



Application

19831 - 2024 Unique Projects
20426 - EV Carshare Vehicles for Evie carshare and EV Spot Network Expansion
Regional Solicitation - Unique Projects

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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Unique 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.

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PeopleSoft Vendor Number 0000003222A22

Project Information

Project Name EV Carshare vehicles for EV Spot Network service area expansion

Primary County where the Project is Located Hennepin, Ramsey

Cities or Townships where the Project is Located: Saint Paul, Minneapolis

Jurisdictional Agency (If Different than the Applicant):

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

In 2022, the region launched the EV Spot Network: Evie Carshare and EV Spot Charging. TAB provided startup funding for Evie Carshare, which has been matched with millions of dollars from other public and private entities.

Use has grown rapidly. Evie Carshare recently passed a major milestone: 150,000 trips and 1.5 million emission-free miles. Evie Carshare vehicles are used on average three times a day, a national record.

This success creates two clear needs. The first is to bring this option to more people, in more neighborhoods. The second is to increase vehicle availability. The current high utilization means that people who need a vehicle often cannot use one.

This application funds 50 new shared EV electric vehicles. These vehicles would 1) serve an expanded service area, and 2) increase the availability of carshare vehicles across the service area.

Discussion: In response to the popularity of Evie Carshare, and requests, we evaluated neighborhoods for possible expanded service.

- We used criteria including transportation need and equity.

- We looked at places where current Evie Carshare trip ends are bunched against the current service area boundary. The data clearly show places where people would like to extend Evie Carshare trips, but cannot due to the limited service area.

That evaluation identified neighborhoods for possible new service, contiguous to the current service area, totaling eight square miles. The evaluation also identified areas in the current service area that need better service.

In response, we are implementing the following plan: This application for 50 new shared EVs to extend service to new neighborhoods, and meet demonstrated need in the current service area. We also applied to the federal "Charging and Fueling Infrastructure" opportunity for chargers to support the same goals.

These applications are independent. While the EV Spot Charging network will eventually need additional chargers, current charging capacity is sufficient to support the proposed vehicles and service area expansion.

In sum, we have developed a vision for bringing this popular and well-used option to more people. This vision anticipates:

1. Targeted expansion of the existing service area
2. Increasing charging network and vehicle density within the current service area (i.e., adding more chargers and cars)
3. Adding round-trip carshare hubs along BRT/LRT lines

This application fulfills objectives 1 and 2. The expansion along the Gold Line proposed by our partners at Washington County supports objective 3.

(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 \$1,400,000.00

Match Amount \$375,000.00

Minimum of 20% of project total

Project Total \$1,775,000.00

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

Match Percentage 21.13%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

City Funds, HOURCAR contribution of carshare hardware

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: 2025

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

For All Projects

County, City, or Lead Agency

City of Saint Paul

Zip Code where Majority of Work is Being Performed

For Construction Projects Only

(Approximate) Begin Construction Date

(Approximate) End Construction Date

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

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:

The project supports and advances a wide variety of Goals, Objectives, and Strategies in the 2040 Transportation Policy Plan, 2020 Update.

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.

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).

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).

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 the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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. Yes

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.

(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.

Date plan completed: 01/13/2016

Link to plan: https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transition%20Plan%20for%20Public%20Works_2016.pdf

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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. 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

Measure 1: Significance

A. Describe the regional impact of the project. In the response, consider the following:

- How many people does the project directly impact?
- What percent of the people (in a given community/area) are directly impacted?
- What is the project's geographic reach?

Extending the benefits of E-bike Carshare to new parts of the region is a project of

Response:

Extending the benefits of Evie Carshare to new parts of the region is a project of regional significance.

TAB supported the creation of Evie Carshare, the region's publicly owned Electric Vehicle (EV)

carshare network. TAB's support has paid off. Evie Carshare is providing critical connections to the region's residents, saving them money, and reducing emissions.

-In October, 2023, Evie Carshare provided 14,000 trips, trips that users decided no other mode could provide, or provide as well.

-In its first year of operation (Feb 2022-Jan 2023), users saved \$5.8 million in transportation costs. More than a third of these benefits are going to low-income and/or BIPOC users. These savings do not include significant other benefits. The magnitude of the transportation savings alone (i.e., not taking into account the value of the emissions reductions and health benefits) suggests the substantial ROI on the investment by TAB.

More people need access to this valuable transportation option. The proposed EVs would improve access in two ways.

1. Increase access by expanding the service area

We have identified neighborhoods totaling 8 square miles for possible expansion. These neighborhoods share three characteristics:

- They largely meet USDOT Justice 40 criteria.
- Evie Carshare use data strongly shows demand for EV transportation in the neighborhoods.

While Evie Carshare users can take vehicles anywhere, they must end the trip within the service area. Trip-end locations show clumps of trip ends at the border of the service area. Users are parking as close as they can to their actual destination and walking the rest of the way. The project will extend service to areas of proven demand such as these.

-The neighborhood is or will be served by Metro Transit 'High Frequency Transit' lines.

A hallmark of Evie Carshare planning has been deep engagement with neighborhoods. Before defining the precise new expansion area, we would engage with residents to understand their needs.

Census data indicates that there are approximately 379,000 residents of the existing EV Spot Network home area and the immediately surrounding area. We estimate that the existing 170 Evie vehicles will serve 10,000 (2.7%) unduplicated individuals annually. The 50-vehicle expansion would enable extending the service to an additional 3,000 people, for a total of 3.5% of area residents. This would create significant benefits for the region in terms of reducing congestion, GHG, and harmful emissions.

2. Increase access by increasing the availability of carshare vehicles across the network.

Usage in October averaged 3.6 trips per available vehicle per day. This is a signal that more capacity is needed to allow residents to use vehicles when they need them.

(Limit 2,800 characters; approximately 400 words)

B. Describe the expandability of the project. If the project requires an adequate private market response, describe the characteristics of the market it could serve beyond the initial project. In the response, consider the following:

- *How can the idea be used regionwide?*
- *If not regionwide, is it a replicable project (i.e., could it be adapted elsewhere)? Describe the extent of the potential locations.*

Response:

Adding EV carshare vehicles and expanding the EV carshare service area can be replicated regionwide. This project will provide valuable lessons about how best to use shared EVs to extend the reach of transit and connect people to destinations in settings that change as one moves out of the region's core.

Discussion: Our region faces substantial transportation challenges. The region needs to:

- Better connect people to where they need to go affordably and reliably;
- Reduce the impacts of providing that transportation.

Transit is and will continue to be a core strategy to meet those challenges. Yet, transit cannot serve all destinations and trip purposes 24/7/365. EV carshare offers a way to extend the utility of transit, and to serve trips that transit cannot.

With the support of TAB, the region has tested and learned from a regionally adapted model: Evie Carshare. As a public service, Evie Carshare reports total use, and who is using the service.

That model has proven successful across a variety of metrics:

- Evie Carshare provided 150,000 trips totaling 1.5 million zero-emission miles since February 2022 (Xcel Energy provides 100% renewable energy to charge the EVs).
- Evie Carshare is meeting its goals of serving low-income communities and communities of color, who accounted for 42% and 37% of total users respectively.

See: <https://climateaction.stpaul.gov/actions/7>, and <https://www.stpaul.gov/news/mayor-carter-and-city-saint-paul-celebrate-major-milestones-with-evie-carshare>.

Now is the time for TAB to build on that success. This project will make a successful model available to more people and set the region up to learn how to further expand the model as EV carshare serves new kinds of land uses and urban design typologies.

As described in Section 1A, neighborhoods totaling 8 square miles meet the initial criteria for service area expansion - contiguous to the current service area, and disadvantaged/underserved according to US Justice 40 criteria. Within these neighborhoods, land uses, land use mixes, and transportation options vary substantially. This project will help the region learn about how best to bring this new transportation to parts of the region with different land use.

For example, one of the neighborhoods is in Minneapolis, north of East Hennepin Ave. This area contains a mix of residential, retail, office, and light industrial uses. This mix, particularly the light industrial, is common in many parts of the region, but not in the current Evie Carshare service area. If Evie Carshare works can be adapted to serve residents and employees of this area, the region will have gained useful information that can help this approach replicate or expand to other such areas in the region.

C. Describe the new approach of the project to address existing and/or emerging challenge(s). Identify the challenge(s) that the approach is trying to address and discuss how the approach was developed (e.g., replicated from another region, created a new technology/idea). Also briefly describe the risk assessment of the new approach any mitigation strategies to manage risks, and who will mitigate the risk, if needed.

Examples of challenges include:

- Problems that have been a long-term issue where progress has been limited
- Lack of opportunity for an emerging technology or innovation to penetrate the Twin Cities market
- Leveraging connected and automated (CAV) vehicle technology and infrastructure
- Outdated function or effectiveness of existing infrastructure

Response:

In the language of the Regional Solicitation, this project will help solve "Problems that have been a long-term issue where progress has been limited." That problem/challenge is: how can the region connect our residents to destinations that cannot be effectively served by current forms of transit?

The Metropolitan Council has committed to "prioritize transportation investments that connect lower-income areas to job opportunities"(Thrive 2040, p 44). The region's economic development lead, GreaterMSP, identifies "Percent of Population Living Within 30 Minutes of 100,000 Jobs by Transit or Walking" as a critical economic, environmental, and social indicator. Yet between 2016 and 2021 (the most recent data) that critical indicator fell from 6.0% to 4.9%. Transit service has fallen since then. For the region to accomplish its transportation goals, it must look beyond established models.

One of transit's long-recognized challenges is connecting users across 'the last mile'. This challenge increases as one moves out from the region's core. Development patterns place destinations farther from transit stops, and often the built environment is less safe or accessible to people walking.

This project is a "new approach": extending shared EV service to new areas makes transit more useful, and can supplement transit where and when transit is not available. Shared EVs are i) a proven solution in parts of the region; and ii) a solution that needs to be refined to best serve new markets. In doing so, the project would develop a proof of concept that other jurisdictions and agencies could use to expand transportation options.

The region is investing substantially in new transit services. Thoughtful planning will locate important destinations close to these lines. Nonetheless, large parts of the built environment will remain difficult if not impossible to reach with transit service alone. The region's experience with micro-transit reveals both promise and limitations. The region will need a mix of options to serve less-dense environments. This project will create both needed service, and help the region learn what works.

The project will serve residents, increase the return on the region's transit investments, and help create a playbook for how to serve parts of the region beyond Evie Carshare's current service area.

Like any new project, this one carries risks. TAB's initial investment in EV Carshare also carried risks. The success we have seen since demonstrates the team's ability to overcome challenges and adapt.

Finally, this project responds to a variety of goals that do not fit well into other Regional Solicitation categories. The project fulfills TAB's goals for the funding in the Unique Projects category in three ways:

1. The project extends an approach that has been proven in one area (the current

...the project extends an approach that has been proven in one area (the current urban carshare

service area) to another (areas outside the current service area).

2. The project develops a new approach that others can learn from.

The project would develop a proof of concept that other jurisdictions and agencies could use to expand transportation options.

3. The project responds to a variety of regional goals with an approach that does not fit into

other Regional Solicitation categories.

Recent staff work presented to the Metropolitan Council underlines various urgent needs:

- The need to connect people without requiring them to own a car; and especially, to reach critical destinations that are not currently reachable without a car.

- The need to quickly reduce GHG emissions, through reduced VMT and through rapid

transportation electrification.

This project will demonstrate how to expand a service that has been proven successful in meeting these needs.

(Limit 4,200 characters; approximately 600 words)

Measure 2: Environmental Impact

A. Describe how the project will improve regional air quality.

Applicants must describe their methodology for determining the project impact. Also, provide a description of the people/groups that will receive either direct or indirect benefits from the project. Examples of benefits include:

- Reduction of single-occupant vehicle (SOV) trips
- Access to electric vehicle charging stations
- Reduction of peak-hour auto trips
- Increase in non-motorized trips
- Increase in multiple-occupant vehicle trips

Response:

Our project will improve regional air quality by reducing SOV trips in internal combustion engine (ICE) vehicles, increasing transit/HOV and non-motorized trips through mode shift, and facilitating trips in electric vehicles powered by 100% renewable energy.

Our approach to determining project impact is derived from the FHWA 2020 CMAQ Cost Effectiveness Update (<https://bit.ly/3LEuH95>), which describes the environmental benefits of carsharing as follows: "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). FHWA also defines a methodology for calculating VMT reductions from carsharing: "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).

We use this methodology as follows:

- 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 in SOVs 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 powered by 100% renewable energy. Based on current usage data from Evie Carshare, we estimate that each one-way EV carshare vehicle will travel 9,659 miles annually, or 26 miles per day. Those 26 miles per day create zero emissions, effectively reducing an additional 26 miles of VMT over ICE carshare vehicles

We then combine the FHWA-proposed methodology with the adjustment for zero-emission carshare vehicles as follows: 144 VMT (FHWA baseline) + 26 VMT (additional reduction) = 170 equivalent VMT reduced per EV carshare vehicle per day.

Using this methodology, we estimate that 50 shared electric vehicles will reduce 21,717,500 VMT over the 7-year project period.

By reducing VMT in SOVs and replacing ICE vehicle trips with trips in EVs, our project will significantly reduce harmful criteria pollutants. The FHWA Cost Effectiveness Update indicates that carsharing has "strong cost effectiveness" for reducing CO, NO_x, and VOC (pp. 1, 14, 35-38), and moderate cost effectiveness for reducing PM_{2.5} (pp. 5, 12). Using the Argonne AFLEET Tool and data on criteria emissions reductions from mode shift⁽¹⁾, we estimate our project will reduce 27 metric tons (mT) CO, 2.9 mT VOC, .5 mT NO_x, and .15 mT PM_{2.5}.

1."Conserving Energy and Preserving the Environment: The Role of Public Transportation" (<https://bit.ly/3j4Vak3>), p. 9

(Limit 2,800 characters; approximately 400 words)

B. Describe how the project will contribute to climate change improvement. Explain how the project will reduce greenhouse gas emissions.

Response:

Our project will reduce GHG emissions by promoting mode shift from SOVs to transit, biking, and walking; replacing trips in internal-combustion engine vehicles with trips in EVs powered by 100% renewable energy; and promoting adoption of EVs through increased familiarity.

As noted in our response to Measure A, FHWA's 2020 CMAQ Cost Effectiveness Update (<https://bit.ly/3LEuH95>) defines a methodology for calculating VMT reduction. Using FHWA's methodology, and adding an additional calculation to account for carsharing with electric vehicles powered by 100% renewable energy, we arrived at the following:

- Our project will reduce 18,396,000 VMT by mode shift to public transit, biking, and walking (=50 vehicles x 144 VMT reduced per day x 365 days x 7 years)
- Our project will reduce an additional 3,321,500 VMT equivalent by replacing trips in ICE vehicles with trips in EVs powered by 100% renewable energy (=50 vehicles x 26 VMT reduced per day x 365 days x 7 years)

To calculate GHG impacts from VMT reduction, we used the following methodology:

1. For VMT reduced by mode shift, we calculated GHG reductions using USDOT estimates (<https://bit.ly/3r6F7Xr>) of .96 pounds of GHG per trip-mile for an SOV and .45 pounds per trip-mile for transit, for a total of 4,256 metric tons (mT) of GHG reduced. This is a very conservative estimate, as some of these trip-miles would be accounted for by biking, walking, and foregone or batched trips.
2. For VMT reduced by direct replacement of ICE vehicles trips with EVs fueled by 100% renewable energy, we calculated the emission reduction as 100% of the GHG that would have been emitted by the ICE vehicle trips. Using the Argonne AFLEET Tool, we calculated the total GHG reduction as 1,446 mT.

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. After accounting for churn, we estimate 4,250 people will use one of these 50 electric vehicles over the seven-year project period. As a conservative estimate, we assume around 50 users per year (8% of total users) will go on to purchase an EV over an ICE vehicle due to increased familiarity. Using the Argonne AFLEET tool with an electricity generation mix based on Xcel Energy's Upper Midwest mix (<https://bit.ly/35lb3tJ>) and estimating 11,467 annual miles per vehicle based on FHWA averages (<https://bit.ly/3x6Jp4E>), we estimate cumulative GHG reductions of 4,318 metric tons over seven years.

Summing these calculations, we arrive at total estimated GHG reduction of 10,020 mT GHG reduced over the seven-year project period.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project will improve surface or ground water quality and management. Examples of improvements include:

- *Reduction of stormwater runoff and improvements to on-site stormwater management*
- *Improvements to the resiliency of infrastructure in response to stormwater events*

Response:

Our project will improve regional water quality by reducing emissions of toxic hydrocarbons, particulates, and heavy metals which contaminate the region's waterways and groundwater.

In "Relating Vehicle-Generated Pollutants to Urban Stormwater Quality" (<https://bit.ly/3J28PD2>), Janaka Gunawardena describes how emissions from internal-combustion engine vehicles contribute to the buildup of harmful substances, including hydrocarbons and heavy metals, on impervious surfaces (roadways, sidewalks, rooftops). These harmful substances are then washed into waterways via stormwater ducts. Among the findings are that:

- Runoff from road surfaces contributes 19-40% of toxic heavy metal water pollution (p. 1). Vehicle brake wear is a significant contributor to heavy metal particulate generation (p.22).
- Internal-combustion engine vehicles emit benzene, toluene, ethylbenzene, and xylene (BTEX), uncombusted fuel molecules collectively referred to as volatile organic compounds, or VOC (p. 20). These insoluble toxic compounds accumulate on surfaces and are then washed away into regional waterways.
- Vehicular emissions contribute 25-35% of ultrafine particulate (PM_{2.5}) mass to the atmosphere. Much of the PM_{2.5} pollution results from incomplete combustion of hydrocarbons (p. 24). This particulate mass is absorbed by raindrops and returned to the groundwater (p. 25).

Our project solves for these groundwater pollutants by using electric vehicles powered by 100% renewable energy.

- In "Conserving Energy and Preserving the Environment: The Role of Public Transportation," Shapiro, Hasset and Arnold find that mode shift to public transit reduces VOC emissions by over 90% (<https://bit.ly/3j4Vak3> p. 9). Replacing trips in ICE vehicles with electric vehicles powered by 100% renewable energy, on the other hand, reduces VOC emissions by 100%. Using the Argonne AFLEET Tool to calculate the emissions benefits of both mode shift to transit and replacement of trips in ICE vehicles with EVs as documented above in Measure A, we estimate that our project will reduce 2.9 metric tons (mT) VOCs over seven years, the equivalent of avoiding a spill of over 1,000 gallons of petroleum into the region's waterways.

- Using the same method, we estimate our project will also reduce .15 mTs of PM_{2.5}, harmful airborne particulates that would have reentered the waterways through rainfall.

- Our project will reduce heavy metal emissions from brake wear. Electric vehicles use regenerative braking, which efficiently converts kinetic energy from the vehicle's momentum into electricity to slow and stop vehicles. JD Power and Associates found that regenerative braking systems reduce wear on brake drums and pads, and associated heavy metal particulate emissions, by up to 70% (<https://bit.ly/3DIQvhk>).

(Limit 2,800 characters; approximately 400 words)

D. Describe how the project will make other environmental improvements. Examples of other environmental elements include:

- *Protection of or enhancement to wildlife habitat or movement*
- *Protection of or enhancement to natural vegetation, particularly native vegetation*
- *Reductions in or mitigation of noise or light pollution*

Response:

Our project will reduce noise pollution by replacing trips in noisy internal-combustion engine (ICE) vehicles with quiet EVs, as well as with transit and non-motorized trips (biking, walking). This will provide a particular benefit to residents of the predominantly low-income and BIPOC residents in the neighborhoods where the service operates. These neighborhoods are disproportionately impacted not only by air pollution, but also by noise pollution due to their proximity to major transportation corridors and industrial areas.

Noise pollution has significant detrimental public health effects. According to the World Health Organization's report "Burden of Disease from Environmental Noise" (<https://bit.ly/3j7aa0H>) at least one million disability-adjusted life-years (DALYs) are lost every year due to noise from traffic (cf. Abstract). The authors support this finding with research demonstrating the harmful impacts of traffic noise in terms of increased heart disease, cognitive impairment of children, sleep interruption, and annoyance/anger incitement leading to road rage and other negative outcomes. According to "Environmental Burden of Disease in Europe: Assessing Nine Risk Factors in Six Countries" (<https://bit.ly/3NWIGOV>), a separate study using WHO data, noise pollution comes in just after air pollution in terms of its harmful impacts on public health, and at a similar level to secondhand smoke and radon exposure.

Our project will reduce noise pollution by replacing 3.3 million trip-miles in ICE vehicles with trips in EVs, which are far quieter than ICE vehicles. In fact, these vehicles are so quiet that manufacturers are now required to place noise-producing devices in the vehicles for pedestrian safety. Nissan Asia/Oceania performed an experiment in Bangkok measuring the noise impacts of replacing ICE vehicles with EVs (<https://bit.ly/3NUu6Cb>). The study concluded that using EVs on city streets in place of ICE vehicles reduced the decibel (dB) level by over 75%, from 90 dB to 21 dB. As a reference point, WHO recommends nighttime ambient noise levels not exceeding 40 dB for children and adults to get healthy sleep (<https://bit.ly/3Kij5D9>).

Our project will also replace trips in ICE vehicles with trips by transit, biking and walking. While transit buses are noisier than ICE cars, transit produces less noise overall by consolidating many trips into one HOV. Assuming mode shift reduces noise pollution at a similar rate as it reduces air pollution, we estimate our project will reduce noise pollution by roughly half for trips impacted by mode shift, which total an estimated 18,396,000 trip-miles.

(Limit 2,800 characters; approximately 400 words)

Measure 3: Racial Equity

A. Describe how the project will improve connectivity and access to places and opportunity for black, indigenous, and people of color (BIPOC) communities. Examples of improvements include:

- *Better connecting people to places, but also demonstrating an understanding of the places people want to go*
- *Connecting communities where known gaps exist (document why connection is needed and where that documentation was sourced from)*
- *Outreach to, and involvement from, BIPOC communities in project selection, development, or delivery*

Response:

The proposed expansion of the fleet and the service areas outlined in this application will further enhance transportation accessibility in the region, with a particular emphasis on meeting the transportation needs of neighborhoods with a significant BIPOC population.

Outreach to, and involvement from, BIPOC communities has been central to the development of Evie Carshare. In 2020, program partner, HOURCAR formed a Core Partner Council with ten Community-Based Organizations (CBOs) in primarily BIPOC neighborhoods. These ten CBOs represented both BIPOC populations and communities where over 40% of households live below federal poverty thresholds. The Core Partner Council played a key role in advising on the design of the EV Spot Network and relayed valuable insights to HOURCAR, and the cities of Saint Paul and Minneapolis. This information was crucial in shaping the program and defining the service area to effectively address community needs. Recognizing the diverse transportation needs of each community, these collaborations acknowledge that carsharing and electrification are pivotal steps toward achieving shared objectives for affordable, reliable transportation and cleaner air.

Carsharing, beyond being a convenient and cost-effective transportation solution, plays a pivotal role in connecting communities on various levels. Historically, BIPOC communities have experienced disparities in transportation infrastructure and accessibility. Evie Carshare reduces these disparities by offering a shared mobility solution specifically designed to meet the needs of these communities.

The close collaboration with BIPOC communities has resulted in high rates of use by those residents. Thirty-seven percent of Evie Carshare users are Black, indigenous, or people of color. Their use demonstrates that users have transportation needs that other options do not meet, and that carshare is a valuable addition to residents' choice set.

The proposed expansion in service area and number of vehicles will expand the number of BIPOC residents who can use Evie Carshare to get where they need to go. As described in Section 1A, Minneapolis and Saint Paul have identified neighborhoods totaling 8 square miles that meet the initial criteria for service area expansion -- contiguous to the current service area, and disadvantaged/underserved according to US Justice 40 criteria. Expanding service to those areas will bring new, needed connectivity to the BIPOC residents of those neighborhoods.

(Limit 2,800 characters; approximately 400 words)

B. Describe how the project will remove or lessen barriers to movement, participation, or cultural recognition. Examples of improvements include:

- *Physical barriers being addressed (directly or indirectly)*
- *Cultural barriers being addressed (language, etc.)*
- *Engagement barrier being addressed (improving systemic outreach issues)*

Response:

The community engagement process described in Measure A underscored that carshare is a valuable addition to a resident's transportation options. It also identified a number of potential barriers to accessing the service, which the City and its partners are working to eliminate. A service area expansion, and increase in fleet size, would allow Evie to address these barriers for more individuals.

1.Lack of Access: Limited access to resources, information, or opportunities can act as a significant barrier. Evie Carshare increases access to affordable transportation options for community members in the service area. Residents will help shape the expanded boundaries of the Evie Carshare service which will address lack of access, as well as physical barriers to participation.

2.Communication Challenges: Language barriers, unclear communication channels, or inadequate outreach prevent individuals from utilizing a service. Not only are program materials provided in multiple languages, but HOURCAR has added a translation service so members can request and receive real-time translation services. Information about the Evie Carshare expansion will come from a trusted local CBO or involved project team member so that implementation is not 'applied to' an area and is instead co-designed.

3.Economic Barriers: Transportation disparities are worsened by financial constraints and economic inequities. Evie Carshare has a self-certification process that allows members to qualify for an 'AccessPlus' rate. These users account for 42% of total use.

4.Perceived Exclusion: If individuals feel excluded or perceive that an initiative is not designed to include their perspectives or address their needs, can prevent individuals or communities from engaging in services. As outlined in Measure A, the Evie carshare program has goals rooted in engagement and outreach to communities before anything is implemented. With each expansion, the City and it's partners will continue to develop relationships of mutual trust and act on the needs shared by community members.

The City is a sub-recipient in a grant awarded by the US DOE Office of Energy to support direct engagement on Saint Paul's East Side, a geographical area that disproportionately bears the burdens of the transportation system, and does not equitably experience the benefits of access to clean, affordable, and reliable transportation. A deliverable of this work is a model of engagement for implementations of projects like this. If awarded funds through this Regional Solicitation, the depth of engagement will follow the model and lessons learned from the DOE project.

(Limit 2,800 characters; approximately 400 words)

C. Describe how the project will contribute to quality-of-life improvements for BIPOC communities. Examples of improvements include:

- *Placemaking or strengthening a sense of place*
- *A sense of safety or security*
- *Job creation, increased economic development*
- *Access to green space and recreation*
- *Improved public health (excluding environmental impacts discussed in criterion two)*

Response:

The proposed project will contribute to quality-of-life improvements for BIPOC communities in several ways.

1.Enhanced Transportation Access: By providing carshare tailored to communities, the project directly addresses transportation disparities. Improved access to reliable and affordable transportation options can enhance mobility, making it easier for residents to reach job centers, educational institutions, healthcare facilities, and community services. This contributes to an overall improvement in quality of life by increasing opportunities for employment, education, healthcare, and support.

2.Economic Empowerment: Access to transportation is often a key factor in economic mobility. The proposed fleet and service area expansion creates opportunities to engage in economic activities by providing convenient and cost-effective means of transportation. This economic empowerment can lead to improved financial stability and improved quality of life.

3.Reduced Environmental Impact: Evie carshare vehicles are all-electric and have no local air emissions. While Criterion Two documents the reduction in emissions, it is worth noting here that those emissions reductions will improve health in BIPOC neighborhoods.

Researchers have found that that electric cars are associated with real-world reductions in both air pollution and respiratory problems. "As ZEV adoption increased within a given zip code, local air pollution levels and emergency room visits dropped. [...] The researchers also found that while total ZEVs increased over time, adoption was considerably slower in low-resource zip codes--what the researchers refer to as the 'adoption gap.' That disparity points to an opportunity to restore environmental justice in communities that are disproportionately affected by pollution and related health problems." (Study links adoption of electric vehicles with less air pollution and improved health: <https://bit.ly/48eAYnj>)

4.Equitable Resource Distribution: The engagement of BIPOC communities in the project ensures that their specific needs and perspectives are considered. This can lead to more equitable resource distribution, with a sharp focus on the unique challenges of these communities. Tailored solutions contribute to an improved quality of life by directly addressing needs, concerns, and stresses.

5.Advocacy and Empowerment: This project, through its engagement with CBOs, has the potential to become a platform for advocacy. By actively involving BIPOC communities in the decision-making processes and providing spaces to share their concerns, the project builds community empowerment. That empowerment positively influences quality of life by fostering a sense of agency and self-determination.

(Limit 2,800 characters; approximately 400 words)

Measure 4: Multimodal Communities

A. Describe how the project improves multiple non-single-occupant vehicle (SOV) modes within the system (e.g., transit, biking, walking, carpooling). Examples of improvements include:

- *Creating interconnectivity between modes*
- *Creating structures or facilities that serve multiple modes*
- *Improvements to multimodal trip planning or ease of use*

Response:

The project is a multimodal connector, complementing transit and expanding the range of multimodal options available.

The 2017 Shared-Use Mobility Center's "Action Plan for the Twin Cities," with input from more than 75 regional stakeholders, identified the absence of one-way carsharing as a major gap in the region's multimodal network (<https://bit.ly/36ZxNWF>). While Evie Carshare has begun to fill this gap in the current service area, the gap remains in most of the region.

Studies consistently demonstrate that access to carshare enables residents to make more multimodal choices. "Mobility and the Sharing Economy: Impacts Synopsis" (<https://bit.ly/3KdDcYx>), a summary of five studies prepared by the Transportation Research Center at UC Berkeley, finds that:

- Each carshare vehicle replaces 9-13 private vehicle purchases (current or future).
- Carshare members increase their public transit and non-motorized use
 - i) "A majority of [carshare] members walk more frequently."
 - ii) "More people increased their overall public transit and non-motorized modal use after joining carsharing than decreased it."

Internal data from project partner HOURCAR supports these findings

(Note that in some cases, getting access to carshare can reduce transit use. The literature has established that this is almost always the result of a low-income resident who uses circuitous or multi-stop transit moving to carshare if it becomes an option. Introducing the carshare option improves equity.)

The neighborhoods identified as candidates for expansion are either served by high-frequency transit now, or will be through committed Metro Transit plans. Adding Evie Carshare to those neighborhoods will substantially increase the reach of those lines. For example, the neighborhood along Como Avenue in Minneapolis is one of the project's identified priority neighborhoods. The Metro Transit H Line will serve Como Ave. Adding the Como neighborhood to the Evie Service area would ensure that residents would have a full multi-modal set of options. Neighborhoods further east are not all in the project's identified priority neighborhoods - but, residents would be able to take the fast, reliable H Line to reach an Evie Carshare, and subsequently reach a suburban destination not otherwise accessible by transit.

The project will substantially expand the modal options and available destinations of a wide variety of residents.

(Limit 2,800 characters; approximately 400 words)

B. Describe the land use and development strategies that the project directly influences or supports that help create walkable, bikeable, and transit-friendly communities. Examples of strategies include:

- *Contributing to the growth of dense, mixed-use communities or neighborhoods*
- *Addressing the outcomes and goals in Thrive MSP 2040 and the 2040 TPP*
- *Reducing demand or need for automobile parking infrastructure (e.g., shared parking arrangements, parking management techniques)*

Response:

The proposed EV Spot Network expansion fulfills the TPP's goal of "Leveraging Transportation Investments to Guide Land Use Outcomes," by "help[ing] create walkable, bikeable, and transit-friendly communities."

As documented above, the EV Spot Network supports multimodal communities. As such, it aligns with a variety of outcomes and goals in the 2040 Transportation Policy Plan (Chapter 13: Outcomes):

- Percent Non-Single Occupancy Vehicle Travel: Target of greater than 25% "reflects the TPP's vision of travel via multiple modes and decreased single-occupancy vehicle use"
- Transit Ridership: Increase in daily ridership
- Modal participation rate: Percent of people who use these modes at least once on a typical day
- On-Road Mobile Source Emissions: Total amounts

As detailed in the response to Question 2A, the project will reduce VMT in SOVs. The TPP identifies minimizing VMT per capita as a preferred outcome: "When people are driving further, there are implications for the environment (beyond just air quality), the economic viability of travel and related equity of access, the potential for fatal and serious crashes, and wear and tear on the region's transportation infrastructure."

The Council's Housing Policy Plan sets a priority to "help low-income households reduce the combined costs of housing and transportation." According to the "Impacts Synopsis" of the Transportation Research Center at UC Berkeley (<https://bit.ly/3xc2PW6>), households that use carsharing save \$1,848-\$5,220 per year on transportation costs; these costs have only increased since that study. Averaging high- and low-end estimates and multiplying by the anticipated number of users per vehicle (15; cf. the answer to Question 2 Measure A), we estimate our project will save residents (50 shared EVs * 15 users/EV * \$3,534 savings/yr/user =) \$2,650,500 annually, or \$18,563,500 over the seven-year project period.

Finally, carshare reduces residential off-street parking needs; a major cost driver in multifamily development. Reducing parking needs improves housing affordability, a major goal of the Metropolitan Council. The Council notes that "As car-sharing services, such as HourCar or Car2Go, become more common, the number of parking spaces needed will lessen in developments" (<bit.ly/37hHZd0>). Millard-Ball et al. (<bit.ly/3r6kACm>) outline the ways in which carshare reduces private vehicle ownership and parking demand, concluding that "making convenient and visible parking spaces available for car-sharing vehicles is one of the most useful actions partner organizations can take to implement car-sharing as a parking reduction strategy." This reduced parking demand can then be translated into more productive land uses, including the denser development called for in Council policies.

C. Describe how the project supports first- and last-mile solutions for people connecting to places they need to go. Describe the destinations the project will connect and their level of demand. Examples of strategies include.

- Mobility hubs and centralized connections for multiple modes
- Increasing shared trips/shared mobility
- Access to job centers not located on fixed transit routes

Response:

The proposed expansion of Evie Carshare will facilitate access to destinations not reached by transit, substantially expanding the range of destinations reachable from existing and new transit lines.

Expanded access to Evie Carshare will increase (shared) mobility in two ways.

1. Provide connections when transit is not direct enough

As noted in the answer to Question 3A, the City of Saint Paul and HOURCAR convened focus groups with diverse sets of residents to learn about their unmet transportation needs. Residents consistently identified needs that current options could not easily meet. These included traveling to and from medical and other critical appointments such as job interviews. While many of these destinations are served by transit, residents said the trips might take too long in a given situation. For example, to ensure timely arrival to a 30-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. Access to carshare increases residents' ability get medical care.

To continue with the Como/East Hennepin neighborhood example: many residents of the area use the North Memorial Health system. To reach the closest full North Memorial Health clinic in St. Anthony, a resident of the Como neighborhood would need to walk a mile, which Google maps says will take 20 minutes (a literal 'first mile') to the 4B bus, which then takes another 15 minutes to reach the clinic. While there is a bus on Como, using it to reach the clinic requires two transfers and 48 minutes. For a resident of Como the St. Anthony Clinic is "just" 4 miles away, and is technically transit-served, but for most people, neither of these options are practical.

On the other hand, this trip is either a convenient 1-mile trip in an Evie + a 15-minute bus trip, or convenient 12-minute Evie trip. Expanding Evie Carshare to Como will connect residents to health care via a convenient, accessible, affordable transportation option.

2. Provide connections to destinations not otherwise reachable from transit-served neighborhoods.

While neighborhoods in the proposed expansion areas will have excellent transit to destinations on transit lines, most potential destinations in the region are not within walking distance of those lines.

Focus group participants consistently said that carshare would help meet both kinds of unmet transportation needs. The substantial use of Evie Carshare by residents shows that EV carshare is successfully helping meet those needs. Expanding carshare access will make this connectivity option available to even more residents.

Measure 6: Partnerships

A. Describe the number of stakeholder groups that have helped or will help develop the project and their role in the project's delivery. In the response, consider the following:

- How many partners will be involved in the project?
- Will there be public/private partnerships (or 4P; Public, Private, Philanthropic, and People)
- What percent or number of partners are small or minority-owned businesses (e.g., disadvantaged business enterprise [DBE], targeted group business [TGB], Met Council underutilized business [MCUB])
- Are businesses or partners locally owned or run?

Response:

The Evie Carshare program stands as the successful product of a robust public-private partnership, uniting the cities of Saint Paul and Minneapolis, the publicly regulated Xcel Energy, local non-profit HOURCAR, and two additional non-profit organizations: East Metro Strong and the American Lung Association/Clean Cities Coalition - Minnesota. This partnership has been central to the ability to put in place the pieces necessary to deliver 150,000 Evie Carshare rides so far.

From the initial engagement with the ten Community Based Organizations comprising the Core Partner Council, the project has flourished, and welcomed three additional community councils: Dayton's Bluff Community Council, Greater East Side Community Council, and Southeast Community Council. As described above, all of these CBOs serve neighborhoods with substantial BIPOC and/or low-income populations.

A recent grant from the Department of Energy (DOE) further underscores our commitment to partnership, allocating \$100,000 to each of these organizations, along with the Payne-Phalen Community Council. The funding will bolster CBO capacity through staff and resources and will be crucial for raising awareness about the planned service expansion in East Saint Paul.

This application has been developed together with a broad set of stakeholders. Washington County has also submitted proposal to expand EV carshare service, at Gold Line stops. These applications have been developed with essentially the same set of stakeholders. These stakeholders span multiple cities, counties, and other regional institutions. These stakeholders have developed a shared understanding of the benefits of EV carshare, and of the value of expanding access to those benefits to residents of more of the region. We believe this fulfills TAB's goal that Unique Projects build partnerships and collaboration across the region.

Partnerships will remain integral to the growth of regional carshare, reflecting our commitment to fostering collaborative, community-driven solutions.

(Limit 2,800 characters; approximately 400 words)

B. Identify the funding partners and amounts of local match provided.

Response:

The cities of Saint Paul and Minneapolis will jointly provide 20% match on the project (\$350,000 total, \$175,000 per city).

HOURCAR will provide \$500/vehicle (\$25,000) in specialized hardware required to technologize the vehicles for carsharing operations.

(Limit 2,800 characters; approximately 400 words)

Attachments

File Name	Description	File Size
1 page Project Description.pdf	Summary	92 KB
Evie Expansion - Project Budget.pdf	Project Budget	399 KB
HOURCAR LoS StP UP 121423.pdf	Letter of Support_HOURCAR	118 KB
Letter in support of Evie application EMS.pdf	East Metro Strong Letter of Support	105 KB
Letter of Support_EV carshare St Paul_MAK Signed.pdf	Minneapolis Letter of Commitment	140 KB
Project Map_Evie Potential Expansion.pdf	Map - Evie Carshare Potential Expansion Areas	63 KB

Summary: In 2022, the region launched the EV Spot Network: Evie Carshare and EV Spot Charging. TAB provided startup funding for Evie Carshare, which has been matched with millions of dollars from other public and private entities.

Use has grown rapidly. Evie Carshare recently passed a major milestone: 150,000 trips and 1.5 million emission-free miles. Evie Carshare vehicles are used on average three times a day, a national record.

This success creates two clear needs. The first is to bring this option to more people, in more neighborhoods. The second is to increase vehicle availability. The current high utilization means that people who need a vehicle often cannot use one.

This application funds 50 new shared EV electric vehicles. These vehicles would 1) serve an expanded service area, and 2) increase the availability of carshare vehicles across the service area.

Discussion: In response to the popularity of Evie Carshare, and requests, we evaluated neighborhoods for possible expanded service.

- We used criteria including transportation need and equity.
- We looked at places where current Evie Carshare trip ends are bunched against the current service area boundary. The data clearly show places where people would like to extend Evie Carshare trips, but cannot due to the limited service area.

That evaluation identified neighborhoods for possible new service, contiguous to the current service area, totaling eight square miles. The evaluation also identified areas in the current service area that need better service.

In response, we are implementing the following plan: This application for 50 new shared EVs to extend service to new neighborhoods, and meet demonstrated need in the current service area. We also applied to the federal “Charging and Fueling Infrastructure” opportunity for chargers to support the same goals.

These applications are independent. While the EV Spot Charging network will eventually need additional chargers, current charging capacity is sufficient to support the proposed vehicles and service area expansion.

In sum, we have developed a vision for bringing this popular and well-used option to more people. This vision anticipates:

1. Targeted expansion of the existing service area
2. Increasing charging network and vehicle density within the current service area (i.e., adding more chargers and cars)
3. Adding round-trip carshare hubs along BRT/LRT lines

This application fulfills objectives 1 and 2. The expansion along the Gold Line proposed by our partners at Washington County supports objective 3.

Item	Cost per Unit	Number of Units	TOTAL
Electric Vehicle Leases	\$ 35,000	50	\$ 1,750,000
Carshare Hardware	\$ 500	50	\$ 25,000
Total			\$ 1,775,000

Sources of Funding	
Regional Solicitation	\$ 1,400,000
City Match - Saint Paul	\$ 175,000
City Match - Minneapolis	\$ 175,000
HOURCAR in-kind match	\$ 25,000
Total	\$ 1,775,000



Affordable
Accessible
Sustainable

December 14, 2023

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

Dear Ms. Koutsoukos,

HOURCAR is partnering with the City of Saint Paul on its application to the Regional Solicitation for a service area expansion of the EV Spot Network and Evie Carshare. As Minnesota's original carshare service and the current operator of Evie Carshare, HOURCAR has the expertise, capacity, and technical skills to operate this expanded service. As the region's only nonprofit shared-mobility operator, we will do so with a sharp focus on increasing transportation options available to the community, especially Black, Indigenous, and People of Color and low-wealth communities, improving quality-of-life outcomes and helping everyone in the region thrive.

Should the City of Saint Paul's application be selected for funding, HOURCAR plans to operate the proposed EV carshare vehicles as described in the application per our contract with the City of Saint Paul. HOURCAR also commits to provide the in-vehicle carshare technology for the project at a cost of \$25,000 in local match.

I 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 that reads "C. Paul Schroeder". The signature is fluid and cursive, with the first name "C." being particularly prominent.

C. Paul Schroeder
President & CEO
pauls@hourcar.org

428 Minnesota St., #500
Saint Paul, MN 55101

Transportation Advisory Board
Attention: Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
Saint Paul, MN 55101

December 15, 2023

To whom it may concern:

East Metro Strong works with businesses, cities, and counties for more and better transportation choices. While based in the East Metro, we support investment in more choices for everyone.

With this letter, East Metro Strong endorses the application from the cities of Saint Paul and Minneapolis to the Metropolitan Council's Regional Solicitation, to expand access to the popular Evie Carshare option.

The region's residents have used Evie Carshare to make more than 150,000 trips totaling 1.5 million zero-emission miles. The cities regularly receive requests to expand this popular service to additional neighborhoods. And, the cities hear from users that – as useful as they find the service – too often they cannot find an available vehicle.

This proposal responds with new shared electric vehicles. They would allow Evie Carshare to expand to new neighborhoods and increase the availability of vehicles across the system.

The proposal supports a number of goals established by the Metropolitan Council, including

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

And

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

East Metro Strong helped facilitate some of the focus groups that helped design the EV carshare system. Participants gave moving descriptions of the choices they had to make because they did not own a car. Because of poor transit connections, some needed to choose whether to take off a half day of work to make a medical appointment. Several participants described how hard it was to see family on weekends because buses became so much less frequent exactly when she needed them. The cost savings and emissions reductions produced by carshare are well quantified. It is more challenging to convey the health and community cohesion benefits, so these are worth underlining here.

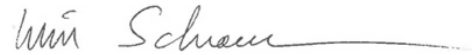
Providing “Access to Destinations” as the Transportation Policy Plan puts it, is challenging. On the public side, transit cannot connect all destinations 24/7/365. On the private side, vehicle ownership and

operation has gotten more expensive every year for 10 years. Carshare has proven to be a remarkably effective way to provide vital connections. As the region continues to grow, many more communities will be looking for ways to provide those connections in a variety of land uses.

This proposal would bring the Evie carshare model to new kinds of service areas. The lessons from doing so will be invaluable to other communities and to the region.

Thank you for your work to create and support a transportation system that connects us all.

Sincerely,

A handwritten signature in cursive script that reads "Will Schroer". The signature is written in dark ink and has a long, horizontal flourish extending to the right.

Will Schroer
Executive Director

December 13, 2023
Elaine Koutsoukos
TAB Coordinator
Transportation Advisory Board
390 North Robert Street, St. Paul, MN 55101

RE: Support for the City of Saint Paul Regional Solicitation application in a Unique Projects category for Evie Carshare and EV Spot Network expansion.

Dear Ms. Koutsoukos,

The purpose of this letter is to express the City of Minneapolis's support for Saint Paul's 2024 solicitation of Federal funds through the Metropolitan Council's Regional Solicitation program in a Unique Project category for Evie Carshare vehicles for EV Spot Network and carshare service area expansion.

The proposed project would allow for the city to lease an additional 50 vehicles to support up to 25 charging hubs proposed to be created with federal Charging and Fueling Infrastructure (CFI) funds. This fleet size increase is important as Evie carshare continues to meet the needs of Saint Paul and Minneapolis residents utilizing the service for transportation needs in the Twin Cities Metro.

Thank you for your consideration. If you have any questions, please contact Joe Laurin, our project lead at 612-500-7883 or at joseph.laurin@minneapolismn.gov.

Sincerely,



Margaret Anderson Kelliher
Director
City of Minneapolis—Department of Public Works

