVs (battery electric vehicles and plug-in hybrids) on the road in the state, representing >1% of total motor vehicles. To achieve the state's goals and meet targets for GHG reductions, new paradigms are needed.

EV adoption faces numerous headwinds, especially the high upfront cost of the vehicles. Of the 28 EV models available in Minnesota today, only two (1 PHEV and 1 BEV) have a MSRP below $30,000. This puts EVs far out of reach for many consumers. Even with federal and state tax credits and rebates, EVs are priced higher than their gas-powered counterparts. The high upfront cost is especially prohibitive for low-income vehicle purchasers, who cannot monetize tax credits at private sale transactions, and can only claim them at year-end on their tax return if they owe income tax.

Membership in a carsharing program is akin to fractional ownership, whereby a high-value asset becomes accessible to a group of users on a shared basis without any one user being required to front the cost. As such, it represents an ideal strategy for making the benefits of EV technology more broadly and equitably accessible. Residents earning less than 50% of Area Median Income (AMI) are eligible for Access PLUS, HOURCAR's qualified low-income rate structure, which offers one hour of free driving and extremely affordable rates thereafter to drive these vehicles.

We anticipate our project will have considerable knock-on effects in the form of increased adoption of EVs. Familiarity drives adoption: according to a study by JD Power and Associates (https://bit.ly/37pfTwi), 46% people who have previously driven an EV are "very likely" to purchase one in the future.

Our project will also make existing charging infrastructure more efficient by placing shared electric vehicles at underutilized chargers. A recent study by Brennan Borlaug et al for the National Renewable Energy Laboratory (https://bit.ly/3uViWbn) found that utilization of public Level 2 charging stations is very low in the US, averaging less than one charging session every two days. We have already been contacted by developers and owners/managers of properties to inquire if we would place shared EVs at their underutilized chargers. Our project will provide an anchor tenant for these chargers while creating equitable EV accessibility for the surrounding community.

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

Response:

As Minnesota's original nonprofit carshare provider, HOURCAR has the staff capacity, experience, and technical expertise to execute this project. Since 2005, we have fulfilled our mission of connecting people to their communities with convenient, equitable, and sustainable multimodal transportation.

HOURCAR has a dedicated staff of 30, including an EV hub site manager for this project, dedicated community engagement/outreach staff, a member services call center, a fleet services team and admin/support staff. We have already developed the app and other technology necessary to operate this project.

In 2011, HOURCAR partnered with Xcel Energy and the City of Saint Paul to pioneer some of the first plug-in hybrids in the state (https://bit.ly/3uneG1H). We currently operate a fleet of 200 EVs, the largest in Minnesota. We've operated EVs in Minnesota winter and understand how they perform in extremely cold temps.

HOURCAR has an established history of serving diverse and low-income communities. We served diverse and low-income neighborhoods such Phillips/Powderhorn in Minneapolis and Frogtown in Saint Paul through our original round-trip service. The Evie Carshare service territory expanded this footprint into North Minneapolis and Saint Paul's East Side. Our Multifamily EV Carshare Pilot Project expanded even further into low-income developments in first-ring suburbs.

(Limit 1,400 characters; approximately 200 words)

Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:

25 Points

Applicant has identified potential funding sources that could support the project beyond the initial funding period: Yes

15 Points

Applicant has not identified funding sources to carry the project beyond the initial funding period:

0 Points

Response:

Our goal for this expansion project is to make twenty-five new EV carshare sites with 50 shared electric vehicles self-sustaining from program revenue without the need for additional grant funding within two years. HOURCAR has been operating on this social enterprise business model for nearly twenty years. We know how to open new carshare hubs, develop a member base in the surrounding area, and grow usage to the point that they are self-sustaining from program revenue.

If program revenue is not sufficient to support one or more of these electric carshare hubs at the end of the Regional Solicitation funding period, we may negotiate a cost share arrangement with the site host. Our site hosts see the project as a valuable amenity to residents and want to see it continue. Our contract with site hosts states that renewal of the contract may involve "[a]ddition of a cost share component should the revenues from the Service be insufficient to cover the operations and maintenance costs of providing the Service at the Site."

It is of course possible that some sites will not become self-sustaining, and that the site hosts will not agree to cost share at a level that would allow these sites to continue. We therefore cannot rule out that some sites will not continue beyond the funding period. Such occurrences are part of the learning process and an inevitable outcome of trying something new at scale. One of the values highlighted in the HOURCAR Mission and Values Statement (https://hourcar.org/about/) is effectiveness: "We use adaptable methods to achieve measurable goals. We evaluate our processes and ourselves in the pursuit of continuous improvement." Our original Multifamily EV Carshare Pilot Project has already provided us with valuable lessons and best practices that will enable us to replicate our successes and avoid mistakes as we expand the project.

HOURCAR is committed to the success of this project. We have invested in our site selection process, our team, and our relationships with current and prospective site hosts. As the letters of support from current site hosts (a nonprofit housing provider, CommonBond, and a for-profit developer, Schafer Richardson) demonstrate, they too are committed to making the project a success. Based on our previous track record, we have every confidence that this project will continue beyond the funding period and become a permanent feature of the HOURCAR program.

This project has great potential for replication throughout the Greater Twin Cities area. There is currently considerable interest in making the benefits of electric vehicles more broadly and equitably accessible. Federal and state agencies continue to make major investments in this area, providing tailwinds for growth. Prospects for expansion are strong.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $0.00

Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$0.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
CommonBond Letter of Support - HOURCAR.pdf	Letter of Support from CommonBond Communities	71 KB
Electric Carshare Expansion Area Map.pdf	Project Expansion Area Map	411 KB
HOURCAR Letter of Support - Schafer Richardson.pdf	Letter of Support from Schafer Richardson	163 KB
HOURCAR TDM Project Summary 2024.pdf	HOURCAR Project Summary	312 KB
HOURCAR-TDM Budget 2024.pdf	Budget	92 KB
Regional Economy Map.pdf	Regional Economy Generated Map	3.6 MB
Socio-Economic Conditions Map.pdf	Socio-Economic Conditions Generated Map	3.8 MB

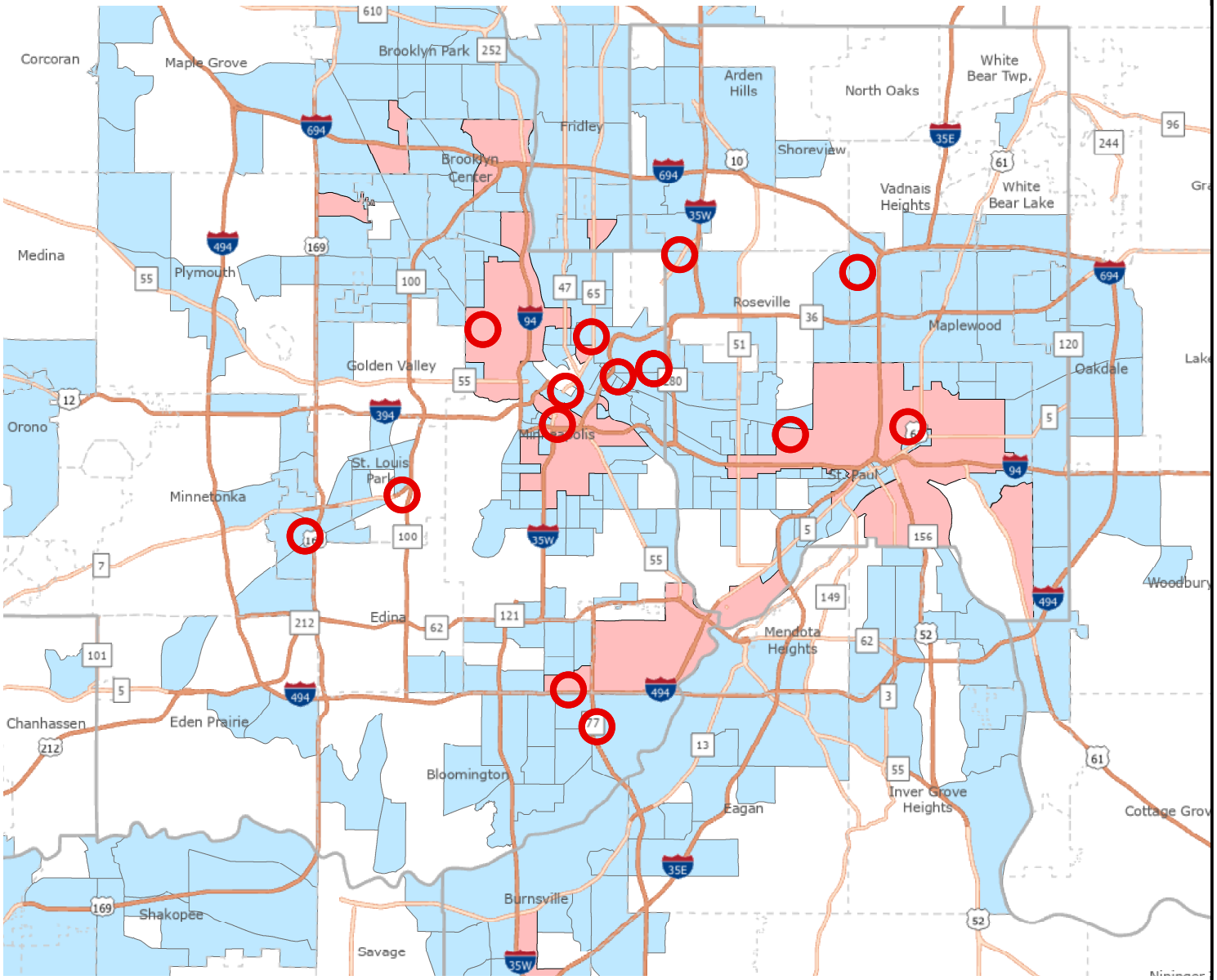
Socio-Economic Conditions

Travel Demand Management Project: Expanding Access to Electric Mobility | Map ID: 1701978230560

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 18209

Project located IN an Area of Concentrated Poverty.



Points

Area of Concentrated Poverty

Regional Environmental Justice Area

0 2.5 5 10 15 20 Miles

Created: 12/7/2023

LandscapeRSA2

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METROPOLITAN COUNCIL

PROJECT FOR PRIDE IN LIVING

1035 East Franklin Avenue
Minneapolis, MN 55404
P (612) 455-5100 F (612) 455-5101
www.ppl-inc.org

12/4/2023

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

Dear Ms. Koutsoukos,

On behalf of Project for Pride in Living (PPL), I am writing to offer support for HOURCAR's application to the Regional Solicitation for funding to support expansion of electric carshare in disadvantaged communities.

PPL builds and manages safe, quality, affordable housing across the Twin Cities, with support services for residents to create stability and pride. Transportation is a key asset for residents seeking this stability. PPL is providing space at our Maya Commons site for an EV carshare hub with two electric vehicles. These vehicles help residents get to job interviews, access healthcare, and meet other critical transportation needs.

PPL is committed to working with HOURCAR to make this project successful. We are also considering adding additional EV carshare hubs at other PPL sites. We see the value and benefit for our residents in having such a flexible and affordable transportation option located on-site.

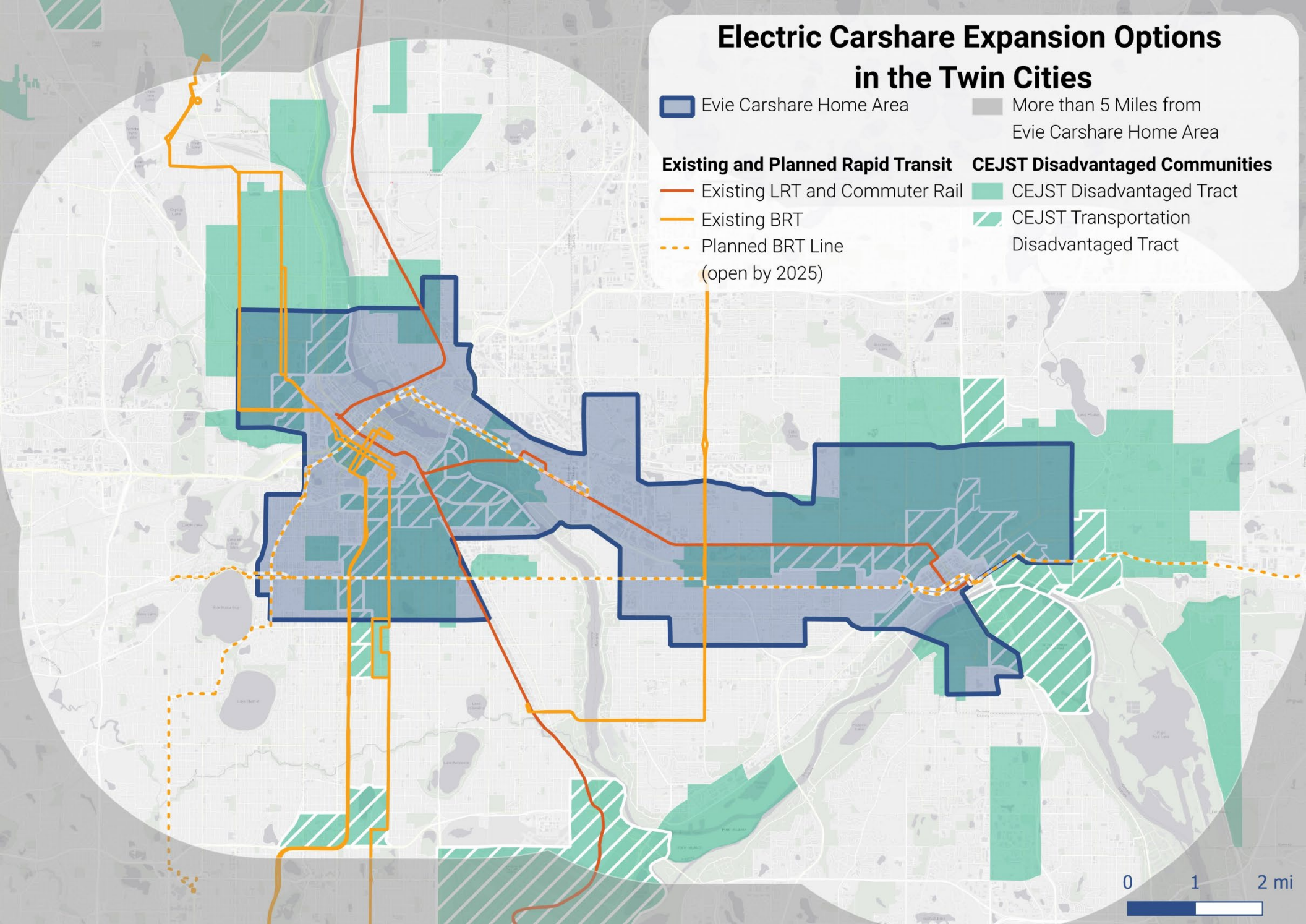
It is our understanding that HOURCAR is applying for funds to expand carshare access and provide outreach and marketing at multifamily sites like Maya Commons. This seems like a good use of funds, and we support HOURCAR's application.

Thank you for considering this letter of support. Please let me know if I can answer any questions.

Sincerely Yours,

Lawanda Rogness

Lawanda Rogness
Project Manager


Electric Carshare Expansion Options in the Twin Cities
Evie Carshare Home Area
More than 5 Miles from Evie Carshare Home Area
Existing and Planned Rapid Transit
Existing LRT and Commuter Rail
Existing BRT
Planned BRT Line (open by 2025)
CEJST Disadvantaged Communities
CEJST Disadvantaged Tract
CEJST Transportation Disadvantaged Tract
0
1
2 mi

December 7, 2023
Attn: Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

This letter of support is offered on behalf of HOURCAR's application to the Regional Solicitation for support to expand electric carshare access in disadvantaged communities. Schafer Richardson first partnered with HOURCAR at our property in Northeast Minneapolis, Timber & Tie. Timber & Tie serves as home to 175 households earning at or below 60% of Area Median Income, with 25 of the units reserved for project-based vouchers. HOURCAR's electric carshare program is heavily used and highly valued by residents. Access to a reliable mode of transportation is an impactful amenity. HOURCAR's carshare program assists in connecting residents to jobs, community resources, and family and friends

Due to the success of the program at Timber & Tie, Schafer Richardson is working with HOURCAR to launch two additional electric carshare sites: Nova SP in Saint Paul and Peregrine in Minneapolis. Schafer Richardson recognizes the immense benefits HOURCAR provides to residents and believes in the expansion of the program to help more households.

Funding from the Regional Solicitation will help further the expansion of the program to more households. Schafer Richardson is wholeheartedly in support of HOURCAR's application.

We appreciate your consideration of HOURCAR's request.

Sincerely,

Katie Anthony

Katie Anthony
Vice President of Development

HOURCAR Letter of Support - SR

Final Audit Report 2023-12-07

Created:	2023-12-07
By:	Acacia Galle (agalle@sr-re.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAUWwkVMXnrswNzxfoPrvCzPj8IepmSpzy

"HOURCAR Letter of Support - SR" History

Document created by Acacia Galle (agalle@sr-re.com)
2023-12-07 - 9:30:37 PM GMT

Document emailed to Katie Anthony (kanthony@sr-re.com) for signature
2023-12-07 - 9:31:18 PM GMT

Email viewed by Katie Anthony (kanthony@sr-re.com)
2023-12-07 - 9:38:02 PM GMT

Document e-signed by Katie Anthony (kanthony@sr-re.com)
Signature Date: 2023-12-07 - 9:38:21 PM GMT - Time Source: server

Agreement completed.
2023-12-07 - 9:38:21 PM GMT

HOURCAR®

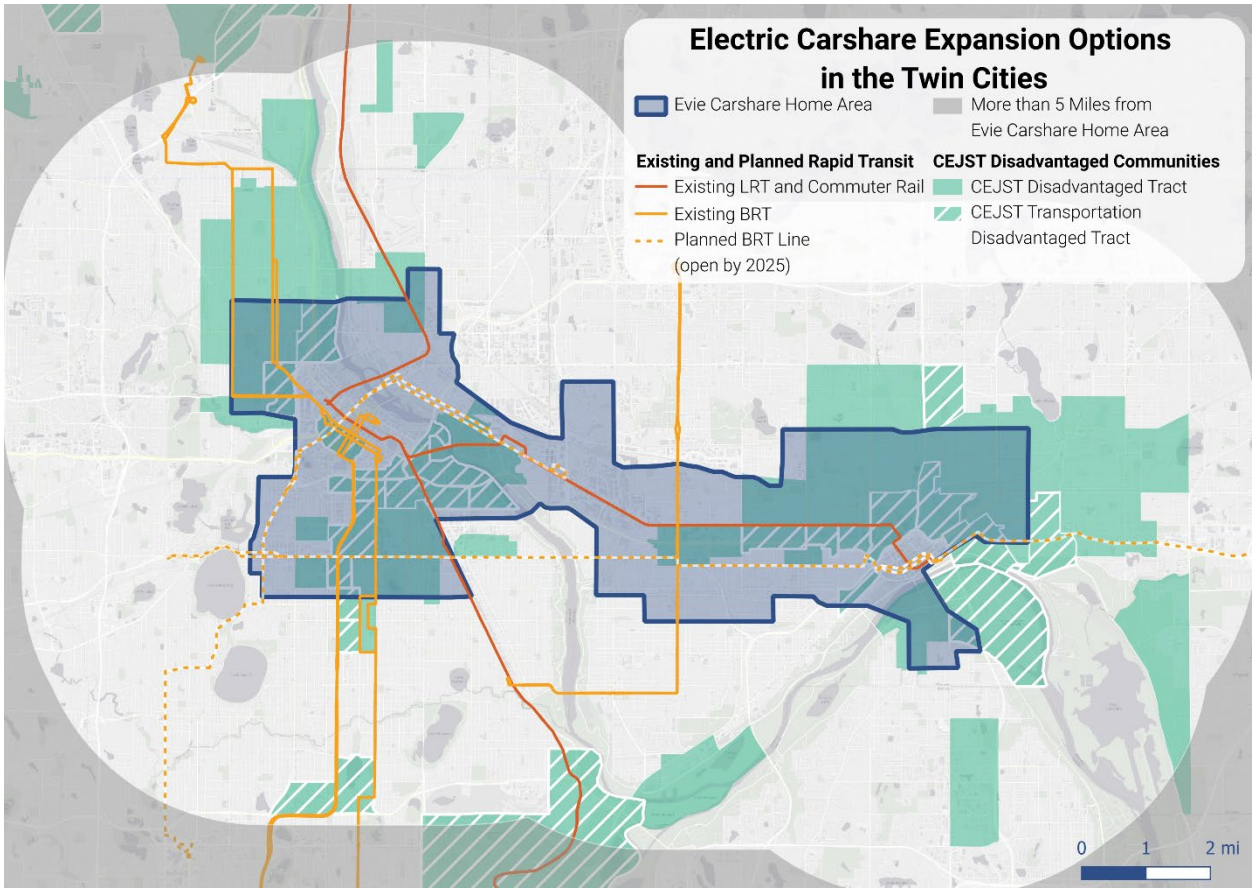
Affordable
Accessible
Sustainable

PROJECT SUMMARY

Project Name: Expanding Access to the Benefits of Electrified Transportation
Applicant: HOURCAR
Project Location: 25 new sites within the project expansion area (see map below)
Requested Amount: $500,000
Total Project Cost: $625,000

Brief Project Description

HOURCAR is seeking to expand access to the benefits of electrified transportation for low-income and transportation-disadvantaged residents of the region. We are proposing to regularize and scale up the Multifamily EV Carshare Pilot Project, which is planned to to grow to 25 sites with 50 electric vehicles by the end of 2025, by adding 25 additional sites and 50 more shared electric vehicles (i.e., growing to 50 EV carshare sites with 100 EVs) within the identified expansion area (including the Evie Carshare home area) in 2026-2027. We will focus on sites located in census tracts with high numbers of disadvantaged/transportation disadvantaged residents, high numbers of renters, and located near high-density housing and high-frequency transit. We are also expanding the Multifamily Pilot Project's original geographic area of focus to include the Evie Carshare service territory and the surrounding area within a five mile radius (see map below). When we launched the Multifamily Pilot Project, we focused primarily on first-ring suburbs outside the urban core, excluding the Evie Carshare service area. We have now opened up our focus area to include the Evie Carshare home area, with a goal of complementing our highly successful one-way service with a round-trip option.



Project Budget

Multifamily EV Carshare Pilot Project

REVENUE		
Regional Solicitation	$	500,000
HOURCAR Unrestricted Program Revenue	$	125,000
TOTAL	**$**	**625,000**

EXPENSE	**2026**	**2027**	**TOTAL**
Personnel			
Electric Carshare Hub Site Development Mgr.	$ 60,000	$ 60,000	$ 120,000
Fringe	$ 12,000	$ 12,000	$ 24,000
Operations			
Electric vehicle leases	$ 101,500	$ 203,000	$ 304,500
Electric vehicle insurance	$ 40,000	$ 80,000	$ 120,000
Indirect	$ 21,000	$ 35,500	$ 56,500
TOTAL	**$ 234,500**	**$ 390,500**	**$ 625,000**

Number of vehicles (EOY)	25	50

Fort Snelling (unorg.)
Population: 0
Employment: 3416
Mfg and Dist Employment: 0

Regional Economy

Golden Valley
Population: 2292
Employment: 4925
Mfg and Dist Employment: 832

Hopkins
Population: 19362
Employment: 18574
Mfg and Dist Employment: 2400

Little Canada
Population: 8001
Employment: 6512
Mfg and Dist Employment: 1192

Minneapolis
Population: 183720
Employment: 259403
Mfg and Dist Employment: 21270

Minnetonka
Population: 3476
Employment: 2247
Mfg and Dist Employment: 51

New Brighton
Population: 3183
Employment: 1857
Mfg and Dist Employment: 1234

Richfield
Population: 16605
Employment: 2965
Mfg and Dist Employment: 295

Robbinsdale
Population: 4790
Employment: 4188
Mfg and Dist Employment: 7

Roseville
Population: 10025
Employment: 12530
Mfg and Dist Employment: 3658

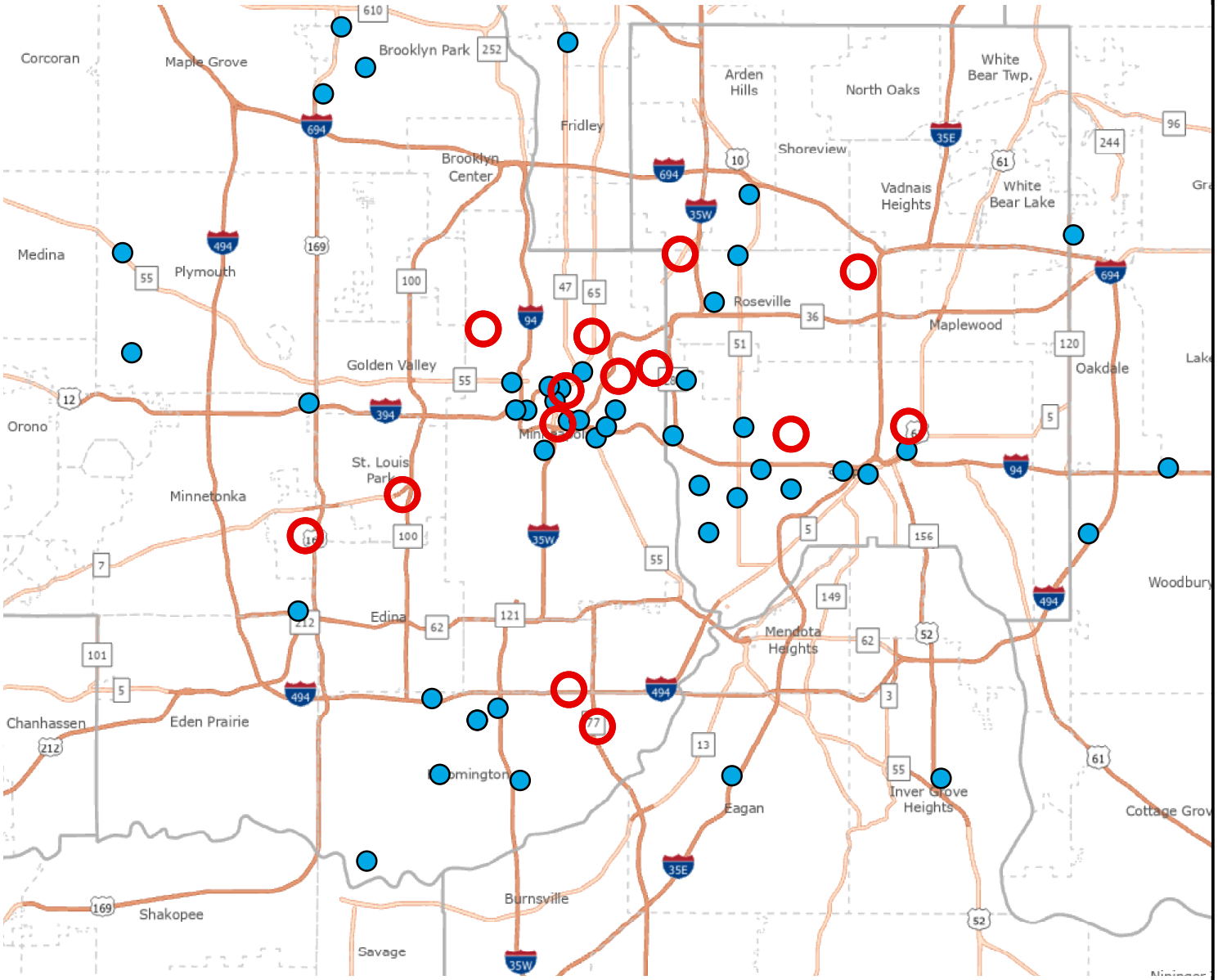
Shoreview
Population: 950
Employment: 180
Mfg and Dist Employment: 2

St. Anthony
Population: 10000
Employment: 3289
Mfg and Dist Employment: 644

St. Louis Park
Population: 29780
Employment: 21661
Mfg and Dist Employment: 3002

St. Paul
Population: 91111

Travel Demand Management Project: Expanding Access to Electric Mobility | Map ID: 1701978230560



Project Points

Postsecondary Education Centers

0 2.5 5 10 15 20 Miles

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LandscapeRSA5

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METROPOLITAN COUNCIL

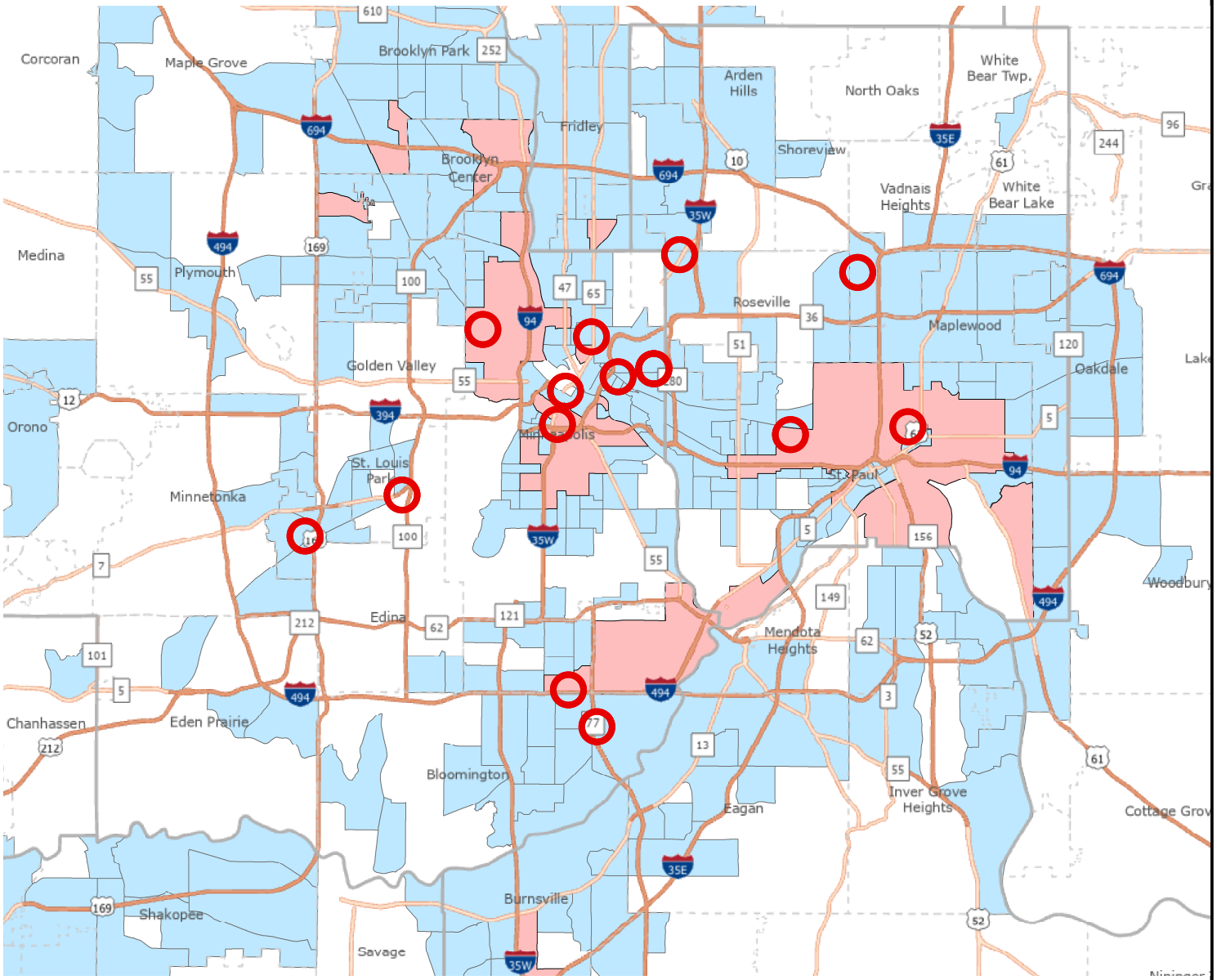
Socio-Economic Conditions

Travel Demand Management Project: Expanding Access to Electric Mobility | Map ID: 1701978230560

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 18209

Project located IN an Area of Concentrated Poverty.



Points

Area of Concentrated Poverty

Regional Environmental Justice Area

0 2.5 5 10 15 20 Miles

Created: 12/7/2023

LandscapeRSA2

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